
F/YR22/1256/F

**Applicant: Prosperity Wealth and
Developments Limited**

**Agent : Mr Richard Brown
Richard Brown Planning
Limited**

**Land North East Of Meadowgate Academy Access From, Sandy Lane, Walsoken,
Wisbech Cambridgeshire**

Hybrid application: Full planning permission for the erection of 294 x dwellings with access off Sandy Lane, public open space, landscaping, and associated infrastructure. Outline application with matters committed in respect of access for a Community Hub/local centre comprising convenience store 300 sq m, other retail/services/health 200 sq m, parking/servicing, play areas/open space, 60 x bedroom care home/extra care accommodation and residential development.

Officer recommendation: Grant

Reason for Committee: Town Council recommendation and number of representations contrary to officer recommendation.

1 EXECUTIVE SUMMARY

- 1.1 The site comprises of an irregular parcel of land (approx. 19.3Ha) located to the east of Wisbech and forming part of the east Wisbech strategic allocation, identified through policy LP8 of the Fenland Local Plan (2014) and F3.1 of the King's Lynn and West Norfolk Borough Council (KLWNBC) Local Plan, which in total seeks to deliver around 1450 dwellings (around 900 in the Fenland area) and supporting infrastructure.
- 1.2 Policy LP7 sets out that a BCP (Broad Concept Plan) 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 2018 in conjunction with KLWNBC and Cambridgeshire County Council.
- 1.3 KLWNBC devolved power to Fenland District Council (FDC) to determine this application in April 2023. As such, it falls to FDC to assess the application as a whole, including the proposed development falling within the KLWNBC area.
- 1.4 The application has undergone several revisions, following discussions with consultees and the applicant, primarily to address matters relating to transport impacts and mitigation, drainage and biodiversity. The initial submission proposed 325 dwellings, however this has been reduced through the assessment of the application, primarily in respect of urban design adjustments.
- 1.5 The application is in hybrid comprising; a committed element for 294 dwellings (Full application) with associated parking, landscaping, public open space, and a new access off Sandy Lane and Broadend Road; and an Outline element with matters committed only in respect of access, to serve a community hub and 60-bed care home with associated infrastructure and a small element of C3 residential (around 14 dwellings). The proposal overall is considered to broadly

conform to the ambitions of the BCP.

- 1.6 A comprehensive package of mitigation has been proposed by the applicant, mainly in respect of transport impact mitigation.
- 1.7 It is recognised that the development will result in some unavoidable landscape impacts, however this is localised and inevitable given the development plan allocation. Furthermore, due to known viability constraints with the district, neither social infrastructure contributions nor affordable housing can be secured at this time, albeit a review mechanism could be secured to monitor and recoup any overage that may arise during the latter stages of the build. However, at this time the lack of social infrastructure contributions and affordable housing contributions weighs against the development.
- 1.8 In applying the planning balance; viability constraints through delivering the initial phases of the strategic allocation have always been anticipated and despite its inability to meet the social infrastructure and affordable housing contributions, the development would not only secure significant housing, including a housing scheme specifically addressing older persons accommodation, the highway infrastructure delivery will also aid in unlocking further parcels of the allocation, enabling further housing delivery and associated infrastructure. Furthermore, the highway improvement works to Sandy Lane and Broadend Road, whilst necessary for the development itself, would also benefit the wider populous, providing improved connectivity to an employment site to the east and other services in the surroundings. It is considered therefore that the benefits of the proposal would, on balance, outweigh the disbenefits, would amount to sustainable development, complying with the development plan taken as a whole.
- 1.9 The recommendation is to GRANT planning permission.

2 SITE DESCRIPTION

- 2.1 The site occupies an area of approximately 19.34 hectares (ha) and is located on the eastern edge of the urban extent of Wisbech and south of the Walsoken area.
- 2.2 The site is low lying and flat consisting of large, open, arable fields with east-west corridors of vegetation associated with existing public footpaths that divides the land up into 3 separate areas. The north-west and southern boundaries of the site are well vegetated, albeit ultimately adjacent to the north-western boundary a new primary school and residential development is anticipated to come forward under an adjacent development proposal. The eastern boundary is more open and views into the site from Green Lane and Broadend Road are uninterrupted although very local in nature, as more distant views are blocked by intervening vegetation.
- 2.3 A belt of protected woodland is located along the southern extent. Approximately 150m north of this is CCC Public Byway No. 15 which runs east to west linking Meadowgate Lane and Green Lane. TPO trees, comprising a range of species and sizes, straddle this route. Further north (approx. 300m) is a Cambs County Council public footpath No. 4 (Norfolk CC ref. – FP1) which runs from Green Lane to Orchard Drive and intersects with public Byway No.14 along Stow Lane.
- 2.4 The immediate area consists predominantly of residential detached housing. The existing buildings to the neighbouring Wisbech area range from bungalows and two

storey houses. Parking is predominately provided through either an internal garage or private driveway, although some on street parking does occur. Meadowgate School is located just beyond the south western edge of the site. A small number of properties lie adjacent to the site, along Broadend Road and Green Lane and a group of vacant equestrian stables lies adjacent to the to the southern boundary to the west.

- 2.5 The site abuts land to the east, which is subject of a planning application submitted by Seagate Homes (planning reference F/YR22/0844/O) for 300 dwellings. These two development areas form the first comprehensive phases of the allocation to come forward, and which includes part of the Community Hub area outlined in the Broad Concept Plan, defined as an array of circles at the centre of the allocation.
- 2.6 The site is not subject to any landscape designations at either a local or national level. The site is at low risk of flooding, with the exception of a small area at the north-eastern corner which is identified as Flood Zone 2 (medium risk) according to the Environment Agency's latest flood risk mapping.

3 PROPOSAL

- 3.1 The application seeks planning permission for the development of the site for 308 residential units; a Community Hub/local centre comprising 300m² convenience store, 200m² of other retail/services/health uses, parking/servicing; play areas/open space; 60-bedroom care home/extra care accommodation with ancillary facilities.
- 3.2 The application is hybrid in nature comprising a committed element for 294 dwellings (FULL application) with associated parking, landscaping, public open space, and a new access off Sandy Lane and Broadend Road, and an Outline element with matters committed only in respect of access to serve the Community Hub/local centre, 60-bedroom care home/extra care accommodation, further C3 residential development (up to 14 units) and associated infrastructure, delivering a total of up to 308 units, plus a 60-bedroom care home.

Full element

- 3.3 The FULL element is located at the southern half of the site, with a new access formed from Sandy Lane and a further access point from Broadend Road. The access from Sandy Lane forms a spine road serving the committed development and the outline development parcel at the north of the site. Sandy Lane itself is proposed to be enhanced with a footway/cycleway, linking westward to the Seagate development and eastward onto Broadend Road. Furthermore, the length of Broadend Road which runs parallel to the eastern site boundary is also proposed to be enhanced with a continuous footway, widened carriageway and streetlighting.
- 3.4 The internal road network denotes vehicular, pedestrian and cycle connection points with the aforementioned Seagate development to the west. The development straddles the public right of way (CCC Footpath 15) which runs east to west linking Green Lane to Meadowgate Lane. The Right of Way is proposed to be retained and enhanced, with areas of public open space along its length, including LEAP (locally equipped area of play) and a network of paths in between soft landscaped areas.
- 3.5 Two of the TPO trees on site are proposed to be retained. Two TPO Ash trees are proposed to be removed due to heavy decline. Furthermore, a grouping of TPO trees at the far south-eastern corner of the site, covering around 0.9 Ha are proposed to make way for a large attenuation pond to serve the development.

Additional native hedgerow and shrub planting is proposed along the site boundaries and around SuDS features to aid with screening and habitats, as well as lining the main streets through the site.

- 3.6 The housing proposed comprises a mix of 1, 2, 3 and 4-bedroom properties, with a mix of single, two and two and half-storey (room in roof space) dwellings. Of the 294 committed dwellings, around 26 (C.8%) sit either within or straddle the boundary of KLWNBC.
- 3.7 Surface water will be managed via permeable paving, attenuation features across the site and where necessary discharged to existing drains. Foul drainage is proposed to be discharged via pump to existing connections at Meadowgate Lane, and potentially Sandy Lane for the northern (outline) element.

Outline element

- 3.8 The Outline element only commits access and is proposed to provide a community hub/ local centre comprising convenience store and other retail/services/health, parking/servicing; play areas/open space; 60 x bedroom care home/extra care accommodation and up to 14 further C3 residential units (in addition to 294 dwellings to be delivered as part of the full application). The outline element is located mainly within KLWNBC jurisdictional area and is located at the northern and eastern edge of the site. It would be served by the aforementioned spine road which runs from Sandy Lane, with the additional access point off Broadend Road.
- 3.9 The Site Plan indicates that the care home would be located towards the north-eastern corner of the site, facing onto Sandy Lane and Broadend Road, with the commercial elements located immediately adjacent the Spine Road at the north, with some fronting onto Sandy Lane.
- 3.10 A number of amendments and further information has been provided, mainly to address matters of highways and highway design, public rights of way, drainage and general layout design.
- 3.11 The application is supported by the following plans and reports.

- Site Layout Plan rev G
- Location Plan rev D
- Landscape Concept Plan
- Design and Access Statement (November 2023)
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment and Framework Travel Plan
- Preliminary Ecological Appraisal
- Tree Survey Report
- Health Impact Assessment
- Air Quality Technical Note
- Noise Technical Note
- Utility Statement
- Geo-environmental preliminary risk assessment
- Lighting Impact Assessment
- House Type plan
- Foul Pumping Station details
- British geological Survey mapping and site investigation
- Ecology Surveys

- Boundary Treatment Plan
- Proposed Storey Layout
- External Materials Plan
- Highway plans – tracking, access, junction design
- Planning Statement
- IDB ditch relocation plans
- Broadend Road Widening Plans rev C
- Upgraded public byway tie-in with Meadowgate Lane and footway/cycle
- Proposed bus stop locations
- Material treatment plan
- Pedestrian crossings at Money Bank and Ramnoth Road
- Footway widening at Money Bank/ Quaker Lane junction
- BNG metric
- Woodland Management Plan

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

4 RELEVANT SITE PLANNING HISTORY

Reference	Proposal	Decision
F/YR22/0844/O	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	Resolved to be granted subject to completion of S106 (Planning Committee meeting 14.05.2025)
F/YR19/0199/SCOP	EIA Scoping Opinion - Residential development with associated public open space, infrastructure, local centre and school	Scoping Opinion Issued 30.04.2019

5 CONSULTATIONS (Latest comments summarised)

5.1 Wisbech Town Council (22 April 2025)

Objection.

- The proposal would constitute overdevelopment of the site.
- There are likely to be contamination issues based on previous site uses
- Insufficient parking on site for residents

5.2 Ward Councillor

No comments received

5.3 Kings Lynn & West Norfolk Borough Council

Notes that the Planning Committee resolved that the infrastructure (i.e. the Broadend Road junction with the A47) needed to be in place before any

development took place, otherwise they would object. Advises this remains the case and will need to be taken into consideration when determining the application.

5.4 Walsoken Parish Council

Notes that in the planning application property address, it states that the parish is Wisbech Town Council and that the ward is Wisbech, Walsoken and Waterlees. Advises that a large part of this application is in Walsoken Parish Council, Norfolk and the Ward of Marshland South, and considers it is only correct that this is recorded on all documentation.

Considers that this application and further applications already being planned in the area will severely affect the residents of Walsoken, Norfolk and as such residents in these areas should be involved in all communication. Therefore, it is crucial that planning documentation regarding this area names the correct parishes and wards involved.

5.5 CCC Local Highway Authority (Transport)

[Following detailed review and amendments to the Transport Assessment and framework travel plan]

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

- Provision of a residential Travel Plan pre-occupation
- Staff Welcome Travel Packs provided prior to any non-residential uses
- Sandy Lane improvement works, as shown in principle under application F/YR22/0844/O to be delivered pre-occupation
- Orchard Drive access improvement works, as shown in principle under application F/YR22/0844/O to be delivered prior to 100 occupations
- A footway connection between Orchard Drive and application site under to be provided prior to occupation.
- Prior to first occupation of any development, the developer shall deliver the off-site highways works in accordance with the schemes shown indicatively on 70094807-SK-008-P02 and 70094807-SK-010-P02. 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 first occupation of any development, the developer shall deliver a shared use pedestrian/cycle path to Meadowgate Lane in accordance with a scheme to be agreed as shown indicatively.
- Prior to first occupation the developer shall deliver the Public Byway 266/15 realignment works in accordance with a scheme to be agreed and as shown indicatively.
- Prior to first occupation of any development, two new bus stops shall be delivered on the main spine road within the site shown indicatively. These works shall include but not be limited to, a bus shelter set 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.

S106

- Prior to occupation of the 150th dwelling, the developer shall pay a S106 monetary sum of £483,600 towards bus service enhancements within Wisbech.

5.6 Cambridgeshire County Council Local Highway Authority (Development Management)

No objections. Happy to defer highways matters within KLWNBC area to Norfolk CC Highways. Requires the following conditions;

- Highway built to adoptable standards before the last dwelling is occupied.
- Road(s), footway(s) and cycleway(s) required to access the relevant dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road.
- Temporary Construction facilities area - location to be agreed pre-commencement
- Management of Estate Roads scheme to be agreed and implemented until such time as adopted
- Wheel Wash Facilities to be installed within the site for the duration of the development

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 development 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 Seagate development and further development associated with the wider allocation.

Notes that both this development and the adjacent Seagate 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.

Confirms that Norfolk County Council Highways has no objection subject to conditions recommended to secure highway upgrades with triggers set out.

- Detailed plans of the roads, footways, cycleways, foul and surface water drainage to be agreed.
- Completion of roads, footways, cycleways, foul and surface water sewers prior to final occupation.
- Roads, footways, cycleways to be constructed to binder course surfacing level from the dwelling to the adjoining County Road prior to occupation.
- All footways and cycleways to be fully surfaced in accordance with a phasing plan to be agreed.
- Visibility splays shall be provided prior to occupation and maintained in accordance with the approved details.
- A scheme detailing provision for on-site parking for construction workers for the duration of the construction period to be agreed pre-commencement.
- Construction Traffic Management Plan to be agreed and implemented pre-commencement.
- All construction traffic to comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route'.
- Prior to the first occupation a detailed scheme for the off-site highway improvement works as indicated in principle on Drawing No.s 70094807-SK-

022, 70094807-SK-00 shall have been submitted to and approved in writing by the Local Planning Authority.

- Off-site highway improvement works to be delivered prior to 100 occupations.
- Sandy Lane highway improvement works to be completed prior to 50 occupations.
- A detailed Travel plan to be agreed prior to first occupation. To include a monitoring programme to ensure that the identified travel plan targets are met.

5.8 National Highways

Recommends that conditions securing a Travel Plan, including monitoring should be attached to any planning permission that may be granted.

Advises that the modelling information identified the A47 / Elm High Road junction to be operating over capacity in both peaks of all of the assessment scenarios. The proposed development is forecasted to have an additional impact on the junction. As part of the planning application, an alternative physical mitigation scheme for the junction has been identified to reduce the impact of the application site. In the first instance, a more vision led approach should be adopted and National Highways agree a Travel Plan, secured by condition. The travel plan should identify a variety of soft and hard measures to reduce trip generation and mechanisms to monitor and review the results of the measures. The Travel Plan should also identify remedial works to be implemented should the reduced trip generation target not be achieved. These remedial works could require the submission of a mitigation scheme to accommodate additional capacity at the A47/Elm High Road junction.

[Further correspondence received 30 April 2025 to clarify position].

Both applications F/YR22/0844/O and F/YR22/1256/F include several hundred houses and related amenities in East Wisbech. The A47 being the nearest strategic road network. These applications were considered on the basis of the trip generation and resulting impact to the A47 in terms of safety and congestion (both to the main line and junctions). They have reviewed the Transport Assessment and supporting evidence submitted by the applicants and have sought additional evidence where needed. The conditions within the NH planning response are proportionate to the impact generated from the developments and are within guidelines set out in the Government Planning Circular 01/22.

A NH safety scheme is due to be implemented shortly covering a large section of the A47 reducing the speed limit from 60mph to 50mph, along with enforcement cameras.

5.9 Cambridgeshire County Council Definitive Map team

[Following a revision to the site plan to remove landscaping encroachment of the Right of Way, specifically Public Byway 15].

Confirms withdrawal of objection.

Requests that informatives relating to Public Right of Ways protection, developer responsibilities and maintenance are appended to the grant of planning permission.

5.10 Cambridgeshire County Council Lead Local Flood Authority

No objection. Considers the details demonstrate that surface water from the proposed development can be managed through the use of a combination of permeable paving, geocellular attenuation, swales and attenuation basins, restricting surface water discharge to 23.4l/s for the Northern, central and southern

systems together with all outfalls discharging into the surrounding drainage ditch network. Acknowledges that the applicant will provide more detailed exceedance flow routing during the detailed design stage at discharge of condition. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

Also confirms that the ditch relocation and additional access do not change the surface water drainage arrangement of the site, and the attenuation basins appear to not be affected with the basin below the additional access road changing shape somewhat.

Conditions recommended in respect of site wide surface water strategy, construction drainage and SuDS completion/ inspection.

5.11 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.

5.12 Cambridgeshire County Council Growth & Economy

	Amount	Project	Trigger
Early Years	£436,306	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	N/A	
Secondary School	£1,132,448	New secondary school	
Libraries	£47,937.50	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 (see application F/YR22/0844/O which proposes to secure this).

5.13 Cambridgeshire County Council Mineral & Waste Local Planning Authority

No comments received

5.14 Natural England

Advises that parts of the development within the county of Norfolk are within the Impact Risk Zone for multiple European designated sites scoped into the Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy ('GIRAMS'). It is anticipated that certain types of new development in this area is 'likely to have a significant effect' on the sensitive interest features of these European designated sites, through increased recreational pressure when considered either alone or 'in combination' with other plans and projects. The GIRAMS has been put in place to ensure that additional recreational pressure does not lead to an adverse effect on European designated sites in Norfolk.

Advises that the authority should determine whether the proposal is likely to have a significant effect on any European site, proceeding to the Appropriate Assessment stage where significant effects cannot be ruled out and for further consultation with NE if so.

No response received to applicant's response (see FDC Ecology comments)

5.15 **FDC Ecology**

Ecology Surveys

Notes that although the initial ecology surveys are a little dated, a recent site visit undertaken indicates that no significant changes in habitats or substantive changes in land use which would have improved the nature conservation of the land appear to have occurred in the intervening time since the surveys were carried out. Therefore, is prepared to accept the surveys as sufficiently up to date to inform a planning decision. Advises however, that some surveys will need to be updated prior to any development commencing.

Impact on Designated Sites

Accepts that the proposals will not cause any harm to any sites specially designated for their nature conservation value.

Impact on notable habitats

Advises that the development will mostly cause losses to arable land and improved grassland of local nature conservation value, although there are some locally valuable habitats present, including woodlands, hedgerows, ditches and neutral grassland. Woodlands and hedgerows are priority habitats for conservation. Notes that the landscaping proposals for the development include –

- Retention of woodland, hedgerows, trees and ditches,
- New tree planting,
- New hedgerow planting,
- Creation of new drainage features and ponds of value to local wildlife,
- Positive management of existing retained woodland

Therefore, accepts that the scheme offers sufficient compensation for habitat losses, although advises that a more comprehensive and detailed Landscape and Habitat Creation and Management Plan is required to be prepared and implemented in by Condition. Notes and accepts the detailed Woodland Management Plan for the retained woodland (far south). Required to be implemented in full. Advises that a Construction Environmental Method Statement (CEMS) is required to be prepared for the development, providing details of how harm to retained habitats both on-site and nearby is to be avoided during the course of any site clearance and construction works.

Biodiversity Net Gain

The application was submitted prior to the introduction of statutory biodiversity net gain and is therefore exempt from a need to provide a minimum 10% biodiversity gain. Notes the applicant has voluntarily provided a metric which demonstrates that the scheme could achieve an overall gain in biodiversity.

Impact on notable species

Advises that the development will affect foraging habitat used by bats and foraging and nesting habitat used by birds. Habitats present are also suitable for use by hedgehogs. Although the scheme will provide new landscaping and habitat enhancements which will be of value to bats, birds and hedgehogs. Recommends –

- That a sensitive lighting plan is required to be prepared for the site, to ensure that retained habitats of value to bats (woodland, hedgerows and water features) are not subject to direct, intrusive lighting.
- That no vegetation clearance is undertaken during the optimum time of year for bird nesting (March to August inclusive).
- That bird nesting and bat roosting boxes are installed across the site, post completion.
- That boundary features are designed to be porous to allow small mammals to pass through the site (for example by creating hedgehog highways through fencing).

Advises that although neither Deer nor Foxes are not specially protected, precautions to protect animal welfare should be taken during site clearance and construction works.

Requirements for further surveys

An updated survey for Badgers is recommended prior to any ground clearance or construction work commencing.

Re: Natural England comments;

Concludes that the development proposals will not have any likely significant effects on any European sites and therefore appropriate assessment is not required.

Considers that given the distances between the application site and any European sites and the lack of apparent pathways between the application site and any designated sites, the only harmful effect on European sites which could conceivably result from the proposals is diffuse recreational disturbance arising from new residents visiting designated sites. Recreational access to these sites is not widely promoted and neither site is considered to be significantly affected by recreational pressures; the most significant harmful effects on these sites are considered to be water pollution and hydrological changes.

The nearest coastal designated sites to the application site are over 19 km away (The Wash SPA) which is unlikely to be sensitive to any marginal increase in visitors which may arise from the development at Wisbech. Breckland SPA/SAC would be considered to be the nearest European sites which could be most affected by recreational pressure, but the Breckland sites are more than 30km away from the application site. They are therefore very unlikely to be visited for recreation on a regular basis by new residents from a site in Wisbech.

It is also noted that the development will provide accessible greenspace on and close to the site, and new access routes to other greenspace in and around Wisbech, reducing the need for new residents to travel long distances for regular outdoor recreation.

Significant recreational disturbance effects on European sites arising from the planned development are therefore considered unlikely.

5.16 FDC Trees

Having reviewed the arboricultural information, I have no objection to this scheme, the trees have been adequately identified and the protection measures provided as suitable if they are installed and site supervision is undertaken, I would suggest this is conditioned or implemented however is best.

The woodland management plan provided as part of the scheme is also acceptable.

5.17 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.

5.18 FDC Sports & Leisure services

No comments received

5.19 Cambridgeshire Police Designing Out Crime Officers

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

No objections but provides advice and recommendations on the following;

- External lighting
- Cycle shed security
- Gable end design re: surveillance
- Footpath/open space and landscaping re; safety and security

5.20 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. 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.

Advises that Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. (the proposed pumped rate combined total of 20.4l/s (2 pumping stations - is considered excessive and could not be accommodated) We therefore request a condition requiring phasing plan and/or on-site drainage strategy.

No objection subject to the following condition:

Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme.

5.21 Cambridgeshire Fire & Rescue Service

No above ground development should take place until a water scheme for the provision of fire hydrants has been submitted to and agreed with the fire authority.

No occupation of the development can occur prior to the installed fire hydrants being inspected and tested for operational use by the fire authority
Recommends details to be secured via condition or S106

5.22 FDC Environment & Health Services (FDC)

No objections subject to conditions securing;

- Construction Environmental Management Plan
- Contaminated Land Condition
- Noise monitoring of Fen Fencing business and scheme of noise mitigation if the result indicates this is necessary.

5.23 NHS England (East)

Advises that 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.

The 60x bedroom care home will have an additional impact on health provision operating within the vicinity of the application. A developer contribution will be required to mitigate the impacts of this proposal. CAPICS calculates the level of contribution required would be £73,622.79.

5.24 Kings Lynn & West Norfolk Internal Drainage Board (Water Management Alliance)

Confirms that the Board do not have any objections nor significant concerns with this planning application at this stage, subject to finalising any detailed matters through their IDB consents process.

5.25 Sport England

Objects. Sport England considers that the application conflicts with Sport England planning policy objectives in that it fails to make any provision for sport or physical activity.

Considers that the increase in population would result in a significant demand for community sports provision.

Advises that using the Sports Facilities Calculator, the demand from a population increase of 812 would generate the following demand:

- Sports Hall 0.23 court: £141,530
- Swimming Pool 8.62m2: £155,275

Advises they would remove their objection if a financial contribution £296,805 was secured.

5.26 Local Residents/Interested Parties

Objectors

Objections received from 11 households in the following areas;

- Stow Road, Wisbech x 5
- Meadowgate Lane, Wisbech x 1
- Griffin Close, Wisbech x 3
- Broadend Road, Wisbech x 1
- Green Lane, Wisbech x 1

Raising the following concerns;

Comment	Officer response
Access concerns, Traffic or Highways: safety and congestion	See 10.23 to 10.43
Density/Over development	See 10.18
Design/Appearance/ Character	See 10.44 to 10.58
Overlooking/ loss of privacy/ proximity to properties	See 10.72 to 10.78
Noise/ Environmental Concerns	See 10.73, 10.75, 10.87 to 10.93
Light Pollution	See 10.73, 10.77, 10.98
Waste/Litter	See 10.73
Wildlife Concerns	See 10.94 to 10.101
Anti-Social behaviour (ASB)	See 10.76 to 10.77
Devaluing property	Planning acts in the public interest and therefore, this is not a material planning consideration
Agricultural land	See 10.100
Flood risk	See 10.80 to 10.86
Local services/ schools - unable to cope	See 10.106 to 10.118
Impact on trees	See 10.52 to 10.57
No upgrade to A47 junction proposed	See 10.33 to 10.40
Impacts on Public Rights of Way	See 10.12 to 10.13 & 10.111
Construction impacts	See 10.73

One respondent requested that they be removed from the register.

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) the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) and the King's Lynn and West Norfolk Local Plan 2021-2040 (adopted March 2025)

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
- Chapter 16: Conserving and enhancing the historic 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
LP6: Employment, Tourism, Community Facilities and Retail
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 King's Lynn and West Norfolk Local Plan 2021-2040 (adopted March 2025)

Policy LP01: Spatial Strategy and Settlement Hierarchy
Policy LP04: Presumption in Favour of Sustainable Development
Policy LP05: Implementation
Policy LP06: Climate Change
Policy LP07: The Economy
Policy LP08: Retail Development
Policy LP11: Strategic and Major Road Network
Policy LP13: Transportation
Policy LP14: Parking Provision in New Development
Policy LP18: Design and Sustainable Development
Policy LP19: Environmental Assets- Green Infrastructure, Landscape character, Biodiversity and Geodiversity
Policy LP20: Environmental Assets - Historic Environment
Policy LP21: Environment, Design and Amenity
Policy LP22: Provision of Recreational Open Space for Residential Developments
Policy LP23: Green Infrastructure
Policy LP25: Sites in Areas of Flood Risk

Policy LP27: Habitats Regulations Assessment (HRA)
Policy LP28: Affordable Housing
Policy LP29: Housing for the Elderly and Specialist Care
Policy LP30: Adaptable and Accessible Homes
Policy LP38: Community and Culture
Policy LP39: Community Facilities
Policy F3.1: Wisbech Fringe - Land east of Wisbech (west of Burrettgate Road)

7.6 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)

7.7 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

7.8 Developer Contributions SPD 2015

7.9 Cambridgeshire Flood and Water SPD 2016

7.10 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

7.11 **Other documents of material relevance**

East Wisbech Broad Concept Plan (2018)

8 **BACKGROUND**

Environmental Impact Assessment

- 8.1 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.

East Wisbech Strategic Allocation

- 8.2 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 in 2018.

Cross Boundary application

- 8.3 The majority of the application site falls under the jurisdiction FDC, with approximately 4Ha (20%) of the site falling within King's Lynn and West Norfolk Borough Council's ('KLWNBC') area. As such, it is required that identical planning applications are submitted to both authorities and for those authorities to determine their applications independently. KLWNBC application reference for this application is 22/01756/FM.
- 8.4 In the case of cross boundary applications, this can lead to two planning authorities making individual determinations, imposing different conditions on the permissions, if approved, or it could lead to a conflict in the decision-making process e.g., with one authority recommending approval, and the other, refusal. Although there is no set guidance on dealing with such applications, the latter course of action is not recommended as it does not promote a co-ordinated approach to development management and may result in inconsistency in terms of conditions, obligations or indeed where one authority recommends approval and the other refusal. This is highly undesirable in terms of achieving a co-ordinated approach to delivering development and contrary to the overall thrust of Government Guidance, which encourages 'joint working' between planning authorities in relation to the use of their planning powers. Indeed, the east Wisbech strategic allocation is a joint venture between Fenland DC and KLWNBC,

with a jointly approved Broad Concept Plan which requires a co-ordinated approach to delivering development across the allocation.

- 8.5 Section 101(1) of the Local Government Act 1972 authorises a Local Authority to arrange for the discharge of functions by any other local authority. At its meeting held on 24th April 2023, KLWNBC Planning Committee devolved its decision-making authority, in respect of its planning application ref: 22/01756/FM, to Fenland District Council. The Planning Committee resolved that the infrastructure (i.e. the Broadend Road junction with the A47) needed to be in place before any development took place, otherwise they would object. Furthermore, the comments of Walsoken Parish Council, along with the other comments raised by statutory consultees, interested parties, plus any additional views of the committee, were forwarded to Fenland District Council to be taken into account in the decision-making process.
- 8.6 As such, the application falls to FDC to determine in accordance with its adopted development plan and that of KLWNBC.
- 8.7 The following summarised consultation responses, based on the initial 325 dwelling scheme and received by KLWNBC in late 2022*, were appended to the confirmation of devolved powers by KLWNBC.

KLWNBC Housing team

Advises that a 20% provision is required. Split into 70% for rent, 25% for First Homes and 5% for shared ownership. Notes that the scheme will place 59 units in the KLWNBC area. Therefore, for those units, requests the following housing mix is provided;

Affordable Rent	First Homes	Shared Ownership
- 4 x 3 bed 5 person units (including 1 bungalow with wheelchair accessible and must include a level access shower) - 3 x 2 bed 4 person units (including 1 bungalow with wheelchair accessible and must include a level access shower) - 1 x 4 bed 6/ 7person unit	2 x 3 bed units 1 x 2 bed unit	1 x 2 bed unit

KLWNBC Emergency Planning Officer

- Recommends occupiers sign up to EA's flood warning system
- A flood evacuation plan should be prepared

KLWNBC Environmental Health

Contaminated land

No objection subject to conditions securing detail of contamination assessment and mitigation.

Air Quality

Cumulative traffic impacts on air quality requires consideration, subject to additional traffic data.

- Consideration for visitor parking required
- EV charging required
- Needs to consider energy reduction/ renewable energy means

KLWNBC Public Rights of Way

We offer a holding objection to this application. The Public Right of Way, known as Walsoken Footpath 1 is aligned in a roughly East-West direction towards the Eastern of the site. The proposals show this public footpath; however the alignment does not appear to be correct. We therefore advise the applicant to obtain a Highway Boundary plan to ensure that the full legal alignment and extent (width) remains open and available.

Norfolk CC - Archaeology

Requests that a condition securing further investigation and reporting is secured.

Norfolk CC - Lead Local Flood Authority

Agreed that Cambridgeshire LLFA will take the lead in reviewing the FRA and drainage strategy for this development

Norfolk CC - Community & Environmental Services

This application is for 325 dwellings; however, the following requirements are based on 59 dwellings, the 60-bed care home and non-residential buildings within the Norfolk border.

The following infrastructure will need to be funded through CIL:

Education: If the generated children from the 59 dwellings in Norfolk were to attend school/s in Norfolk, provision would be required for mitigation at Emneth Academy for 17 places and Marshland High for 9 places.

Library: Mitigation required at the library to develop self-service system for local area.

Requests that fire hydrants are secured as per Fire & rescue requirements and in line with BS750 and to Building Regulations Approved Document B Volume 2 Sections 15 & 16.

National Highways

Recommends that permission not granted until a review of the Transport assessment is completed and agreed.

Natural England

Could have significant effects on European designated sites scoped into the Norfolk Green Infrastructure and Recreational disturbance Avoidance and Mitigation Strategy ('GIRAMS'). Advises that the following information is required:

- A Habitats Regulations Assessment, proceeding to Appropriate Assessment.
- The HRA should consider potential impacts from recreational disturbance on European sites, including mitigation measures such as a proportionate contribution to the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS), and Green Infrastructure (GI) requirements for developments within the growth area.
- If required by the HRA, we advise that mitigation measures should be secured and detailed within the planning application.

Without this information, Natural England may need to object to the proposal.

Advises that the authority should determine whether the proposal is likely to have a significant effect on any European site, proceeding to the Appropriate Assessment stage where significant effects cannot be ruled out and for further consultation with NE if so.

In addition, Natural England provides advice and recommendations on:

- Best and Most Versatile Agricultural Land
- Securing wider environmental gains through Sustainable Drainage Systems (SuDS)

Environment Agency

Objects due to lack of adequate flood risk assessment which takes into account residual risk of flooding in the event of tidal breach.

Refers to application of flood risk sequential and exception tests.

Walsoken Parish Council

Advises that Broadend Road Industrial area has in excess of 100 people working there, several of whom walk or cycle from Wisbech, along the footpaths (mainly in summer) and Sandy Lane. Considers that Sandy Lane is not a good enough road to service this site and requires widening, with footpaths and lighting. Considers the speed limit on this Lane needs reducing from 60mph and that Broadend Road, from Sandy Lane to the Broadend Road Industrial Site also needs improvement, in width, and again with footpaths and lighting.

Considers that the junction of Broadend Road and the A47 is an extremely dangerous junction, with waiting times to join the A47, often frustrating road users, causing dangerous manoeuvres, and that a roundabout should be a condition of any planning approval. There could be easily be 1000 cars on this site, which would make this junction lethal. In the absence of any improvement to the A47, Broadend junction it can be foreseen that there will be rat runs through the village, Burrett Road and Wheately Bank for Kings Lynn bound traffic with the associated speeding issues.

Identifies two footpaths / rights of way, that should be protected. These are mentioned in the application.

Acknowledges that should the development go ahead, the Council will likely receive CIL Funding.

*Note that comments from most of the above have been superseded by those set out in section 5 above. A full copy of comments is available to view at KLWNBC public access site at; <https://online.west-norfolk.gov.uk/online-applications/>

- 8.8 This report has been shared with officers of KLWNBC prior to publication, with no significant amendments or concerns raised by them in their response.

9 KEY ISSUES

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

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 is located (Policy F3.1 of the KLWNBC Local Plan 2021-2040). 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.
- 10.2 Local Plan policy LP8 sets out that the proposed access(es) to serve the development must ensure that there is no unacceptable 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.
- 10.3 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.
- 10.4 Fenland Local Plan Policy LP7, amongst other things, sets out that a Broad Concept Plan (BCP) for allocations must be agreed and future proposals within the site must conform to the BCP.

The BCP

- 10.5 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

- 10.6 This application is considered alongside proposed development of adjacent land to the west (Fenland DC application reference; F/YR22/0844/O) submitted by Seagate Homes Ltd which commits details for 100 dwellings and outlines a proposal for a further 200 dwellings, with 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.

- 10.7 It is considered that cumulatively across both 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.
- 10.8 Furthermore, this application proposes to upgrade a section of Sandy Lane and a substantial extent of Broadend Road, by widening and incorporating pedestrian infrastructure.
- 10.9 The BCP sets out an ambition 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) via an internal looped road system which runs within the entire allocation. However, the Seagate scheme proposes to enhance Sandy Lane and realign the bend at the western end, thereby enabling traffic to run east to west along this route. 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, could render the allocation as a whole unviable and therefore, not 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. The proposal is therefore, considered acceptable in principle 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

- 10.12 The FULL element commits 294 homes to the southern two-thirds of the site and is proposed to be accessed via Sandy Lane and Broadend Road, supported by a

6m wide main spine road 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. Notwithstanding this, the first committed phase provides for pedestrian and cycle access onto Orchard Drive (via links into the adjacent Seagate scheme), Sandy Lane and Broadend Road, and with the public rights of way leading east to west through the centre and southern extent of the overall site being protected and enhanced.

- 10.13 Adjacent to the southern Public Right of Way (PROW) - CCC footpath 15, 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 PROW can be secured through the S106 legal agreement and/or conditions.
- 10.14 In respect of the housing; appropriate on-site parking and manoeuvrability is proposed commensurate to the quantum required under Local Plan policy LP15 and KLWNBC policy LP14 and associated parking standards; with 2 spaces for 2 and 3-bed units and at least 1 space per 1-bedroom property. 4-bed homes are served by 3 on-site parking spaces. Each dwelling will also be required to provide a minimum of one secure and covered cycle space per dwelling, in accordance with both local plans' aims to make provision for and encourage non-car modes of travel.
- 10.15 The gardens proposed for the developments are considered to generally accord with requirements set out in policy LP16, being at least one third of the overall plot and the aforementioned provision of cycle stores 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 are 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 The layout provides for adequate manoeuvrability, with tracking plans provided for a range of vehicle types, including refuse and fire appliances. No concerns are raised in respect of the general layout of this phase, which provides adequate manoeuvrability in respect of matters such as parking, waste collection, emergency vehicle access and logical pedestrian and cycle manoeuvrability.
- 10.18 The FULL element of 294 dwellings accommodates approximately 17.34Ha of land, equating to around 17 dwellings per hectare. Whilst this is arguably quite low, the site is constrained by existing features including large areas of trees, open watercourses and Public Rights of Way, all of which are important to protect and maintain for access. The remaining Outline element will include a relatively small level of development across the remaining 2Ha. (around 14

additional units) Cumulatively therefore, it is not considered that the development is overly dense or would constitute overdevelopment of the site, particularly considering the aforementioned constraints and the ambition to secure significant housing growth across this strategic allocation.

Outline element

- 10.19 The outline element of this application seeks permission for a 60-bed care home, and community hub incorporating some retail and potentially service provision. In addition, the applicant has advised that some residential development may be included within this e.g., flats over shop. An area to the south slightly north of Walsoken Walk PROW is also identified for some small-scale residential development, subject to design. The care home would be prominently located at the northeastern corner of Sandy Lane and Broadend Road and careful design here would therefore be critical. Likewise, the commercial units fronting Sandy Lane and the initial access into the wider development would also require consideration. The indicative layout denotes an ancillary building to support the care home e.g., amenity building and services. Given its relationship with the care home, this would normally be expected to be attached to the main care home building and this element would need to be carefully designed to ensure it meets the needs of the service whilst being appropriately designed to fit the streetscene. Notwithstanding, the outline element denotes that there is sufficient land available to accommodate the various uses in this phase, without appearing too visually cramped, or presenting access issues. Furthermore, it is noted that the care home has been positioned away from the 9m drainage easement which runs along the eastern boundary, to ensure that unimpeded management and maintenance of the watercourses can be undertaken.
- 10.20 The indicative layout also indicates opportunities to provide for an area of open space with pedestrian route and tree planting between the school reserve land and the spine road which will soften the entrance to the development.
- 10.21 The indicative layout would be supported by suitable drainage infrastructure and could achieve effective connectivity to existing and future developments. 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 and commercial uses sought would not be achievable.
- 10.22 In summary, it is considered that the layout for both the committed development and the indicative phase aligns with the aims of the development plan and the BCP.

Access, Highways and Transport Impacts

- 10.23 Fenland Local Plan policy LP15, KLWNBC Local Plan policies LP13 and LP21 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.

- 10.24 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 to be acceptable, subject to mitigation secured through conditions and S106 contributions, including a Full Travel Plan.
- 10.25 Sandy Lane is proposed to be upgraded with the aforementioned widening and includes a continuous footway/ cycleway along its southern extent, linking with the proposed Seagate development to the west and Broadend Road to the east. Broadend Road itself is also proposed to be widened and incorporate contour footpath and supporting infrastructure.
- 10.26 The development relies on points of access off Sandy Lane and Broadend Road. 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 along with tree-lined verges. The spine road incorporates raised tables for speed reduction measures and makes provision for bus stops. The spine road continues south where it serves the main bulk of housing to the south.
- 10.27 As noted, with the exception of a small number of private drives, all roads serving the development are proposed to be adopted and whilst the adoption process falls outside of the planning process, the Local Highway Authority has indicated in principle agreement to the highway design. Notwithstanding, a condition requiring details of their design and long-term management and maintenance until such time as adoption takes place is considered necessary, as well as ensuring that all roads are brought up to at least binder course level prior to occupation and thereafter completed at an appropriate time shortly before or after occupation. Such details can reasonably be secured via planning condition.
- 10.28 The layout provides for 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.
- 10.29 Latter phasing of the adjacent Seagate scheme would ultimately provide a connecting 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 exits onto established highways, to enable a variety of egress/ ingress points to reduce pressure on any one particular junction point.
- 10.30 The scheme proposes an access point off Broadend Road. Potential issues have been identified by CCC Highways that this access point and internal road configuration may result in intensification of the use of Orchard Drive (to the far west) as a rat-run. Whilst future vehicular connection to Orchard Drive is proposed, 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. Notwithstanding, in order to respond to the LHA's concerns, the applicant has

agreed to a S106 clause to undertake a traffic review of Broadend Road to Orchard Drive usage at an agreed trigger point, with the result then to be fed to CCC highways to understand whether mitigation may be required, which could be through a Traffic Regulation Order (TRO) e.g., road narrowing, restrictions and or signage etc. to reduce use of Orchard Drive in the longer term. The specific details of this mechanism are yet to be agreed, but the developer is in agreement with the principles of undertaking this work. It is expected that any such monitoring will be unlikely to be required until at least completion of the FULL element of the scheme, albeit this is yet to be finalised with the LHA.

- 10.31 Through the Transport Assessment and framework Travel Plan review process, the County Council's Transport Team has identified mitigation measures on junctions at Money Bank/ Quaker Lane and Money Bank/ Ramnoth Road deemed necessary to encourage and safeguard pedestrian movements arising through the development and as part of a package of active travel measures which seeks to reduce reliance on private motor car. A condition securing secure cycle storage for each property, consistent with the adjacent Seagate development is also recommended.
- 10.32 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 development incorporates two bus stops along the internal roads (precise details to be agreed) and as noted, will ultimately incorporate a loop road with the adjacent Seagate 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 is likely that this would be on-stream at latter phases of the developments. As reported previously under application F/YR22/0844/O, the adjacent Seagate development has agreed to fund this service for a 3-year period, and known viability constraints with the Prosperity Homes scheme means that they are currently unable to agree to a payment toward this. It is considered however that a 3-year provision is acceptable at this stage, with the aspiration that either future viability review or commitment by general bus operators once a suitable quantum of housing is delivered across both developments, would secure either a longer-term on demand service or a more permanent solution to bus provision across the allocation.
- 10.33 Concerns have been raised by local residents, Walsoken Parish Council and KLWNBC regarding the condition and safety of the junction of Broadend Road and the A47. The BCP and associated policies sets out that the junction with Broadend Road and A47 requires upgrading to accommodate the growth arising from this allocation.
- 10.34 KLWNBC Local Plan Policy LP11(b) sets out:
"New development served by a side road which connects to a road forming part of the Strategic and Major Road Network will only be permitted provided that it will not result in any unacceptable impact on highway safety, capacity, access or that the residual cumulative impacts from development, on the existing road network, would be considered severe."
- 10.35 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 it considers demonstrates 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.

- 10.36 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.
- 10.37 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.”*
- 10.38 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.
- 10.39 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.”*
- 10.40 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 paragraph 116 is clear; that development should not be prevented or refused on highway grounds.
- 10.41 Both Local Highway Authorities have set out a number of planning conditions capturing matters such as; detailed plans for all roads, footways and cycleways; Construction Management and Traffic plans; phasing of highway infrastructure

delivery; completion of roads; provision of visibility splays; future management/ adoption of roads; delivery of off-site highway works and Travel Plan details.

- 10.42 These matters are considered necessary to make the development acceptable in highway terms and can be reasonably secured through appropriate planning conditions.
- 10.43 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

- 10.44 Fenland Local Plan policy LP16 and KLWNBC policy LP18 require, amongst other things that development makes a positive contribution to the local distinctiveness and character of the area, enhances local setting and responds 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.
- 10.45 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. KLWNBC Local Plan policies LP19 and LP21 also seek to ensure, among other things, that development is of high quality and conserves the historic and natural environment.
- 10.46 The submitted Development Masterplan and Site Layout Plan provides a framework for the development and is read in conjunction with the Landscape Concept Plan, along with the detailed plans associated with the committed element of the development.
- 10.47 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 the developed area of Walsoken (defined by dense built form).
- 10.48 As concluded with the adjacent Seagate scheme, the proposed development would result in a high magnitude of change of land use from arable land and unmanaged tree plantation to residential use. The Broad Concept Plan identified landscape constraints and the green corridors have been protected and enhanced by the proposals. The proposed mitigation and enhancement planting measures once matured would help reinforce the character of the well-treed local landscape.

Design

- 10.49 The FULL element mainly occupies the southern two-thirds 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 street

scene. All dwellings are 2-storey to 2.5-storey (rooms in the roof space) and deemed acceptable in scale for this area. Their designs vary but are generally traditional in style, incorporating features such as chimneys, brick corner features, porch canopies, soldier course lintels and cills and finished in a mixture of brick and render across the development, which will add interest. Corner turning and wayfinding buildings are located on key junction points to aid with street legibility. On site parking is mainly secured at the side, to reduce parking dominated frontages and enable opportunities for soft landscaping.

10.50 In respect of streetscape, whilst some 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 FULL phase, the development incorporates a strong frontage along the main streets which is considered characteristic of 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.

10.51 A green buffer will separate the development from the public right of way connecting Green lane to Meadowgate Lane. The remainder of the development will incorporate substantial tree planting, particularly along the spine road to create an attractive space and again, soften its urban appearance. The linear green corridor along the existing public Right of Way 'Walsoken Way' (leading to Orchard Drive) incorporates existing hedgerows and tree planting alongside new landscaped areas, as well as formal and informal children's play facilities and a community orchard (delivered under the Seagate scheme). This landscaped area therefore forms a core shared 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 addition, a green buffer will separate the development from the public right of way connecting Green Lane to Meadowgate Lane. This Right of Way will also incorporate an area of equipped play space, enhanced landscaping and open green areas to enjoy. The attenuation pond at the southern extent of the development, adjacent to the Woodland is proposed to be soft landscaped, incorporating native hedgerow and trees and will therefore assimilate well into the backdrop of the Woodland area.

Trees

10.52 A tree survey report (Cotswold Wildlife Surveys, August 2022) was submitted in support of the 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 suitable recommendations regarding the potential effect on trees and to demonstrate how trees have been properly considered in relation to the proposed scheme. A total of 149 trees and 23 groups within potential impacting distance of the proposed works were examined. This survey is still considered to be adequate as an evidence base.

10.53 Approximately half of the site comprises a series of arable fields on the eastern edge of Wisbech. To the south of these lies Green Drove, a public right of way running through green, open space bordered to the south by a mature hedgerow with trees. South of Green Drove there is a field of improved grass, and south of this, a mature plantation woodland of Hybrid Black Poplar, Ash, Alder and Field Maple. The eastern end of the woodland consists of straggly scrub of Goat

Willow, Hawthorn, Ash and Brambles. The woodland (including scrub) is protected by a Tree Preservation Order (TPO 01/2018). The scrub is designated as W02, with the plantation W01 in the survey report. W02 is identified as originally being a commercial tree nursery, planted up as rows of different native species in the 1980s to 1990s and recent aerial photos indicate their decline in recent years. W01 is understood to have primarily been a Poplar plantation and whilst the use of Poplars (predominantly for matches and basket-making) declined in the late 20th century, the site was maintained with a series of private routes introduced through it to give access to the tree nursery to the east (W02). These routes can be clearly seen on earlier aerial mapping.

- 10.54 The site is therefore considered to be largely sensitive from an arboricultural perspective, due to the presence of the trees across the site. The trees contribute collectively to the site, and overall, their physiological and structural condition is fair.
- 10.55 The scheme proposes to retain all but two TPO Ash trees (T32 and T33 – located immediately north of Walsoken Walk PROW) due to their extensive crown dieback, and the removal of the aforementioned W02 scrub adjacent to the main plantation woodland, to accommodate a SuDS pond. The scrub is considered to be of relatively low amenity value and the loss is considered acceptable in this instance, subject to an appropriate replacement planting scheme around the perimeter of the pond to offset the loss. The remaining TPO trees have been assessed in respect of their position and proximity to proposed buildings and road and the Root Protection Areas (RPA) are outside the proposed footprint of the new development and will not be affected. There is an RPA incursion of one Willow tree by the new access road, but this covers less than 5% of the total root area of the tree, and as such is acceptable having regard to British Standards 5837:2012. Furthermore, some pruning of trees and hedgerow will likely be required where this overhangs some of the roads serving the development – but this is considered to be acceptable and will, in some instances, better balance some of the tree canopies.
- 10.56 In addition to the tree survey report, the application is accompanied by a Woodland Management Plan (Cotswold Wildlife Surveys, October 2023) which establishes a baseline position for the wooded areas to the south namely W01 and W02 and a vision to enhance this area, introduce more tree diversity through planting of broadleaved trees and to manage this in the longer term to protect and benefit local wildlife. This would require removal of some of the existing Poplars and Aspen on the northern side, to enable the introduction of other native trees and shrubs to create a graduated profile of woodland. Some thinning and coppicing of the remaining woodland and enhancement of paths within would enable more light to enter the woodland floor, encouraging the generation of woodland flora and would provide better public access. Finally, the Woodland Management Plan would incorporate the introduction of bird and bat boxes to further enhance biodiversity and habitat.
- 10.57 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 a site supervision schedule, clearly outlining if and where ground protection, hand digging etc is required.

- 10.58 In summary, it is considered that the landscape impact of the development, whilst unavoidable given the growth ambitions for this land, would be relatively low and localised given the topography and location of the site. The proposal to retain most of the key natural features and to enhance in other areas, along with the overall scales proposed means that there would be no unacceptable adverse effects in landscape and visual terms. The proposal is therefore broadly in accordance with the development plan.

Housing mix

- 10.59 The vision for both Fenland and King's Lynn and West Norfolk is to create a high-quality built environment, including good quality housing which includes a mix of types and tenures.
- 10.60 The housing mix proposed for the initial phase of the development (294 dwellings) comprises the following;

1-Bed	2-Bed	3-Bed	4-Bed
46 (15%)	114 (39%)	106 (36%)	28 (10%)

- 10.61 Properties comprise of 1, 2 and 2.5-storey dwellings. Due to viability pressures, the applicant is unable to provide any affordable housing. The development is therefore, likely to be market homes which would normally be in the form of private ownership and/ or private rental. As such there is a greater focus and expectation that the housing mix should be in accordance with the evidential need. The housing mix for the dwellings to come forward under the outline element can be secured via planning condition.
- 10.62 Fenland District Council's latest housing needs assessment for the area (Housing Needs of Specific Groups GL Hearn, October 2021) broadly identifies the following suggested strategic market housing mix for this plan period;

1-Bed	2-Bed	3-Bed	4-Bed
0-10%	20-30%	40-50%	20-30%

- 10.63 KLWNBC Local Plan is supported by its own Housing Needs Assessment (King's Lynn & West Norfolk, Housing Needs Assessment – March 2020, HDH Planning & Development Ltd) which sets out the borough's anticipated housing needs per type and tenure up to 2036. Given that this scheme is anticipated only to deliver market housing at this time, it is necessary only to consider the privately owned or private rental demand which is set out as follows;

Owner/ occupier	Private Rented	Mean average
1-bed: 15%	1-bed: 25%	1-bed: 20%
2-bed: 28%	2-bed: 15%	2-bed: 22%
3-bed: 24%	3-bed: 24%	3-bed: 24%
4+bed: 33%	4+bed: 36%	4+-bed: 35%

- 10.64 As can be seen, there are distinct differences in anticipated housing mix demands across the private housing sector in the districts, with the possible exception of 2-bed units. In this instance, given that of the vast majority of the housing is being delivered within the Fenland area, it is considered reasonable to align the housing mix to Fenland's SHMA, with any further dwellings to come

forward under the remaining reserved matters, which will be in the KLWNBC area, to have regard to their housing needs assessment in configuring an appropriate mix.

- 10.65 The mix proposed largely accords with Fenland's aims which is focussed primarily on securing smaller homes. It is recognised however that the scheme has lower than expected 4-bedroom properties, offset by greater than anticipated single-bedroom units. In this regard, the applicant has advised that current market demands have shifted somewhat from the SHMA which is now nearly 5 years old, and which also captures a district-wide ambition and therefore perhaps does not accurately represent current demand specific to the Wisbech area. Furthermore, it is noted that KLWNBC demand for affordable housing (see section 8.7 above), denotes a greater focus on smaller homes; 2 and 3-bed units. Whilst this is not necessarily relevant as the scheme is for market housing it does indicate that demand for larger homes is perhaps not reflective of latest needs.
- 10.66 It is acknowledged that the Fenland SHMA attempts to capture housing need across the entire district and is therefore not expected to accurately indicate settlement-specific housing needs. However, this must be balanced against the fact that the Council's policy looks to deliver the majority of the housing need in limited settlements and therefore, cannot be aimed at only meeting identified settlement need. Likewise, the KLWNBC HMA also captures broad demand across its borough. Having discussed the housing mix with the Council's strategic housing team and KLWNBC, it is agreed that a focus on smaller, more affordable homes is appropriate for this location and therefore, on balance, the housing mix proposed is acceptable. Furthermore, the housing mix is only being set for a limited aspect of the wider strategic allocation. As noted, 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.
- 10.67 The proposal also includes provision for a 60-bed care home, located within the KLWNBC area, indicatively placed at the far north-eastern corner of the site. In terms of specialist dwellings for older persons, the KLWNBC Housing Needs Assessment advises that in King's Lynn & West Norfolk, that an additional 2,948 additional specialist units should be provided through to 2041. This should consist of 1,839 units of sheltered housing, 1,009 units of extra care and enhanced sheltered housing, and 100 units of dementia care housing. Chapter 6 of the document also identifies that an additional 836 Registered Care spaces (nursing and residential care homes) under use Class C2 as proposed here, will be required over the next 20 years in King's Lynn & West Norfolk.
- 10.68 In addition, it is recognised that new adaptable housing (M4(2)) is required for a substantial number of households across both districts over their respective plan periods. In this regard, the applicant has confirmed that all 10 of the bungalows will meet M4(2) accessible and adaptable standard which carries substantial positive weight, in that future occupiers could adapt their homes easily if their mobility declines, thereby enabling them to live more safely and independently.
- 10.69 The development also proposes a 60-bed care home, to provide either care or extra care and is proposed to be supported by an amenity building e.g. a communal facility for events, dining and therapy etc. This provision will make a meaningful contribution towards the future anticipated housing needs for care accommodation. In addition, the provision, which would likely address current

demands, would also likely enable the freeing of existing homes where those occupiers sell and relocate to the care accommodation. This has the impact of freeing up existing housing stock.

10.70 Notwithstanding the general provision of housing to meet future housing needs, the specialist form of accommodation proposed is afforded significant positive weight in the balancing process.

10.71 In summary, the development will provide a good range of property sizes, types and tenures aiding to secure a balanced community in accordance with the broad aims of both districts' local plans.

Residential Amenity

10.72 Fenland Local Plan Policies LP2 and LP16 and KLWNBC policy LP21 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.

10.73 The general residential use of the land is not anticipated to result in significant acoustic changes once completed. Therefore, the proposed use is compatible with surrounding uses. Furthermore, whilst litter has been raised as a concern, general residential uses are not anticipated to result in issues in this regard – particularly as, in this instance, waste and refuse arrangements are considered appropriate. Concerns have also been raised as to the potential impacts on general 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, waste management 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.

10.74 The FULL element of 294 dwellings is committed in detail and residential amenity impacts have therefore been considered. In this regard, owing to the scale of proposed dwellings and their suitable separation from existing properties, there are not anticipated to be any adverse impacts by way of overlooking, overshadowing or visual dominance. 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 noise, overlooking, visual dominance or overshadowing.

10.75 The application is supported by a noise assessment which indicates that in general, impacts of noise on future occupiers is likely to be low. One area at the south-east of the site is identified as having potential impacts, due to the presence of a small business with yard area, understood to be in use as a fencing supply company. The Council's EH team has visited the area and raise no immediate concerns, subject to the recommendations as set out in the noise report. This advises that a noise assessment is undertaken to identify whether any noise protection measures will need to be incorporated in the proposed dwellings in the immediate vicinity to the business, e.g., measures such as enhanced glazing and acoustic ventilation. This matter can be reasonably

addressed through planning condition and would respond to the aims of Fenland Local Plan policy LP16(o), LP21 of the KLWNBC Local Plan and NPPF; paragraph 200.

- 10.76 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 this, it would be expected that the introduction of housing at the site would result in more movement and potentially greater surveillance. Therefore, this may assuage any intensification of ASB in this location.
- 10.77 The Police's recommendations centre mainly around reducing potential risk of crime to future occupiers of the development, with advice provided in respect of achieving appropriate levels of surveillance and lighting design. In respect of surveillance, it is noted that habitable rooms predominantly front onto streets, parking areas and rear gardens and suitable boundary treatments are proposed to secure private amenity areas whilst not inhibiting natural surveillance. A detailed lighting strategy is required to be secured across the development, to ensure that streets are adequately lit. The need for lighting within the development will need to be carefully balanced with the need to protect nocturnal creatures e.g., bats and general amenity.
- 10.78 In respect of residential amenity for future occupiers, 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.
- 10.79 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 Fenland Local Plan policies LP2, LP16 and LP17 and KLWNBC Local Plan policies LP14, LP21 and LP38.

Flood Risk & Drainage

- 10.80 The majority of the site lies in an area at low 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

- 10.81 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.
- 10.82 The FULL element commits Sustainable drainage systems (SuDS) across the length of the site, with the main basin located at the far south-eastern edge of the site, along with swales located along the western edge of the development. Further SuDS are proposed at the northwestern part of the application site to come forward with remaining outline proposals serving some residential, the care home facility and local centre. Furthermore, through the introduction of the Broadend Road junction, it is necessary to culvert and reconfigure the IDB drain

at this location. The detailed design has been worked through with the IDB, who are satisfied with this element.

- 10.83 Amendments and clarification have been sought by both the LLFA and Internal Drainage Board (Water Alliance) during assessment of the application. Both parties are now satisfied that the strategies are acceptable and that discharge consents can be managed and granted.
- 10.84 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 drainage measures are completed the surface water management and disposal of the development is considered acceptable and accords with Local Plan policy LP14.

Foul Drainage

- 10.85 The service provider for the area is Anglian Water Services Ltd. Foul drainage will be discharged to the foul sewer in Orchard Drive via a pump located on the eastern edge of the site, just north of Footpath No.15. A further potential pump is indicatively located at the north-eastern boundary, just south of the care home. Anglian Water has raised no concerns to the proposal and have recommended a planning condition to secure final foul drainage details.
- 10.86 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, and policies LP05, LP06, LP18 and LP25 of the KLWNBC Local Plan.

Environmental assessments

- 10.87 Fenland Local Plan policy LP16 and KLWNBC Policy LP21 seek to ensure that Development must conserve and enhance the amenity of the wider environment, avoiding, reducing or mitigating impacts from pollution which could otherwise result in, amongst other issues, adverse air quality impacts.

Air Quality

- 10.88 The Council's Environmental Health (EH) team has reviewed the submitted environmental reports which cover air quality and ground conditions, including potential contamination.
- 10.89 The submitted Air Quality report identifies that the centre of Wisbech can be prone to air quality issues, largely due to congestion resulting from transport impacts. In this regard, the development is supported by the aforementioned framework travel plan and associated transport measures which aim to reduce reliance on private motor car, which in turn is anticipated to limit any significant cumulative adverse impacts on local air quality. The EH team raises no concerns in this regard, notwithstanding that with a move toward cleaner, greener fuels for private vehicles now and in the future, which may in any case yield a reduction in air quality issues over time.
- 10.90 KLWNBC's EH team also provided comments on the application, advising that measures such as electric car charging, energy reduction/renewable energy means, and adequate parking is secured through the development. It is noted that these comments were received prior to a significant change to Part L of the Building Regulations, which sets out new energy efficiency minimums, requiring development to incorporate energy renewable and/ or sustainable energy

features e.g. solar panels, heat pumps etc.; and through Part S of the same, it is mandatory for new dwellings to incorporate electric car charging infrastructure.

- 10.91 As noted above, a Construction Management Plan is also required to ensure any short-term impacts from the construction phase also mitigates any potential air quality issues e.g., through dust and other pollutants.

Ground contamination

- 10.92 The application is supported by an initial review of potential ground contamination across the site. The Council's EH team has reviewed this and concurred with the recommendations set out in the report, which proposes that a full ground investigation is undertaken, with any mitigation and remediation agreed in advance. This approach can be reasonably secured a pre-commencement planning condition.

- 10.93 It is considered that the above measures would meet the aims of policies FDC policy LP16 and KLWNBC Policy LP21.

Biodiversity (including BNG)

- 10.94 Fenland Local Plan Policy LP16 and LP19 and KLWNBC policies LP18 and LP19 seek 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 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. Fenland Local Plan policy LP19 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.

- 10.95 Chapter 15 of the NPPF amongst other things, broadly sets out that development should seek to secure net gain in biodiversity and as a minimum should not result in net loss. This approach has changed with the introduction of statutory 10% biodiversity net gain. However, 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.

- 10.96 The Council's Ecologist has undertaken a site visit and reviewed the various ecology surveys accompanying the application. Whilst the surveys are older than would be preferred, based on a recent site visit, they can still be relied upon as there have been no significant changes in habitats or substantive changes in land use since the surveys were undertaken. Furthermore, they have concluded that a net gain in biodiversity is achievable through the proposals and based on the detailed biodiversity metric submitted.

- 10.97 In summary, the Council's Ecologist confirms that the scheme offers sufficient compensation for habitat losses, through retention of hedgerow, tree and ditches and retention and positive management of the woodland, along with additional tree and hedgerow planting and creation of drainage features and ponds which will be valuable to wildlife. Notwithstanding, in order to ensure opportunities are maximised, a detailed Landscape and Habitat Creation and Management Plan is

required which can be reasonably secured via planning condition. Furthermore, a Construction Environmental Method Statement or Plan (CEMP) is required, to ensure agreement of details as to how any harm to retained habitats, both on-site and nearby will be avoided during the course of any site clearance and construction works.

- 10.98 Although the scheme will provide new landscaping and habitat enhancements which will be of value to bats, birds and hedgehogs, the Council's Ecologist has recommended that the following details are also secured via condition:
- A sensitive lighting plan;
 - Avoidance of clearance during nesting season;
 - A scheme for Bird and Bat boxes to be agreed and installed across the development;
 - Inclusion of small gaps in fences for ground mammals;
 - Temporary gaps in construction fencing to allow for mammals to leave the site and prevent them from becoming trapped (to be secured as part of the CEMP); and
 - An updated survey for Badgers to be undertaken prior to any ground clearance or construction work commencing, with any necessary mitigation to be agreed and implemented.
- 10.99 In respect of Natural England's request for a possible Habitats Regulation Assessment to be undertaken, the Council's Ecologist carefully considered this and has advised that the proposals will not cause any harm to any sites specially designated for their nature conservation value and concludes that the development proposals will not have any likely significant effects on any European sites and therefore appropriate assessment is not required, primarily due to the distances of these areas from the development site and the accessible greenspace proposed on and existing near to the site which will likely limit impacts through recreational disturbance effects on these designated sensitive sites.
- 10.100 Natural England has noted that the site comprises high grade agricultural land and, in this regard, whilst the development will result in a loss of such land, the site is designated for development and therefore its loss is anticipated through the local plan allocations policies and housing growth ambitions. Notwithstanding this, given the notable value of the soils that exist across the site, it is recommended to secure a soil management plan through the aforementioned CEMP, to ensure that this valuable resource is managed as effectively as possible, in-line with DEFRA (safeguarding our soils) guidance and Fenland Local Plan policy LP7 and KLWNBC Local Plan policy LP19.
- 10.101 In summary, it is considered that the development would meet the aims of both national and local planning policies in protecting and enhancing biodiversity on and surrounding the development.

Archaeology & Historic Environment

- 10.102 Fenland Local Plan policy LP18 and KLWNBC LP policy LP05, LP20 and F3.1 seek to ensure that any potential archaeological assets are assessed and that heritage assets are protected and enhanced where possible.
- 10.103 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.

- 10.104 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 and the setting of this building will not be harmed.
- 10.105 It is considered that subject to compliance with the archaeological condition, the scheme would accord with the aims and requirements of the development plan.

S106/ Community Infrastructure

- 10.106 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. LP05 of the KLWNBC Local Plan looks to ensure that development is supported by and contributes toward appropriate infrastructure. Unlike Fenland DC, KLWNBC are a CIL charging authority, meaning that tariffs are applied per development unit, with those contributions spent toward infrastructure projects.
- 10.107 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 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.
- 10.108 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.
- 10.109 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;
- Transport Infrastructure
 - Open Space
 - Sports provision
 - Affordable Housing
 - Healthcare
 - Education & Libraries
- 10.110 The BCP identifies likely viability constraints at early delivery phases of the allocation. In this regard, upgrades to Sandy Lane and Broadend Road (including quite substantial culverting) and provision of utilities to a greenfield site form a significant up-front outlay and are required before any homes can be occupied. In this regard, the applicant has undertaken a viability appraisal, setting out that neither affordable housing nor financial contributions would be achievable,

primarily due to significant infrastructure required to bring forward the development. The viability assessment has been reviewed by the Council's appointed consultant and concluded to be a reasonable evaluation of the development constraints.

Transport Infrastructure

- 10.111 The applicant has agreed to the transport infrastructure enhancements as requested by both Local Highway Authorities. These include substantial upgrades to both Sandy Lane and Broadend Road; pedestrian crossing points at two junctions along Money Bank; provision of bus stops and a commitment to monitor and mitigate any impacts arising through the Travel Plan monitoring. These measures are deemed necessary to make the development safe in transport terms and are in essence therefore, non-negotiable. Furthermore, the development will incorporate a substantial area of open space and play space alongside enhancements to the adjacent public right of way.

Open Space

- 10.112 The scheme will be expected to provide a variety of formal and informal open spaces throughout the site, in line with BCP requirements. The Council is not currently seeking to adopt such areas and it would therefore be expected that unless the Town Council (or KLWNBC) wish to take on future management of these spaces, a long-term management and maintenance scheme would need to 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 and the proposed levels of open space are deemed acceptable and in line with the BCP aspirations, particularly when considered against the open space anticipated to be delivered with the adjacent Seagate scheme.

Sports Pitches

- 10.113 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 adjacent 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.
- 10.114 In this regard, comments from Sport England (SE) are noted. SE are not statutory consultees under this application, but PPG guidance indicates it is best practice is to consult with them, to understand likely demand for sports provisions. In this instance however, the scheme is not currently viable for any such contribution. It will therefore fall to future parcels north of Sandy Lane to secure necessary sports pitch infrastructure.

Infrastructure summary

- 10.115 It is noted that the financial viability constraints will mean that delivery and or contributions toward Affordable Housing; Healthcare; Education & Libraries; and Sports provision are not able to be secured here which in its own right carries substantial negative weight. Notwithstanding, it is noted that KLWNBC are a CIL charging authority and development within their jurisdiction will secure CIL levies, which can go toward infrastructure projects for these providers.

- 10.116 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 which carries substantial negative weight. However, the site is allocated within the current local plans for both KLWNBC and Fenland DC and bringing forward the site results in benefits including the delivery of housing, including that focussed on elderly care accommodation, community facilities and amenities and transport infrastructure upgrades which would benefit not only future occupiers of the development but would also assist in supporting the remaining strategic allocation, providing some benefit for existing residents using this highway network for general commuting.
- 10.117 The Council's viability consultant has recommended that a review mechanism is included in the S106, with a review trigger at around 80% occupations, to establish whether the predicted costs and returns align with the assumptions as set out in the applicant's 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 community infrastructure e.g., healthcare, education or affordable housing.

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 within the district, infrastructure contributions beyond direct delivery of the aforementioned highway works cannot be secured. These matters are afforded substantial negative weight.
- 11.4 Subject to the satisfactory completion of a S106 agreement, to ensure necessary transport infrastructure is secured to support this development, it is considered that:
- the principle of development is acceptable in this location and is broadly 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 achieve biodiversity gain through the development and effective management of soils; and
- it will provide appropriate infrastructure to meet the highway/ transport needs generated by the development.

11.5 In applying the planning balance, viability constraints through delivering the initial phases of the strategic allocation have always been anticipated and despite its deficiencies, the development would not only secure significant housing it also addresses the need for older persons accommodation. The infrastructure delivery will also aid in unlocking further parcels of the allocation, enabling further housing delivery and associated infrastructure. It is considered therefore, that the benefits of the proposal would, on balance, outweigh the disbenefits and would amount to sustainable development having regard to the development plan when taken as a whole.

11.6 Having regard to national and local planning policies, all comments received and subject to the resolution of the S106 agreement, it is recommended that the proposal is granted.

12 RECOMMENDATION

12.1 Members are recommended to GRANT 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/YR22/1256/F 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;

	Conditions for the FULL element
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>Phasing Plan</i></p> <p>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 works commencing. 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.</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>
3	<p><i>Levels</i></p> <p>Prior to commencement of development, details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels, and cross sections, shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in strict accordance with the levels shown on the approved drawing(s).</p> <p>Reason: To ensure that the precise height of the development can be considered in relation to adjoining dwellings to protect and safeguard the visual and residential amenities of the area in accordance with Policies LP2 and LP16 of the Fenland Local Plan and policies LP18 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
4	<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> <ol style="list-style-type: none"> the statement of significance and research objectives; The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; The timetable for the field investigation as part of the development programme; 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 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
5	<p><i>Ground Contamination</i></p> <p>Prior to the commencement of each development phase, a scheme and timetable to deal with contamination of land and/or groundwater shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme and timetable shall then be implemented on site. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:</p> <p>1. A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. This should include a conceptual model, and pollutant linkage assessment for the site. Two full copies of the desk-top study and a non-technical summary shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>IF during development any previously unsuspected contamination is discovered then the LPA must be informed immediately. A contingency plan for this situation must be in place and submitted with the desk study. If a desk study indicates that further information will be required to grant permission then the applicant must provide, to the LPA:</p> <p>2.A site investigation and recognised risk assessment carried out by a competent person, to fully and effectively characterise the nature and extent of any land and/or groundwater contamination, and its implications. The site investigation shall not be commenced until:</p> <ul style="list-style-type: none"> (i) A desk-top study has been completed, satisfying the requirements of paragraph (1) above. (ii) The requirements of the Local Planning Authority for site investigations have been fully established, and (iii) The extent and methodology have been submitted to and approved in writing by the Local Planning Authority. Two full copies of a report on the completed site investigation shall be submitted to and approved in writing by the Local Planning Authority. <p>Following written LPA approval of the Site Investigation the LPA will require:</p> <p>3. A written method statement for the remediation of land and/or groundwater contamination affecting the site. This shall be based upon the findings of the site investigation and results of the risk assessment. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.</p> <p>4. The provision of two full copies of a full completion report confirming the</p>

	<p>objectives, methods, results and conclusions of all remediation works, together with any requirements for longer-term monitoring and pollutant linkages, maintenance and arrangements for contingency action shall be submitted and approved in writing by the Local Planning Authority.</p> <p>Reason: To control pollution of land or water in the interests of the environment and public safety in accordance with the National Planning Policy Framework, in particular paragraphs 183 and 184, and Policy LP16 of the Fenland Local Plan and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
6	<p><i>Badger Survey</i></p> <p>Prior to any works including any site clearance commencing in each phase, the development phase shall be subject to an updated Badger 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 policy LP16 of the Fenland Local Plan and LP19 of the King's Lynn and West Norfolk Local Plan.</p>
7	<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 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. i) Measures to enable any animals within the development site including any trenches, can escape. <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 policy LP16</p>

	of the Fenland Local Plan and policy LP19 of the King's Lynn and West Norfolk Local Plan.
8	<p><i>Construction Management Plan</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> <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 and materials storage compound clear of the public highway for the parking, turning, loading and unloading of all vehicles, plant, equipment and materials 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 s) A soil management strategy which follows the DEFRA ('Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' 2009) guidance. <p>The approved CMP shall be adhered to throughout the construction period and must demonstrate the adoption of best practice. For the duration of the construction period all traffic associated with the construction of the development will comply with the CEMP and use only the approved 'Construction Traffic Route' and no other local roads unless approved in writing with the Local Planning Authority.</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 and policies LP06, LP13 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
9	<p><i>Highway details</i></p> <p>No works shall commence until such time as detailed plans of all the roads, footways, cycleways (and associated drainage), including a phasing plan, scheme and timetable for their delivery have been submitted to and approved in writing by the Local Planning Authority. The delivery of the roads, footways, cycleways (and associated drainage) shall be carried out in accordance with the approved details.</p> <p>Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
10	<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 and policies LP05, LP06, LP18 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
11	<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 & Drainage Strategy, WSP, Ref: 70094807, Rev: 3, Dated: 9th 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

	<p>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 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 and 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 Policies LP7 and LP14 of the Fenland Local Plan, and policies LP05, LP21 and F3.1 of the King's Lynn and West Norfolk Local Plan.</p>
12	<p><i>Construction Drainage</i></p> <p>No development, including preparatory works, shall commence in each phase 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 Fenland Local Plan and LP06 and LP21 of the King's Lynn and West Norfolk Local Plan, so as not to increase the flood risk or pollution 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>
13	<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</p>

	<p>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.</p> <p>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 Policies LP7 and LP14 of the Fenland Local Plan, and policies LP05, LP21 and F3.1 of the King's Lynn and West Norfolk Local Plan.</p>
14	<p><i>Noise impact and mitigation assessment</i></p> <p>Prior to works proceeding above slab level, a noise assessment and mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall be taken having regard to the conclusions of the Noise Technical Note (WSP, 22.08.2022), specifically in relation to the potential noise from the business operating at Whitecross to the west of Green Lane (referred to in the Noise Technical Note as 'Fen Fencing').</p> <p>The approved mitigation shall be installed with the relevant dwelling(s) prior to first occupation and thereafter retained as such.</p> <p>Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policies LP2 and LP16 of the Fenland Local Plan and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
15	<p><i>Landscape and Ecological Management Plan</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. 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 including bird and bat boxes 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 and policies LP18 and LP19 of the King's Lynn and West Norfolk Local Plan.</p>
16	<p><i>Biodiversity Enhancements</i></p> <p>Prior to works proceeding above slab level, a scheme detailing bird and bat boxes; their types and locations within development plots shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The bird and bat boxes shall be erected prior to occupation of the relevant plot.</p> <p>Reason: In the interest of biodiversity enhancement, in accordance with policies LP16 and LP19 of the Fenland Local Plan and LP18 and LP19 of the King's Lynn and West Norfolk Local Plan.</p>
17	<p><i>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 and policies F3.1 and LP23 of the King's Lynn and West Norfolk Local Plan.</p>
18	<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 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
19	<p><i>Boundary Treatments</i></p> <p>Notwithstanding the plans submitted and approved, prior to works proceeding above slab level, details including size and locations of mammal gaps at the base of boundary treatments shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall thereafter be carried out in accordance with the details approved and the approved boundary treatments 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 adequate cross-site access for ground mammals in accordance with policies LP16 and LP19 of the Fenland Local Plan and LP18, LP19 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
20	<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 of the Fenland Local Plan and LP14 of the King's Lynn and West Norfolk Local Plan.</p>
21	<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> <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, 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 and LP21 and LP38 of the King's Lynn and West Norfolk Local Plan.</p>
22	<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 Fenland Local Plan and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
23	<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. Policies LP15 of the Fenland Local Plan and F3.1, LP13 and LP38 of the King's Lynn and West Norfolk Local Plan.</p>
24	<p><i>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 d) long-term management and maintenance details <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. 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</p>

	and environmental impacts of the development hereby permitted in accordance with Policy LP16 of the Fenland Local Plan and LP18 and LP19 of the King's Lynn and West Norfolk Local Plan.
25	<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 and LP14 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
26	<p><i>Bus Stops</i></p> <p>Prior to works proceeding above slab level, a scheme detailing two new bus stops to be located on the main spine road within the site, in accordance with the scheme shown indicatively on 70097807-SK-019-P03 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include but not be limited to, a bus shelter set behind the footway on third party land and maintained by a management company, standalone RTPI, flag, pole, a bus timetable and timetable for its implementation.</p> <p>The scheme shall thereafter be delivered in accordance with the approved details and timescales.</p> <p>Reason: To ensure that the development provides for sustainable travel options in accordance with policies LP7 and LP15 of the Fenland Local Plan, and F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
27	<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 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 policies LP15 and LP16 of the Fenland Local Plan and policies F3.1, LP13 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
28	<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</p>

	<p>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, LP21 of the King's Lynn and West Norfolk Local Plan and policy 14 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan, 2021.</p>
29	<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> <p>Reason: To encourage sustainable modes of travel in accordance with policy in accordance with policies LP7 and LP15 of the Fenland Local Plan, and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
30	<p><i>Sandy Lane improvements</i></p> <p>No dwellings shall be occupied until details of an improvement scheme for Sandy Lane 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 and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
31	<p><i>Broadend Road improvements</i></p> <p>Prior to the first occupation of the development, unless otherwise agreed in writing, detailed drawings for the off-site highway improvement works as indicated on Drawing No.s 70094807-SK-022, 70094807-SK-002 shall be submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be carried out in accordance with the agreed details and completed prior to 100 Occupations.</p> <p>Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with policy LP15 of the Fenland Local Plan and policies F3.1, LP11 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>

32	<p><i>Visibility Splays</i></p> <p>Prior to the first occupation/use of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan. The splays shall thereafter be maintained at all times free from any obstruction exceeding 0.225metres above the level of the adjacent highway carriageway.</p> <p>Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
33	<p><i>Money Bank junction improvements</i></p> <p>Prior to works proceeding above slab level, a detailed scheme for the provision of the off-site highways works as shown indicatively on plan references 70094807-SK-008-P02 and 70094807-SK-010-P02 shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The scheme shall thereafter be delivered in accordance with the approved details prior to the first occupation of the development,</p> <p>Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
34	<p><i>Woodland Management Plan</i></p> <p>The development shall be undertaken fully in accordance with the methods, proposals and timings as set out sections 3 to 7 of the approved Woodland Management Plan ref:1305-CWS-10 (Cotswold Wildlife Surveys, October 2023) and the timescales set out therein.</p> <p>Reason: In the interests of landscape and visual amenity and biodiversity protection and enhancement in accordance with policies policy LP16 of the Fenland Local Plan and LP19 of the King's Lynn and West Norfolk Local Plan.</p>
35	<p><i>Orchard Drive vehicular link</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 (under application F/YR22/0844/O). 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 and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
36	<p><i>Meadowgate Lane connection</i></p> <p>Prior to first occupation of any development, the developer shall deliver a shared use pedestrian/cycle path to Meadowgate Lane in accordance with the scheme shown indicatively on 70094807-SK-011-P04. The footway/cycleway shall be of a bound surface material. The works shall also</p>

	<p>include a footway link to from where the shared use path connects to Meadowgate Lane to the pedestrian access to Meadowgate Academy and dropped kerb crossing provision across Meadowgate Lane. Details to be submitted to and agreed in writing with the Local Planning Authority and works to be carried out by the developer.</p> <p>Reason: To ensure that the development provides for sustainable travel options in accordance with policies LP7 and LP15 of the Fenland Local Plan, and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
37	<p><i>Byway 266/15 realignment</i></p> <p>Prior to first occupation of any development, the developer shall deliver the Public Byway 266/15 realignment works in accordance with the scheme shown indicatively on 70094807-SK-011-P04. The Byway shall be a minimum 3m wide between where the 3m shared use path joins the Byway and Meadowgate Lane, and of a surface material to be agreed in accordance with Cambridgeshire's Active Travel Design Guide (2023). Details to be submitted to and agreed in writing with the Local Planning Authority and works to be carried out by the developer.</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, and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
38	<p><i>M4(2) Bungalows</i></p> <p>All single-storey house types: 'The Willow' – PD14, as shown on the proposed House Types Plan 22031-GNA-MP-ST-DR-A-0104 Rev I, shall be constructed to meet national Building Regulations: Part M4(2) accessible and adaptable standard.</p> <p>Reason: To ensure that the homes are designed and constructed in a way that enables them to be adaptable, so they can meet the changing needs of their occupants over their lifetime, in accordance with policy LP2 of the Fenland Local plan and policy LP30 of the King's Lynn and West Norfolk Local Plan.</p>
39	<p><i>Approved plans for the FULL application</i></p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents insofar as they relate to the FULL element of this planning permission.</p>
Conditions for the Outline Element	
40	<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>

	Reason: To enable the Local Planning Authority to control the details of the development hereby permitted.										
41	<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>										
42	<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>										
43	<p><i>Quantum</i></p> <p>The development hereby permitted shall not exceed the following parameters;</p> <table border="1"> <thead> <tr> <th>Use Class</th><th>Maximum quantum</th></tr> </thead> <tbody> <tr> <td>C2 Care/ Extra Care</td><td>60 bedrooms (contained within one planning unit)</td></tr> <tr> <td>C3 Residential</td><td>14 dwellings</td></tr> <tr> <td>E.a Retail</td><td>300 metres sq.</td></tr> <tr> <td>E.a (Retail); E.c (Services); and/ or, E.e (Health)</td><td>Cumulative total of 200 metres sq.</td></tr> </tbody> </table> <p>Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.</p>	Use Class	Maximum quantum	C2 Care/ Extra Care	60 bedrooms (contained within one planning unit)	C3 Residential	14 dwellings	E.a Retail	300 metres sq.	E.a (Retail); E.c (Services); and/ or, E.e (Health)	Cumulative total of 200 metres sq.
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44	<p><i>Conformity</i></p> <p>Development shall be in broad conformity with the outline elements of the Proposed Site Plan (22031-GNA-MP-ST-DR-A-0110 rev G) indicated hatched grey, 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>										
45	<p><i>Phasing Plan</i></p> <p>Prior to or concurrently with the first reserved matters applications a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. 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. The development shall be undertaken in accordance with the phasing plan.</p> <p>Reason - For the avoidance of doubt and to allow development to be</p>										

	undertaken and conditions to be discharged on a phased basis.
46	<p><i>Housing mix</i></p> <p>Prior to or alongside the submission of Reserved Matters, 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, the broad aims of the King's Lynn and West Norfolk Local Plan, and guidance contained within the National Planning Policy Framework.</p>
47	<p><i>Archaeology</i></p> <p>No development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, 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 <p>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 and LP20 of the King's Lynn and West Norfolk Local Plan.</p>

48	<p><i>Levels</i></p> <p>Prior to commencement of development/construction/any works, details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels, and cross sections, of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in strict accordance with the levels shown on the approved drawing(s).</p> <p>Reason: To ensure that the precise height of the development can be considered in relation to adjoining dwellings to protect and safeguard the visual and residential amenities of the area in accordance with Policies LP2 and LP16 of the Fenland Local Plan and policies LP18, LP19 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
49	<p><i>Ground Contamination</i></p> <p>Prior to the commencement of the development hereby approved a scheme and timetable to deal with contamination of land and/or groundwater shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme and timetable shall then be implemented on site. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:</p> <p>1. A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. This should include a conceptual model, and pollutant linkage assessment for the site. Two full copies of the desk-top study and a non-technical summary shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>IF during development any previously unsuspected contamination is discovered then the LPA must be informed immediately. A contingency plan for this situation must be in place and submitted with the desk study. If a desk study indicates that further information will be required to grant permission then the applicant must provide, to the LPA:</p> <p>2.A site investigation and recognised risk assessment carried out by a competent person, to fully and effectively characterise the nature and extent of any land and/or groundwater contamination, and its implications. The site investigation shall not be commenced until:</p> <p>(i) A desk-top study has been completed, satisfying the requirements of paragraph (1) above.</p> <p>(ii) The requirements of the Local Planning Authority for site investigations have been fully established, and</p> <p>(iii) The extent and methodology have been submitted to and approved in writing by the Local Planning Authority. Two full copies of a report on the completed site investigation shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Following written LPA approval of the Site Investigation the LPA will require:</p> <p>3. A written method statement for the remediation of land and/or groundwater contamination affecting the site. This shall be based upon the findings of the</p>

	<p>site investigation and results of the risk assessment. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.</p> <p>4. The provision of two full copies of a full completion report confirming the objectives, methods, results and conclusions of all remediation works, together with any requirements for longer-term monitoring and pollutant linkages, maintenance and arrangements for contingency action shall be submitted and approved in writing by the Local Planning Authority.</p> <p>Reason: To control pollution of land or water in the interests of the environment and public safety in accordance with the National Planning Policy Framework, in particular paragraphs 183 and 184, and Policy LP16 of the Fenland Local Plan and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
50	<p><i>Badger Survey</i></p> <p>Prior to any works including any site clearance commencing, the development shall be subject to an updated Badger 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 policy LP16 of the Fenland Local Plan and LP19 of the King's Lynn and West Norfolk Local Plan.</p>
51	<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 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. i) Measures to enable any animals within the development site including any trenches, can escape.

	<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 policy LP16 of the Fenland Local Plan and policy LP19 of the King's Lynn and West Norfolk Local Plan.</p>
52	<p><i>Construction Management Plan</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> <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 and materials storage compound clear of the public highway for the parking, turning, loading and unloading of all vehicles, plant, equipment and materials 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 s) A soil management strategy which follows the DEFRA ('Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' 2009) guidance. <p>The approved CMP shall be adhered to throughout the construction period</p>

	<p>and must demonstrate the adoption of best practice. For the duration of the construction period all traffic associated with the construction of the development will comply with the CEMP and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority.</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 and policies LP06, LP13 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
53	<p><i>Highway details</i></p> <p>Prior to or concurrently with the submission of reserved matters applications, detailed plans of all the roads, footways, cycleways (and associated drainage), including a phasing plan, scheme and timetable for their delivery shall be submitted to and approved in writing by the Local Planning Authority. The delivery of the roads, footways, cycleways (and associated drainage) shall be carried out in accordance with the approved details.</p> <p>Reason: Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
54	<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 and policies LP05, LP06, LP18, LP21 and LP25 of the King's Lynn and West Norfolk Local Plan.</p>
55	<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 & Drainage Strategy, WSP, Ref: 70094807, Rev: 3, Dated: 9th 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

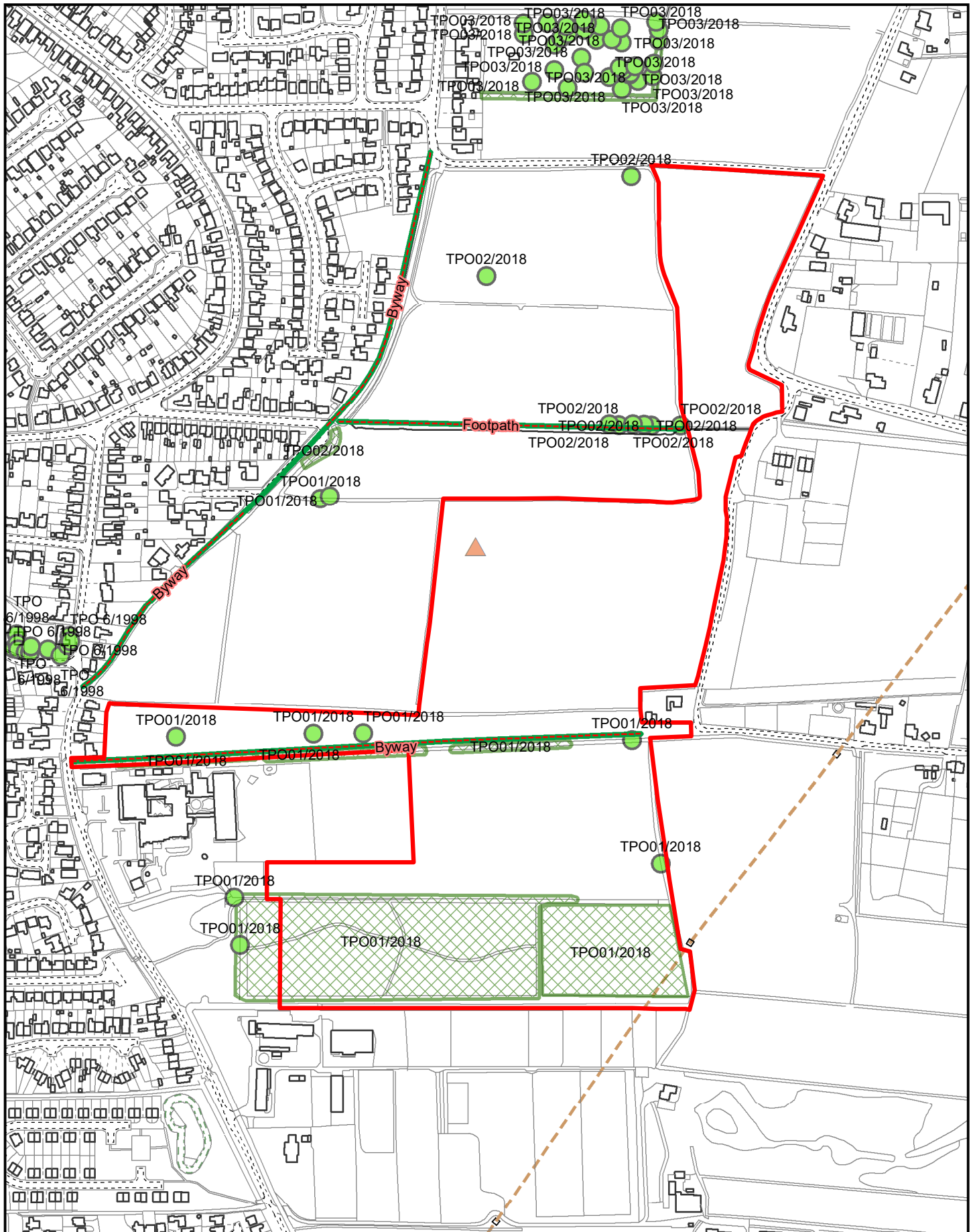
	<p>system performance;</p> <p>c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede 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 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 Policies LP7 and LP14 of the Fenland Local Plan, and policies LP05, LP21 and F3.1 of the King's Lynn and West Norfolk Local Plan.</p>
56	<p><i>Construction Drainage</i></p> <p>No development, including preparatory works, shall commence in each phase 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 Fenland Local Plan and policies LP06 and LP21 of the King's Lynn and West Norfolk Local Plan., so as not to increase the flood risk or pollution 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>

57	<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.</p> <p>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 Policies LP7 and LP14 of the Fenland Local Plan, and policies LP05, LP21 and F3.1 of the King's Lynn and West Norfolk Local Plan.</p>
58	<p><i>Landscape and Ecological Management Plan</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. 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 including bird and bat boxes 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</p>

	<p>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 and policies LP18 and LP19 of the King's Lynn and West Norfolk Local Plan.</p>
59	<p><i>Biodiversity Enhancements</i></p> <p>Prior to works proceeding above slab level, a scheme detailing bird and bat boxes; their types and locations within development plots shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The bird and bat boxes shall be erected prior to occupation of the relevant plot.</p> <p>Reason: In the interest of biodiversity enhancement, in accordance with policies LP16 and LP19 of the Fenland Local Plan and LP18 and LP19 of the King's Lynn and West Norfolk Local Plan.</p>
60	<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; cycle storage and parking for the care home; and, cycle parking for the commercial elements of this approval 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/ use of each respective dwelling or premises.</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 of the Fenland Local Plan and policies LP14 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
61	<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> <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, 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</p>

	accordance with policies LP2, LP16, LP17 and LP19 of the Fenland Local Plan and LP21 and LP38 of the King's Lynn and West Norfolk Local Plan.
62	<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 Fenland Local Plan and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
63	<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 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 policies LP15 and LP16 of the Fenland Local Plan and policies F3.1 and LP13 of the King's Lynn and West Norfolk Local Plan.</p>
64	<p><i>Refuse collection strategy</i></p> <p>Prior to the first occupation/ use 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, policy LP21 of the King's Lynn and West Norfolk Local Plan and policy 14 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan, 2021.</p>
65	<p><i>Staff Welcome packs</i></p> <p>Prior to first occupation of any non-residential (Use Class C3) use on-site, the developer shall be responsible for the provision of Staff Welcome Travel Packs to be delivered to all staff of the non-residential (Use Class C3) uses on-site. The contents of the Staff Welcome Travel Packs shall be submitted to and approved in writing by the District Council and shall include bus vouchers and/or active travel vouchers to promote sustainable travel.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy in accordance with policies LP7 and LP15 of the Fenland Local Plan, and policies F3.1, LP13 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>

66	<p><i>Sandy Lane improvements</i></p> <p>No development shall be occupied or used until details of an improvement scheme for Sandy Lane 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 and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan and policies LP13 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
67	<p><i>Visibility Splays</i></p> <p>Prior to the first occupation/use of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan. The splays shall thereafter be maintained at all times free from any obstruction exceeding 0.225metres above the level of the adjacent highway carriageway.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan and policies LP13 and LP21 of the King's Lynn and West Norfolk Local Plan.</p>
68	<p><i>Approved plans for the OUTLINE application</i></p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents insofar as they relate to the accesses associated with this development.</p>



Created on: 01/04/2025

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F/YR22/1256/F

Scale = 1:5,000





This drawing to be read in conjunction with all specifications and all other consultants design information. Any contradictions between this drawing and any other design information to be advised to the contract administrator and author immediately.

The contractor to site measure, check and verify all information issued, and confirm the correctness of the contents prior to the commencement on site.

The contractor to comply with all current statutory legislation, Building Regulations, British Standards, and good building practice.

Revision		Date	Init	
REV	description	date	dr by	ap by
A	Landscape drawing from FDA landscaping included	23.05.2024	LS	AA
B	Landscape drawing from FDA landscaping included	24.05.2024	LS	AA
C	Updated to clients comments	24.07.2024	AW	AA
D	Updated red line boundary to include unregistered land along Broadend Rd. carehome layout so that it no longer crosses over the new easement, road layout updated to suit the road widening on Broadend Rd.	08.04.2024	EG	AA
E	Site plan amended to account for the existing Right of Way Footpath 04	21.05.2024	EG	AA
F	Site plan amended to show future development as any option boundary with associated plots removed.	22.05.2024	LH	AA
G	Landscape amended to no longer impinge on the existing Right of Way byway 15. Commercial unit split into three different uses.	01.07.2024	EG	AA

Client:
Prosperity Developments

Project:
Wisbech Housing

Title:
Proposed Site Plan

date: 24/07/2024

scale: 1:1000@A0

status: Planning

drawn by: AW

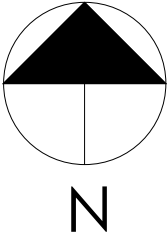
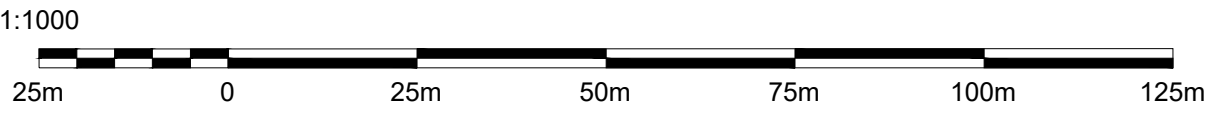
dwg ref: 22031-GNA-MP-ST-DR-A-0110

rev: G

checked by: AA

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NOTES

EXISTING VEGETATION

Existing trees and hedgerows on site to be largely retained and form the structure to the proposed development. POS areas will be located around the existing vegetation taking the opportunity to enhance and develop the biodiversity of the area. Existing vegetation will be protected during the Construction Phase.

RESIDENTIAL AREAS

TREES

Extensive tree planting throughout the site will add structure and character to the area. Large species street trees will be planted along the spine roads through the development creating 'green links' through the site. Species such as Hornbeam, Lime and Maple will impart scale and structure. Along the secondary roads smaller species of trees will be planted to property frontages giving seasonal interest and character to the roads. Use of a varied palette of species will define character zones with the site.

HEDGES

A variety of hedge type will be planted within the site. A more formal Beech or Hornbeam hedge will be planted to frontages along the spine roads adding to the greening of the links through the site and providing some privacy to gardens fronting onto the busier roads. Evergreen flowering hedges will provide a less formal character to zones within the less busy parts of the site.

ORNAMENTAL PLANTING

A range of ornamental shrubs and herbaceous species will be planted within selected frontages and in particular in the more open and informal areas of secondary roads and cut de sacs. Selected palettes will be applied to contribute to character zones, creating a sense of place.

PUBLIC OPEN SPACES

Greenways through the site will focus on the existing east-west routes across the site which will be developed and enhanced to provide open spaces which will give residents the opportunity for formal and informal recreation. The widening of the existing routes will allow the existing habitats to be enhanced by the introduction of mixed meadow planting, native scrub and occasional trees.

Wetland areas will be created as part of the SUDS drainage strategy. Basins will be seeded with wetland meadow at the base of the basins and swales with a general meadow mix being used on the banks and around the edges.

A large basin to the south of the development will create the opportunity to develop wetland areas which will attract a variety of wildlife and provide casual recreation for residents.

BOUNDARIES

The boundaries to the site will be reinforced and softened by the planting of native hedgerows and native trees where the site is currently open.

KEY

- Existing trees and hedgerows retained
- Proposed extra heavy standard (14-16cm girth) trees
- Proposed heavy standard (12-14cm girth) trees
- Proposed standard (8-10cm girth) trees
- Proposed Beech hedgerow
- Proposed evergreen flowering hedge
- Proposed turf to frontages
- Proposed rear garden lawns
- Proposed ornamental shrub planting
- Proposed mixed native hedgerow
- Proposed mixed native species woodland edge planting
- Proposed mixed woodland planting
- Proposed marginal planting
- Proposed mown species rich grass seed areas
- Proposed wildflower grass seed mix
- Proposed wet meadow seed mix in basin
- Existing sward retained and enhanced
- Proposed Trim Trail stations

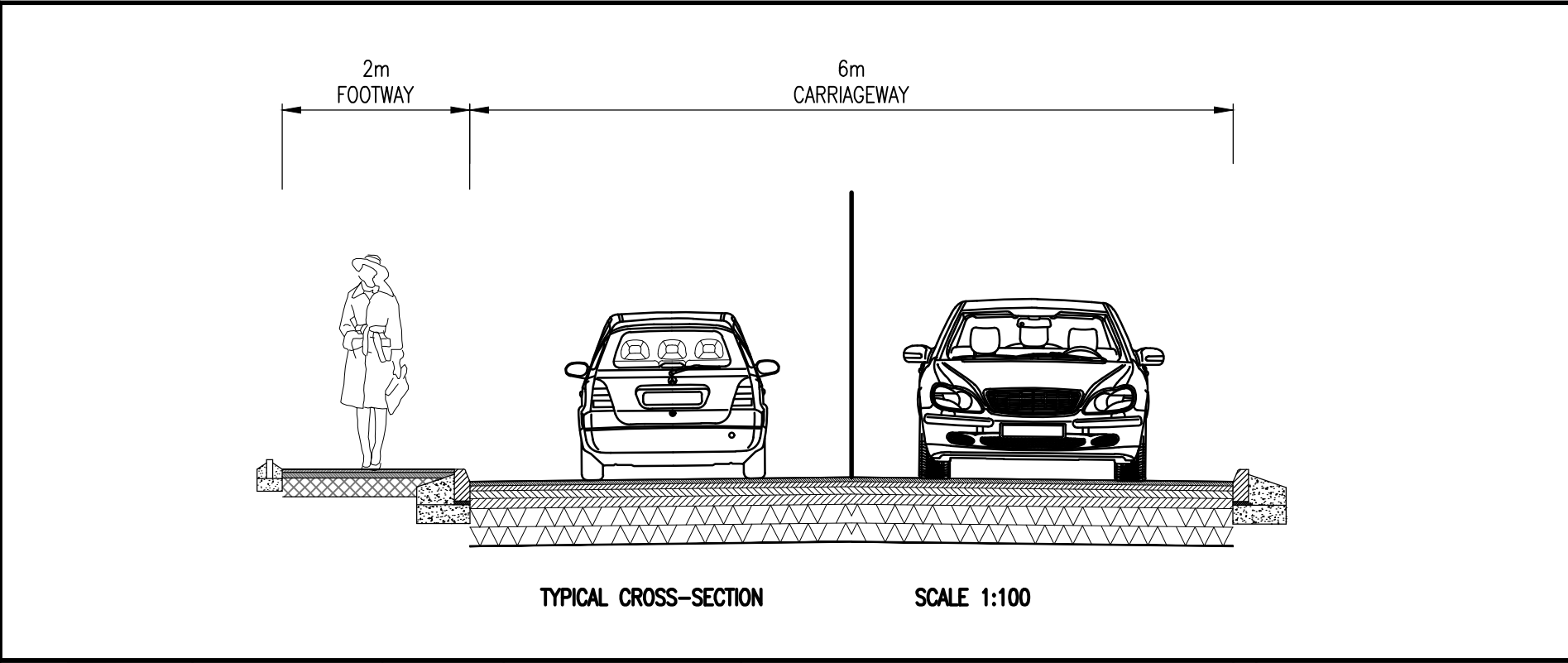
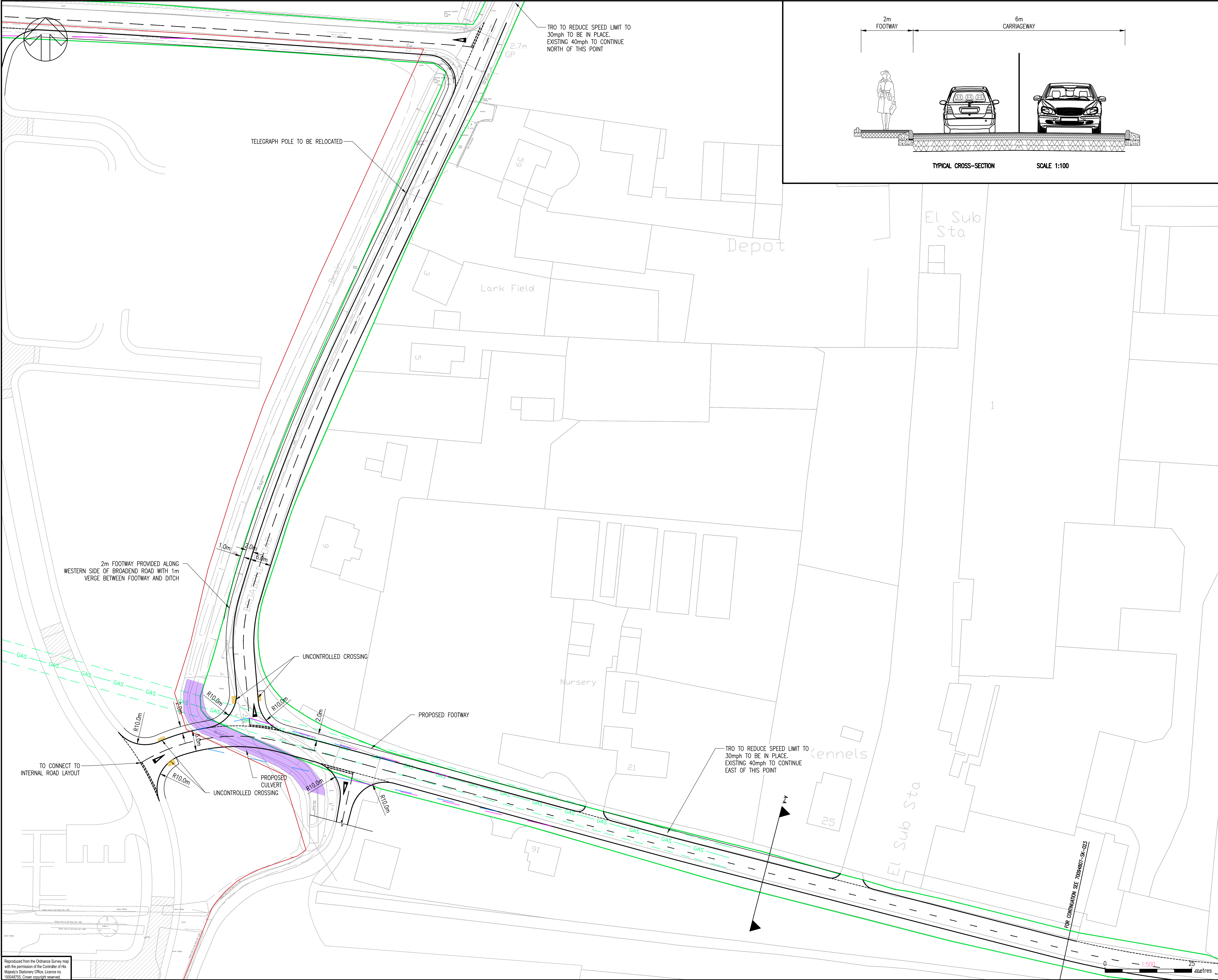
Rev.J: Updated to revised Site Plan Rev.G (M&N)
Rev.H: Updated to revised site layout Rev.S (M&N)
Rev.G: Highway updated in front of 199-203 (SF)
Rev.F: Updated to revised site layout Rev.J (SF)
Rev.E: Updated to revised site layout Rev.G (SF)
Rev.D: Updated to revised site layout Rev.F (SF)
Rev.C: Updated to revised site layout Rev.E (SF)
Rev.B: Existing woodland extended eastwards (SF)
Rev.A: Minor amendments to existing vegetation annotation (SF)

July 2025
May 2024
November 2023
October 2023
October 2023
April 2023
March 2023
February 2023

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client
Prosperity Weath and Developments Ltd
project
Residential Development LAND AT SANDY LANE, WISBECH
drawing title
LANDSCAPE CONCEPT PLAN
scale
1:1000
date
Aug 22
drawn by
SF
drawing no
R/2628/1J

FULL PLANTING DETAILS WILL BE PROVIDED ON SUBSEQUENT DRAWINGS



DO NOT SCALE

KEY:

HIGHWAY BOUNDARY

PLANNING BOUNDARY (EXACT LOCATION TO BE CONFIRMED)

PROPOSED ROUNDABOUT AREA

2.4m x 43m VISIBILITY SPLAY (30mph MIS)

2.4m x 59m VISIBILITY SPLAY (60mph MIS)

GAS EXISTING GAS MAIN

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P06	18/02/2025	RDS	JUNCTIONS REDESIGNED FOLLOWING NORFOLK CC COMMENTS	LK	LK
P05	10/02/2025	RDS	JUNCTION TO INTERNAL LAYOUT AMENDED TO AVOID GAS MAIN	LK	LK
P04	15/01/2025	RDS	SANDY LANE LAYOUT AMENDED	LK	LK
P03	02/12/2024	RDS	VERGE, CULVERT AND EXISTING GAS MAIN ADDED	LK	LK
P02	25/11/2024	RDS	EXTENSION OF ROUTE TO SANDY LANE	LK	LK
P01	15/11/2024	RDS	FIRST ISSUE	LK	LK
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

wsp

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CLIENT: PROSPERITY INVESTMENT AND DEVELOPMENTS

ARCHITECT: GLANCY NICHOLLS ARCHITECTS LLTD

SITE/PROJECT: LAND AT STOW LANE, WISBECH

TITLE: BROADEND ROAD WIDENING
SHEET 1 OF 2

SCALE @ A1: 1:500	CHECKED: LK	APPROVED: LK
PROJECT NO: 70094807	DESIGNED: RDS	DRAWN: RDS DATE: November 24
DRAWING NO: 70094807-SK-022		REV: P06

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