
F/YR22/0354/F

**Applicant: Mr Ivan Towler
St Marys Estates**

**Agent: Mr Nigel Lowe
Peter Humphrey Associates Ltd**

134A Ramnoth Road, Wisbech, Cambridgeshire, PE13 2SW

Erect 16 x dwellings (2-storey 3-bed) with associated garages, parking and landscaping, involving demolition of existing buildings

Officer recommendation: Grant

Reason for Committee: Number of representations contrary to officer recommendation.

1 EXECUTIVE SUMMARY

- 1.1 The application seeks full planning permission for the construction of 16, 2-storey, 3-bed dwellings on the site.
- 1.2 Policy LP3 sets out the settlement hierarchy for development within the District. Wisbech is identified as a 'Primary Market town' and is therefore identified as a location where most development and service provision will be focused. In addition, this is a brownfield site in a sustainable location, within an area which is predominantly residential in character.
- 1.3 The proposed dwellings are of a modernist mono-pitched design taking inspiration from the Fire Station and Isle College buildings to the north, aside from Plot 1 which is more traditionally designed to reflect the dwellings in the immediate vicinity along Ramnoth Road and building line of No.134.
- 1.4 The relationships between the proposed dwellings and surrounding buildings are generally considered acceptable, subject to a condition to secure obscure glazing to plots 13-16.
- 1.5 The development proposes a 5m access from Ramnoth Road leading to a 6m wide shared surface, the principle of access to the site and its redevelopment for residential purposes is not opposed and the Highways Authority has confirmed that the change of use of the site would not result in intensification of use of the access, further details of the access are however required which can be secured by way of a condition.
- 1.6 The Senior Planning Obligations Officer has confirmed that on the basis of the information submitted as part of the viability assessment, on this occasion, due to viability, the proposal is not able to deliver affordable housing nor any S106 contributions.

2 SITE DESCRIPTION

- 2.1 The application site is located to the south of Wisbech Fire Station and is within a built-up residential area. There is a varied mix of styles, form, and massing of buildings in the vicinity. Currently operating as a yard and mechanic's garage the application site is accessed from Ramnoth Road via a roadway which runs immediately to the north of 134 Ramnoth Road a bungalow which incorporates accommodation in the roof-space, part of the application site is amenity space serving this dwelling. It should be noted that this property also benefits from separate a vehicular access to the south of its curtilage.
- 2.2 The site boundary with Churchill Road is formed by high level close boarded fencing behind the footway and verge that runs along the highway. The northern boundary, which runs along the access road to the Fire Station comprises an established hedge with some fencing at the western end. Elsewhere the other boundaries are formed by a mixture of hedging and fencing.
- 2.3 The application site has an area of approximately 0.5ha with the western end containing several workshops, garage, and commercial buildings of varying scales. This is a previously developed brownfield site categorised as being within a Flood zone 1 area.

3 PROPOSAL

- 3.1 The application seeks full planning permission for the construction of 16, 2-storey, 3-bed dwellings on the site. The access is shown to be in the position of the current access to commercial activity undertaken to the western part of the site albeit alterations are proposed to this access point.
- 3.2 Plot 1 is an individually designed detached dwelling which measures 10.9m x 6.9m and 7.7m in height with accommodation comprising lounge, kitchen/diner, utility and WC at ground floor level with 3 bedrooms (1 with en-suite) and bathroom at first floor.
- 3.3 Plots 2-3 are semi-detached, measuring 16.7m x 8.6m and 7.2m in height, with accommodation for each property comprising accommodation comprising lounge, kitchen/diner, utility and WC at ground floor level with 3 bedrooms (1 with en-suite) and bathroom at first floor.
- 3.4 Plots 4-6 are detached, measuring 8.5m x 8.7m and 7.2m in height, with accommodation comprising accommodation comprising lounge, kitchen/diner, utility and WC at ground floor level with 3 bedrooms (1 with en-suite) and bathroom at first floor.
- 3.5 Plots 7-8 and 9-10 are semi-detached, measuring 11.8m x 13.3m and 7.3m in height, with accommodation for each property comprising accommodation comprising lounge, kitchen/diner, utility and WC at ground floor level with 3 bedrooms (1 with en-suite) and bathroom at first floor.
- 3.6 Plots 11-12 are semi-detached, measuring 14.7m x 13.8m and 7.3m in height, with accommodation for each property comprising accommodation comprising lounge, kitchen/diner, utility and WC at ground floor level with 3 bedrooms (1 with en-suite) and bathroom at first floor.
- 3.7 Plots 13-16 are detached, measuring 9.9m x 9.5m and 7.4m in height with accommodation comprising accommodation comprising lounge, kitchen/diner, utility and WC at ground floor level with 3 bedrooms (1 with en-suite) and bathroom at first floor.

- 3.8 Plots 1-6, 8 and 13-16 incorporate garages and plots 2-6 and 13-16 have raised patios with steps down to the garden as finished floor levels are raised in relation to surface water flood risk. The development is served by a 6m wide (5m at the junction with Ramnoth Road) shared surface access road.
- 3.9 The scheme would involve the demolition of the existing structures on the site, removal of the conifers and boundary hedging.
- 3.10 Full plans and associated documents for this application can be found at:

[F/YR22/0354/F | Erect 16 x dwellings \(2-storey 3-bed\) with associated garages, parking and landscaping, involving demolition of existing buildings | 134A Ramnoth Road Wisbech Cambridgeshire PE13 2SW \(fenland.gov.uk\)](https://www.fenland.gov.uk/F/YR22/0354/F | Erect 16 x dwellings (2-storey 3-bed) with associated garages, parking and landscaping, involving demolition of existing buildings | 134A Ramnoth Road Wisbech Cambridgeshire PE13 2SW (fenland.gov.uk))

4 SITE PLANNING HISTORY

F/YR21/1222/F	Erect 18 x dwellings (12 x 2-storey 3-bed and 6 x 2-storey 2-bed) with associated garages, parking and landscaping, involving demolition of existing buildings	Refused 27/1/2022
F/YR20/0615/O	Erect up to 9 dwellings (outline application with matters committed in respect of access) involving demolition of existing buildings	Granted 11/9/2020
F/YR04/4156/F	Erection of a vehicle workshop	Granted 7/1/2005

5 CONSULTATIONS

5.1 Town Council (3/5/2022 and 29/11/2022)

That the application be supported, subject to the Local Highway Authority being satisfied with the proposed access arrangements

5.2 Town Council (20/6/2022 and 14/12/2022)

That the application be supported

5.3 Wildlife Officer (FDC) (6/5/2022)

Recommendation:

The application scheme is acceptable but only if conditions are imposed.

Recommended condition(s)/Reason(s) for refusal:

Pre-commencement Condition(s) -

- *No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:*

a) Summary of potentially damaging 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) including ensuring no Non-Native Invasive Species are spread across the site.

d) The location and timing of sensitive works to avoid harm to biodiversity features.

e) The times during 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.

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.

Compliance Condition(s) -

- Where it is intended to create semi-natural habitats, all species used in the landscaping schedules shall be locally native species of local provenance unless otherwise agreed in writing with the local planning authority.

Assessment/Comment:

I was pleased to see that several ecological enhancements have already been adopted within the landscaping plan. However there are several ecological mitigation recommendations within the Preliminary Ecological Appraisal that need to be codified in order to be adopted during development. That is the purpose of the CEMP Pre-commencement condition above.

5.4 Wildlife Officer (FDC) (23/6/2022)

Recommendations:

No further recommendations in addition to those given on the 6th of May.

Assessment/Comment:

The new plans do not contain any deviation that significantly alter the recommendations give in the previous consultation on the 6th of May.

5.5 Wildlife Officer (FDC) (16/12/2022)

Recommendations:

No further recommendations in addition to those given on the 6th of May.

Assessment/Comment:

Considering the location of the development there is low risk that the new lighting schemes will create significant negative impacts on commuting bats. As such I am happy to accept the lighting scheme with no recommendations for revisions.

The new plans do not contain any deviation that significantly alter the recommendations give in the previous consultation on the 6th of May.

5.6 Arboricultural Officer (FDC)

The proposed scheme is acceptable with a good number of new trees.

My only comment would be to use *Betula pendula* 'Zwisters Glory' on the south boundary as a lot of trees are proposed and this form retains a tidier more upright crown so may be more appropriate in the rear gardens.

5.7 S106 Officer (FDC)

The Local Plan and CIL Viability Assessment Report (LPVA)... indicates that brownfield development is likely to be unviable, even without the provision of any Affordable Housing. This development is on previously developed land located within the 'Lower Value' area.

The applicant has provided several appraisals as part of their viability submission with various levels of S106 provision and sensitivity analysis that I have reviewed and bench-marked against the assumptions contained in the LPVA, including inputs for profit, interest rates, external works & infrastructure costs, design & professional fees, and Gross Development Value.

The overall deficit of the appraisal that contains no affordable housing nor any S106 contribution is £532,500, I therefore accept that on this occasion, due to viability, the proposal is not able to deliver affordable housing nor any S106 contributions.

5.8 Designing Out Crime Team (3/5/2022)

Thank you for the opportunity to comment on this planning application I have viewed the design and access statement (DAS) and supporting documents in relation to crime, disorder, the fear of crime, and community safety. I have researched the constabulary crime and incident systems covering this location for the last two years – a two-year period would usually provide sufficient information however these figures also take in Covid-19 lockdown and restrictions. I would consider this to be an area of low/medium vulnerability to the risk of crime at present. Please see figures below: -

*Assault Without Injury = 20
Burglary Dwelling = 4
Theft from Motor Vehicle = 2
Theft of Motor Vehicle = 2
Theft of Cycle = 5
Criminal Damage = 2
Drug Trafficking = 1
Drug possession = 1
Criminal Damage Vehicle = 2
Assault without Injury = 9
Assault with injury = 20
Arson no Injury = 2
Theft other = 4*

There is no specific section within the Design and Access Statement relating to crime prevention or security measures. NPPF para 130f states: - Planning policies and decisions should ensure that developments- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. While it is important that security and crime prevention are considered and discussed at the earliest opportunity to ensure that the security of buildings, homes, amenity space and the environment provide a safe place for residents and visitors, it is obvious that some measures have already been considered.

This appears to be an acceptable layout in relation to crime prevention and the fear of crime providing reasonable levels of natural surveillance from neighbour's properties with many of the homes facing each other. Pedestrian and vehicle

routes are aligned together, well overlooked and pedestrian safety has been considered. This should encourage some level of territoriality amongst residents. Most of the vehicle parking is in-curtilage between and to the sides of properties. Most of the homes have back to back protected rear gardens which reduces the risk and vulnerability to crime and have been provided with the potential for some defensible space to their front.

I do however have the following comments: -

Lighting – I note on the documents that there is a proposal for each property to have a bollard light. For the safety of people and their property our recommendation is that all adopted and un-adopted roads, private and shared drives and parking areas or footpaths and should be lit by columns to BS5489:1 2020. Bollard lighting is only appropriate for wayfinding and should not be used as a primary lighting source for any roads, parking areas or footpaths, where they are also prone to damage. Care should be taken in relation to the location of lighting columns with the entry method for the majority of dwelling burglary being via rear gardens. Lighting columns located next to rear/side garden walls and fences with little surveillance from other properties can be used as a climbing aid to gain entry to the rear gardens. Home security lights both front and rear should be dusk to dawn bulkhead LED lights.

There is no mention of sheds or cycle storage if these are to be provided please see below:

Sheds - for cycle storage for residential gardens. The design problems that we are trying to prevent are cycle hoops bolted into the ground; they need to be cemented 300mm into the floor or as a minimum ground anchors cemented into the floor and the structure and doors need to be robust with a heavy duty sold secure gold hasp and lock. (I would like to see a design for the sheds once available if being provided?).

Cycle – stands located within garages cycle hoops bolted into the ground; they need to be cemented 300mm into the floor or as a minimum ground anchors cemented into the floor.

I am supportive of the design and layout but clarification on the above comments would be appreciated. This has the potential to be a development where there is a strong commitment to community safety and reducing vulnerability to crime, I would encourage the applicant considers submitting a “Secured by Design” 2019 Homes application – this office would be pleased to work with them to attain this award.

5.9 Designing Out Crime Team (10/6/2022)

Thank you for the opportunity to comment on this application. I have viewed the revised documents in relation to crime, disorder, and the fear of crime. My colleague completed a search of the Constabulary crime and incident systems for the above location covering the last 2 years. It is possible that the crime data will have increased slightly, I refer you to those statistics, and the comments about external lighting/cycle storage & security dated 3rd May 2022 still apply.

5.10 Designing Out Crime Team (10/11/2022)

I can see that 2 lighting columns have been designed into the development, along with bollards. At this stage, I'm not convinced that there is sufficient lighting, and the scheme doesn't appear to have been designed to BS5489:1-2020. Please

note: Bollard lighting should only be used as wayfinding only and not as a main source of lighting. I would like to see the lux levels and calculations when available please.

As previously mentioned, will there be any cycle storage provision included for the residents, such as a shed? Our recommendation for cycle storage sheds within accessible locations in rear gardens are provided with a ground anchor fixed to a concrete sub-base to allow the resident to secure their bike/s. We also recommend a solid secure, gold rated hasp and lock for the door.

5.11 Designing Out Crime Team (6/12/2022)

Further crime figures provided and comments specifically relating to the development detailed below:

Having looked at the lighting plan, I still feel that the luminaire isn't sufficient for the development. A fully qualified lighting engineer will design the lighting plan to BS5489-1:2020 whilst ensuring that the lux levels, uniformity, and location of luminaires for the site are suitable. My previous comments in relation to bollards still stand, they should not be used as a main source of lighting, they also appear to have been positioned on private drives where they are likely to be damaged.

5.12 Cambridgeshire Fire and Rescue (21/4/2022, 14/6/2022, 14/11/2022 and 6/12/2022)

With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

Where a Section 106 agreement or a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.

The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007.

Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access.

If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required, the details of which can be found in the attached document.

I trust you feel this is reasonable and apply our request to any consent given.

5.13 Anglian Water

Comments were received on 13/4/2022, 14/6/2022, 16/11/2022 and 21/12/2022 comments received on 21/12/2022 are detailed below:

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout

of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

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

Section 3 - Used Water Network

This response has been based on the following submitted documents: FRA and Drainage Strategy Dec 22 REV C The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

Anglian Water has reviewed the submitted documents (FRA and Drainage Strategy Dec 22 REV C) and can confirm that these are acceptable to us. We require these documents to be listed as approved plans/documents if permission is granted. Note to applicant – Surface Water Hierarchy/brownfield site evidence will need to be submitted at 106 application stage before any connection point or rate will be agreed.

5.14 Environmental Health (FDC) (22/6/2022)

This service previously consulted on an application seeking a similar proposal involving this development site where we had 'No Objections' but highlighted matters in respect to gas protection, noise and environmental construction methods.

Contamination

Having reviewed this latest application and the documents resubmitted in support of it, this service maintains its stance that contamination is no longer considered an issue at this site. This follows an analysis of soils previously sampled from across the site as part of an assessment undertaken by EPS (Report Ref: UK21.5466) that stated concentrations of contaminants were found to be below guideline values determining the site did not pose a risk to human health and was therefore deemed suitable for the proposed development. The same report further stated that risks associated with ground gas were not considered high but that it had not been fully resolved recommending, precautionary ground gas protection measures be incorporated into the fabric of the new dwellings unless such a need could be discounted through a programme of ground gas monitoring.

This service reiterates its previous recommendation that precautionary ground gas protection measures be incorporated into the proposed new dwellings as recommended by EPS, unless the results of further ground gas monitoring programme demonstrate risks at the application site do not exceed the relevant gas screening criteria.

Suggested wording for the above recommendation if conditioned:

'The gas protection measures as stated in EPS Assessment Report Ref: UK21.5466 shall be carried out in accordance with latest industry guidance and best practice and be suitable for the development, unless otherwise agreed in writing by the Local Planning Authority that the results of further ground gas monitoring programme have demonstrated risks at the application site do not exceed the relevant gas screening criteria.'

Reason: To protect future users and final occupiers of the site and the environment.

Noise

The application site lies within an area where road use has been identified as an existing noise source most notably the A1101 that lies adjacent where, the proposed dwellings west of the application site are likely to receive the highest exposure.

In our earlier consultation this service recommended the applicant should submit a scheme of noise attenuating measures. A 1.8m acoustic fence has since been proposed but we note the absence of any further details on its attenuation properties or other noise protection measures such as suitably designed glazing or, an assessment that demonstrates effective noise attenuation will be achieved

for future occupiers along the façade closest to the existing road. In the absence of this information noise levels cannot be determined or the level of impact mitigation may have to protect future occupiers from this location.

The proposed 1.8m acoustic fence should meet or, otherwise contribute towards additional mitigation used in the development, such as the recommended noise guidelines produced by the World Health Organisation in their 'Environmental Noise Guidelines for the European Region on exposure to road traffic noise'.

Suggested wording for the above recommendation if conditioned:

'The proposed 1.8m acoustic fence shall meet the recommended noise exposure levels provided by the World Health Organisation –'Environmental Noise Guidelines for the European Region on exposure to road traffic noise' or otherwise contribute towards meeting the recommended noise exposure levels through additional mitigation used in the development. This shall be implemented with a report being submitted to and agreed in writing by the LPA before first use of the development that confirms the recommended noise exposure levels have been met in accordance with the World Health Organisation guidelines.'

Reason: To comply with recommended exposure levels provided by the World Health Organisation –'Environmental Noise Guidelines for the European Region on exposure to road traffic noise', protect future occupiers of the site and comply with national and local planning policy .

As previously recommended, this service asked for relevant condition(s) so that the existing local amenity or nearby sensitive dwellings could be protected during the development.

If this application is approved we ask for conditions relating to working hours and the use of machinery and other noise making activity.

Suggested wording for the above:

- 1. 'The use hereby permitted shall take place between the hours of 8am and 5pm weekdays, 8am to 1pm Saturdays and at no time on Sundays & Bank Holidays.'*
- 2. 'No machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site outside the following times: 8am and 5pm weekdays, 8am to 1pm Saturdays and at no time on Sundays & Bank Holidays in accordance with BS 5228 Code of Practice for Noise and Vibration Control on Construction and Open Sites.'*
- 3. 'The developer shall adhere to all parts of the 'Mitigation of Construction Activities' as per Table 19 of the submitted AQ Assessment written by GEM Air Quality Ltd during all phases of development.'*

Reason: To protect the character and amenities of neighbouring areas by ensuring that measures are implemented to avoid unwanted nuisance or any other disturbance.

Health Impact

The previously submitted Health Impact Assessment (HIA) accompanies this latest application. As advised in our earlier consultation a HIA should examine the

potential health effects associated with the proposed residential development and promote sustainability with emphasis being placed on good design and finished materials to help reduce energy consumption and address concerns such as fuel poverty. We maintain our stance that the installation of modern and energy efficient heating systems and suitably designed glazing units meet latest standards and that the development affords future occupiers sustainable travel options such as walking, cycling and the use of electric vehicles with electric vehicle charging points being installed with welcome packs provided to all new residents containing information and incentives to encourage the uptake of greener forms of travel.

Air Quality

This service has previously highlighted the proposed development being within an Air Quality Management Area (AQMA). New developments are expected to contribute to rather than impact on the existing climate. We therefore welcome the resubmitted Air Quality Assessment Report Ref: AQ2133 that states based on the outcome of this assessment, 'the current proposals are considered acceptable in terms of the potential air quality impacts across the development' subject to appropriate measures being carried out over the course of the development to minimise impacts of the surrounding locality, as described in Table 19 – 'Mitigation of Construction Activities'.

5.15 Environmental Health (FDC) (27/6/2022)

Further to our conversation earlier on the noise implications associated with this application.

In order to ensure that the noise implications associated with the construction of residential properties adjacent to the busy A1101 (Churchill Road) are addressed, the applicant must submit a noise report detailing how attenuation measures will reduce the exposure of residents to noise levels from traffic to below the following levels specified in the WHO's 'Environmental Noise Guidelines for the European Region' on exposure to road traffic noise.

-For average noise exposure, noise levels produced by road traffic should be below 53 (dB) L_{den} ,

-For night noise exposure, noise levels produced by road traffic should be below 45 (dB) L_{night} ,

REASON

To ensure that the amenity of the occupiers of the proposed development are not adversely affected by road traffic noise in accordance with policy LP16 - Delivering and Protecting High Quality Environments across the District.

5.16 Environmental Health (FDC) (18/11/2022)

In our last consultation we advised the proposed dwellings west of the application site were likely to receive the highest exposure due to the presence of a busy road and that a noise assessment should be undertaken.

We welcome submission of a noise assessment undertaken by Nova Acoustics dated 4th August 2022 Project Ref: 7994NL and note a scheme of noise attenuating measures as the results of a noise survey revealed existing noise levels would impact on the proposed dwellings west as well as far east of the application site.

The assessment assumes a 1.8m acoustic fence has been included within the calculation software but we are unable to read the technical specification of this potential form of mitigation.

To allow us to effectively consider the noise calculations provided in the assessment please could the technical specification for the proposed 1.8m fencing be submitted and clarification that, the level of attenuation obtainable from the proposed fencing has been deducted from the initial noise recordings made, as indicated in Chapter 3 of the noise assessment.

5.17 Environmental Health (FDC) (24/11/2022)

We note the absence on the amount of noise the proposed 1.8m fencing will attenuate and therefore the effect this had on the reported calculations provided in the noise assessment.

As a general rule on the use of effective barriers or screens, a reduction of around 10dB can be expected if the noise source is completely hidden from view by the barrier. The higher the barrier the more attenuation can be achieved, the same is said for increasing the density or thickness of the barrier or screen to be used.

In the absence of sound attenuation acoustic properties for the proposed fencing, using the 'superficial mass of 15kg/m²' specification option as shown in the information provided, a sound reduction of around 10dB maybe possible or otherwise, provide some degree of improved noise reduction. We would advise such performance figures are however only regarded as an estimate because of various factors applicable to a 'line noise source' such as the type of vehicles being used and number of vehicles passing for example. It is likely the proposed fencing will offer better protection of garden amenity and ground floors of the proposed dwellings as oppose to upper floors, with this level of protection expected over the fencings useful service life of between 10 and 20 years.

In order to achieve the required noise levels of LAeq 16hr 35 dB for habitable rooms daytime and LAeq 8hr 30 dB for bedrooms at night in accordance with BS8233: 2014, that addresses the reduced upper floor noise attenuation identified above, reviewing the height of the proposed fencing, subject to planning approval, may be necessary but mainly through the installation of mechanical ventilation with heat recovery systems as well as enhanced glazing units, as recommended in the submitted noise assessment.

Windows can be considered the weakest point of a façade in terms of noise reduction from external noise sources so the glazed elements installed in all the living rooms and bedrooms will require the minimum sound reduction as shown in the submitted noise assessment.

The sound insulation scheme should therefore be installed prior to occupation and be retained thereafter and for all rooms to ensure the internal noise levels are acceptable in terms of the assessment to British Standard 8233: 2014.

The Environmental Health Team therefore accept the submitted noise assessment and the recommendations made in that noise mitigation will be required to make the proposed development acceptable. We recommend the proposal be granted planning permission with conditions to ensure future occupiers of the intended development are protected from the potential of unwanted noise identified at this location.

1. *'No building or use hereby permitted shall be occupied or the use commenced until the recommendations made in the approved Noise Impact Assessment by Nova Acoustics Report Ref: 7994NL have been implemented in full, and thereafter to be permanently maintained for all rooms to ensure the internal noise levels are acceptable in accordance with British Standard 8233: 2014.'*

Reason: To safeguard the amenity of future occupiers and be in accordance with recognised standards'.

2. *'No occupation or use of the development shall take place until all walls and fences indicated on the approved plans have been erected. The hereby approved boundary treatment(s) shall be permanently retained and maintained thereafter by the developer'*

Reason: To safeguard the amenity of future occupiers'.

5.18 Environmental Health (FDC) (9/12/2022)

The applicant has submitted further information on the subject of glazing and acoustic fencing to be incorporated into the final design of the development.

Having reviewed the additional information provided this service has no further comments to make following our last consultation of 24th November 2022.

In our last consultation we recommended a condition to safeguard the amenity of future occupiers of the proposed development where,

'No occupation or use of the development shall take place until all walls and fences indicated on the approved plans have been erected. The hereby approved boundary treatment(s) shall be permanently retained and maintained thereafter by the developer'

Should this proposal be granted planning consent and the recommended condition added that requires the approved boundary treatment to be erected before occupation, we ask for the revised wording to be used:

- 2 *'No occupation or use of the development shall take place until all walls and fences indicated on the approved plans have been erected. The hereby approved boundary treatment(s) shall be permanently retained and maintained thereafter by the respective owner(s) to ensure a satisfactory acoustic environment is achieved'.*

Reason: To safeguard the amenity of future occupiers'.

5.19 Refuse Team (FDC) (30/6/2022 and 14/12/2022)

To allow access the private road would need to be constructed suitably for a 26 tonne refuse vehicle and indemnity would be required from landowners or future management company against any potential damage to the road surface etc. which may be caused during vehicle operations.

A swept path plan would be required to demonstrate that an 11.5m refuse vehicle could access throughout the site turn and leave the site in a forward direction.

Residents would be required to present bins at the boundary of the property where it meets the private access road.

New residents will require notification of collection and storage details by the developer before moving in and the first collection takes place.

Refuse and recycling bins will be required to be provided as an integral part of the development.

5.20 Housing Strategy (FDC) (4/7/2022)

As I understand it a viability assessment has been submitted on this application to reduce the affordable housing contributions to 0% on this scheme of 16 dwellings.

In the event that it is concluded that the provision of affordable housing is viable our Housing needs Policy provisions below apply.

Policy LP5 of the Fenland Local Plan (adopted May 2014) seeks 25% affordable housing on developments where 10 or more homes will be provided.

<i>On sites of</i>	<i>Level of affordable housing</i>
<i>Minor developments (5-9 dwellings)</i>	<i>Nil affordable housing</i>
<i>Major developments (10 or more dwellings)</i>	<i>25% affordable housing (rounded to the nearest whole dwelling)</i>
<i>Tenure Mix</i>	<i>70% affordable housing for rent (affordable rent tenure) and 30% other affordable routes to home ownership tenure (shared ownership housing)</i>

The Fenland Viability Report (March 2020)

To inform the preparation of Fenland's emerging Local Plan, a Viability Assessment was undertaken which looked at the cost of building new homes and the costs associated with the policies in this Local Plan.

This report concluded that viability in Fenland is marginal and varies between localities in the district. The assessment indicates that 20% affordable housing is likely to be the maximum level of provision that can be achieved through planning obligations. In response to the report, the Council has confirmed that finding of the viability assessment will be taken into account when determining planning applications from May 2020 onwards.

Consequently, while the Council aims to deliver policy compliant 25% affordable Housing provision on qualifying schemes where possible, it is acknowledged that a reduced percentage of affordable housing via planning obligations to a maximum of 20%, will be achievable in most instances.

Since this planning application proposes the provision of 16 number of dwellings, our policy seeks to secure a contribution of 4 affordable dwellings in this instance. Based on the provision of 20% affordable housing provision we would seek a contribution of 3 affordable dwellings in this instance.

The current tenure split we would expect to see delivered for affordable housing in Fenland is 70% affordable rented tenure and 30% shared ownership. This would equate to the delivery of 3 affordable rented homes and 1 shared ownership based on the provision of 25% affordable housing or 2 affordable rented homes and 1 shared ownership based on the provision of 20% affordable housing.

The provision of on-site affordable housing or a financial contribution

Where affordable housing is due, the policy indicates that the affordable housing will be provided on site unless there are exceptional circumstances which necessitate provision on another site or the payment of a financial contribution.

In recognition of the difficulty of implementing an on-site policy for affordable housing provision where the number of affordable homes generated by planning obligations is less than 10 dwellings, since April 2016 Fenland has agreed that on sites submitted for planning for 37 dwellings or fewer, the affordable housing planning requirement can be discharged by way of a financial contribution rather than on-site provision.

This arrangement has now been reviewed in response to the findings of the Viability Assessment and the potential for variations in the percentage of affordable housing delivery that is likely to be achievable through planning obligations, depending on the location of the site within the local authority district area.

Accordingly, Fenland's revised approach is to agree that sites that yield less than 10 (i.e., 9 or fewer) affordable homes through planning obligations can be discharged by way of a financial contribution rather than on-site provision. This application of this arrangement is not dependent on the total number of dwellings seeking consent for delivery, instead, it is triggered by the number of affordable homes that are deliverable.

If the applicant chooses to provide a financial contribution rather than seek an RP partner to deliver the on-site affordable housing, the affordable housing financial contribution will be calculated in accordance with the mechanism provided in the Local Plan policy and as follows:

- The applicant should submit the necessary open market values of homes which would otherwise have been affordable housing to FDC.*
- FDC will assume that RPs would usually pay 55% of OMV for a rented dwelling and 65% of OMV for a shared ownership dwelling.*
- FDC will assume that 70% of all affordable homes will be rented tenure and 30% will be shared ownership tenure.*

5.21 Housing Strategy (FDC) (17/11/2022)

Having looked at this re-consultation for this application, I see no amendments to the affordable housing provision. Therefore, my previous comments from 4th July 2022 are still valid.

5.22 Cambridgeshire County Council Lead Local Flood Authority (LLFA)

The LLFA objected to the scheme on 6/5/2022 and removed their objection on 22/6/2022 following re-consultation on revised details. The most recent comments received 15/12/2022 are detailed below:

We have reviewed the following documents:

□ Flood Risk Assessment and Sustainable Drainage Strategy, MTC Engineering, Ref: 2719 –

FRA & DS – Rev B, Dated: May 2022

□ Response to LLFA Comments, MTC Engineering, Dated: 24 May 2022

□ Proposed Residential Development – Planning, Peter Humphrey Associates, Ref: 6066-

PL01k, Dated: July 2021 (uploaded to Fenland Planning Portal 10 November 2022)

□ Proposed Residential Development – Planning, Peter Humphrey Associates, Ref: 6066-PL01k, Dated: July 2021 (uploaded to Fenland Planning Portal 28 November 2022)

The amendment does not appear to have any surface water flood risk or drainage implications so we have no further comments to make. Therefore, our position remains that we, as Lead Local Flood Authority (LLFA), have no objection in principle to the proposed development.

The above documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving, and geocellular storage, restricting surface water discharge to 2.5 l/s into the surface water sewer, as agreed with Anglian Water.

The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment which is of particular importance when discharging into a watercourse.

Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual. We request the following conditions are imposed:

Condition 1

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site 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.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Sustainable Drainage Strategy prepared by MTC Engineering (ref: 2719 – FRA & DS – Rev B) dated May 2022 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;*
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;*
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);*
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);*
- e) 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;*
- f) Demonstration that the surface water drainage of the site is in accordance with DEFRA nonstatutory technical standards for sustainable drainage systems;*

- g) Full details of the maintenance/adoption of the surface water drainage system;*
- h) Permissions to connect to a receiving watercourse or sewer;*
- i) Measures taken to prevent pollution of the receiving groundwater and/or surface water*

Reason

To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.

Condition 2

No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works 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.

Reason

To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.

Informatives

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

5.23 Cambridgeshire County Council Highways (10/5/2022)

The plans denote footway at the access to the site and narrowed through the site. Please state the widths of the footway.

The access should be sealed and to be drained away from the highway in a bound material for a minimum of 5m back from the existing footway. The vehicular access shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification. Surface water from private roads/ driveways areas must not discharge onto the public highway, and appropriate intervention must be provided. Please demonstrate a method at the boundary of the private and public highway of the access.

Should the applicant be able to amend the access in light of the minor comment above, then please append the following conditions and informative to any permission granted:

5.24 Cambridgeshire County Council Highways (12/7/2022)

Following discussion with the LPA and upon further review of the submitted information, below is a revised consultation response.

The proposed access onto Ramnoth Road is broadly acceptable but the submitted drawings lack sufficient detail. In particular, the drawings omit the tie-in with the footway immediately to the north and omit the interaction with the existing white lining (which provides a hatched buffer between the footway and nearside lane). In absence of this information, it is unclear how the access would be constructed and how it would interact with the surroundings. I recommend that the applicant be asked to provide a more detailed access drawing which includes the aforementioned detail. This may require the procurement of enhanced base mapping.

The visibility splay to the south passes behind the existing footway and therefore passes into third party land. However, I note that this sliver of land is included within the blue line boundary. The visibility splay, where it is outside of the extents of the highway, needs to be included in the redline boundary so that it can be secured as part of any permission.

The spacing between the site access and the Fire Station to the north is sub-optimal (approximately 15m). As a result, there could be some ambiguity regarding turning vehicles. However, the number of vehicles using each access is relatively low so unless the Fire and Rescue Service object, I am satisfied with the arrangement.

The site plan labels the internal road as 'adoptable' but the LHA will not adopt this road for the following reasons:

- Cellular storage located underneath the carriageway.*
- The road is too narrow (carriageway needs to be 6m plus x2 0.5m maintenance strips i.e., 7m total)*
- The surfacing material is incorrect as all shared surfaces need to be block paved to change the character of the road (note block paving cannot be laid flatter than 1 in 80 long fall).*

Unless the scheme is amended to address the above, it will remain in private ownership for the lifetime of the development. As such, a future maintenance and management plan should be suitably conditioned if the scheme is to be permitted. Furthermore, it is my understanding the FDC's waste team do not typically enter private streets so the applicant will need to consider how refuse is collected. I would also like to highlight to the developer, if the wished to make alternations to the proposals so that the road met the LHA's adoptable standards, a traditional street lighting scheme would be required. The proposed stainless steel bollard lights would not suffice in isolation.

As the road will remain in private ownership, the developer needs to ensure that private surface water is not discharged onto Ramnoth Road.

The traffic which will be generated from this scheme is likely to be lower than that which is associated with the exiting garage. However, the applicant's argument that the traffic which could be generated by the garage without the need for planning permission is greater than that of the residential scheme, is valid. While I dispute some of the specific assumptions in the note provided, this would not change the overall outcome.

I would like to invite the applicant to prepare a revised scheme in response to these comments prior to recommending any conditions. If they are unable to do so, please let me know so that I can provide further response.

5.25 Cambridgeshire County Council Highways (23/11/2022)

The revised submission has addressed many but not all of my previous comment. The road will not be adoptable by the LHA, largely due to the presence of attenuation underneath the internal road.

However, my previous comments related to access have not been addressed. For convenience these comments are repeated below.

The proposed access onto Ramnoth Road is broadly acceptable but the submitted drawings lack sufficient detail. In particular, the drawings omit the tie-in with the footway immediately to the north and omit the interaction with the existing white lining (which provides a hatched buffer between the footway and nearside lane). In absence of this information, it is unclear how the access would be constructed and how it would interact with the surroundings. I recommend that the applicant be asked to provide a more detailed access drawing which includes the aforementioned detail. This may require the procurement of enhanced base mapping.

I still maintain that the applicant should amend / detail the access, because that shown on drawing 6066-PL01k is not necessarily implementable in the current form. I am however sure an access can be implemented with minor changes so should the applicant be unable to make these changes, a condition for detailed access should be appended to any permission.

Conditions

- *Non-standard conditions: Prior to the commencement of development, details of an access onto Ramnoth Road shall be provided in writing and agreed by the Local Planning Authority.*

Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.

- *Adoptable Standards: The highway shall be built to adoptable standards as defined by Cambridgeshire County Council Housing Estate Road Construction Specification (current at time of commencement of build) before the last dwelling is occupied.*

Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.

- *Highway Drainage: The approved access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity*

Reason: To prevent surface water discharging to the highway in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.

- *Gates/Enclosure/Access Restriction: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.*

Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.

- *Management of Estate Roads: Prior to the occupation of the first dwelling/use hereby approved, 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.*

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.

5.26 Cambridgeshire County Council Growth and Economy

Full comments are available to view on the Council's website via Public Access, the summary table is provided below:

<i>Table 1: S106 contributions – summary table</i>				
	<i>Contribution</i>	<i>Project</i>	<i>Indexation date</i>	<i>Trigger</i>
<i>Early Years</i>	<i>£20,057</i>	<i>New Early Years Places in Wisbech</i>	<i>1Q2020</i>	<i>100% prior to commencement</i>
<i>Primary</i>	<i>£0</i>	<i>n/a</i>	<i>n/a</i>	
<i>Secondary</i>	<i>£60,427</i>	<i>New secondary school</i>	<i>1Q2020</i>	
<i>Libraries</i>	<i>£2,360</i>	<i>Wisbech Library</i>	<i>1Q2019</i>	<i>100% prior to occupation of 50% of the development</i>
<i>Monitoring</i>	<i>£150</i>			

5.27 NHS Primary Care Team (30/5/2022)

Introduction

Thank you for consulting Cambridgeshire and Peterborough Clinical Commissioning Group (CAPCCG) on the above planning application.

I refer to the above planning application and advise that, further to a review of the applicants' submission, the following comments are with regard to the primary healthcare provision on behalf of Cambridgeshire and Peterborough Clinical Commissioning Group (CAPCCG).

Existing Healthcare Position Proximate to the Planning Application Site

The proposed development is likely to have an impact on the services of 3 x GP Practice(s) operating within the vicinity of the application site. On reviewing the current footprint of these practice, it would appear that none have capacity for any additional growth resulting from this development.

Review of Planning Application

CAPCCG acknowledge that the planning application does not appear to

include a Health Impact Assessment (HIA) or propose any mitigation of the healthcare impacts arising from the proposed development.

A Healthcare Impact Assessment (HIA) has been prepared by CAPCCG to provide the basis for a developer contribution towards capital funding to increase capacity within the GP Catchment Area.

Assessment of Development Impact on Existing Healthcare Provision

The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 38 residents and subsequently increase demand upon existing services.

The primary healthcare service directly impacted by the proposed development and the current capacity position is shown in Table 1.

Table 1: Summary position for primary healthcare services closest to the proposed development

<i>Premises</i>	<i>Weighted List Size ¹</i>	<i>NIA (m²)²</i>	<i>Capacity ³</i>	<i>Spare Capacity (NIA m²)⁴</i>
<i>North Brink</i>	<i>22,510</i>	<i>784.8</i>	<i>11,445</i>	<i>-758</i>
<i>Trinity Surgery</i>	<i>10,905</i>	<i>963</i>	<i>14,043</i>	<i>215</i>
<i>Clarkson Surgery</i>	<i>14,020</i>	<i>781.7</i>	<i>11,400</i>	<i>-179</i>
<i>Combined</i>	<i>47,435</i>	<i>2529.5</i>	<i>36,888</i>	<i>-722</i>

The development would have an impact on the primary healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.

Healthcare Needs Arising From the Proposed Development

The intention of CAPCCG is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.

The development could give rise to a need for improvements to capacity, in line with emerging STP estates strategy; by way of improvements to, reconfiguration of, development of, extension of, or relocation of existing premises; or improvements to digital infrastructure, providing additional resource for the benefits of patients of; the Wisbech GP Practices, a proportion of the cost of which would need to be met by the developer.

Table 2 provides the Capital Cost Calculation of additional primary healthcare services arising from the development proposal.

Table 2: Capital Cost calculation of additional primary healthcare services arising from the development proposal

<i>Premises</i>	<i>Additional Population Growth (16 dwellings)⁵</i>	<i>Additional floorspace required to meet growth (m²)⁶</i>	<i>Spare Capacity (NIA)⁷</i>	<i>Capital required to create additional floor space (£)⁸</i>
<i>March and Wisbech GP Practices</i>	38	2.61	None (see Table 1)	£9,500

A developer contribution will be required to mitigate the impacts of this proposal. CAPCCG calculates the level of contribution required, in this instance to be £9,500 Payment should be made before the development commences.

CAPCCG therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 planning obligation.

Conclusions

In its capacity as the healthcare provider, CAPCCG has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.

The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.

Assuming the above is considered in conjunction with the current application process, CAPCCG would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.

The terms set out above are those that CAPCCG deem appropriate having regard to the formulated needs arising from the development.

CAPCCG is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.

CAPCCG look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

5.28 NHS Cambridgeshire and Peterborough Integrated Care System (16/11/2022)

Thank you for consulting Cambridgeshire and Peterborough Integrated Care System (CAPICS) on the above planning application. I refer to the above planning application and advise that, further to a review of the applicants' submission, the following comments are with regard to the primary healthcare provision on behalf of CAPICS.

The proposed development is likely to have an impact on the services of the GP Practice operating within the vicinity of the application Wisbech Practices: Clarkson Surgery, North Brink and Trinity Surgery. These practices support a total patient list size of 43,284 patients and this development of 16 dwellings would see an

increase patient pressure of 39 new residents which would require additional GP/Nurse / (Admin support) workforce to support potential increase in appointments : GP = 0.02 / Nurse = 0.01 and Admin = 0.04 with a resulting increase on estate demand of 2.63 sqm net internal area using standard planning formula 1,750 patients = 120sqm of space (NIA) @ £3,652 m².

A developer contribution will be required to mitigate the impacts of this proposal. CAPICS calculates the level of contribution required, in this instance to be £9,616.24 CAPICS therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission.

In its capacity as the healthcare provider, CAPICS has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development. The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development. Assuming the above is considered in conjunction with the current application process, CAPICS would not wish to raise an objection to the proposed development. Otherwise, the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.

The terms set out above are those that CAPICS deem appropriate having regard to the formulated needs arising from the development. CAPICS are satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.

5.29 Local Residents/Interested Parties

7 objections have been received, all from residents of Ramnoth Road, in relation to the following:

- Entrance to site on a busy road, on a bend, near fire station and bus stop
- Increased traffic as a result of development and potential for accidents
- College is nearby - the area becomes very busy with many pupils walking passed the site
- Construction traffic and impacts
- Overdevelopment
- Loss of privacy/overlooking
- Dwellings not in keeping with surrounding area
- Noise and pollution
- Density of development in relation to parking

6 STATUTORY DUTY

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).

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide 2021

Context - C1

Identity – I1, I2

Built Form – B2
Movement – M3
Nature – N3
Homes and Buildings – H1, H2, H3

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
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
LP19 – The Natural Environment

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 48 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
LP5 – Health and Wellbeing
LP7 – Design
LP8 – Amenity Provision
LP11 – Community Safety
LP12 – Meeting Housing Needs
LP15 – Employment
LP20 – Accessibility and Transport
LP22 – Parking Provision
LP24 – Natural Environment
LP27 – Trees and Planting
LP32 – Flood and Water Management
LP33 – Development on land affected by contamination
LP34 – Air Quality
LP36 – Residential site allocations for Wisbech (LP36.15 relates to this site)

Delivering and Protecting High Quality Environments in Fenland SPD 2014

DM3 – Making a Positive Contribution to Local Distinctiveness and Character of the Area
DM4 – Waste and Recycling Facilities

Developer Contributions SPD 2015

Fenland Infrastructure Delivery Plan 2016

Cambridgeshire Flood and Water SPD 2016

8 KEY ISSUES

- Principle of Development and Employment
- Design considerations and visual amenity of area
- Residential Amenity/Health and wellbeing
- Parking and Highways
- Developer Contributions
- Flood Risk and Drainage
- Ecology and Landscaping

9 BACKGROUND

9.1 Outline planning permission (F/YR20/0615/O) was granted in September 2020 for the development of up to nine dwellings with only access committed for approval. This permission remains extant although reserved matters have not yet been submitted.

9.2 Subsequently application F/YR21/1222/F for 18 dwellings was submitted, this was refused for the following reasons:

- 1 The proposal is for the construction of 18 dwellings on the land. The Lead Local Flood Authority have identified that the detailed proposals result in shared ownership of drainage pipes on the proposed plans, along with an unacceptably high run-off rate from the site into the wider network. Although the applicant has indicated how they would propose to overcome these matters, these details have not been provided for consideration by the Local Planning Authority at this time, and the application has been requested by the agent to be determined based on the submitted details. The application details submitted present an unacceptable risk of flooding from the site due to the above matters, and the scheme is therefore contrary to the requirements of Chapter 14 of the National Planning Policy Framework, and policy LP14 of the Fenland Local Plan (2014).*
- 2 Policy LP15 of the Fenland Local Plan (2014) requires development to provide a 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. The proposals fail to provide clear details of the proposed vehicular access, with the submitted plans contradicting details provided within the Highways Statement. There are also outstanding concerns identified by the highways authority regarding the parking strategy associated with the development and the turning arrangements within the site. The scheme therefore fails to comply with the requirements of policy LP15 of the Fenland Local Plan.*
- 3 Policy LP16 of the Fenland Local Plan (2014) requires development proposals to deliver and protect high quality environments throughout the district. Proposals must demonstrate they make a positive contribution to the local distinctiveness and character of the area, enhancing their local setting and both responding to and improving the character of the local built environment whilst not adversely impacting*

on the street scene, settlement pattern or landscape character of the surrounding area. The proposal is for a development at a density of more than 30 dwellings per hectare, which is at odds with the prevailing character of modern development in this locality. The development density therefore results in a scheme that fails to make a positive contribution to the character and distinctiveness of the area, and results in a layout that provides a poor end stop to views from the driveway serving the development as these properties turn their back on the access road. The scheme therefore fails to accord with the requirements of policy LP16 of the Fenland Local Plan, requiring significant amendment to comply. The Local Planning Authority requested alterations to be made however the agent indicated a wish for the proposal to be determined based on the submitted details.

- 4 *Policy LP2 of the Fenland Local Plan (2014) requires development proposals to promote high levels of residential amenity, and policy LP16 requires development proposals to demonstrate that they do not adversely impact on the amenity of neighbouring users. The proposal indicates the construction of a two-storey dwelling on plot 13 in a location where such a property would adversely impact on the outlook of the adjacent dwelling from its windows that face the application site, whilst simultaneously resulting in the potential for a detrimental impact on the privacy of the proposed dwelling due to overlooking of the site from those same windows. The proposal is therefore contrary to policies LP2 and LP16 of the Fenland Local Plan.*
- 5 *The development is located within an Air Quality Management Area but is not accompanied by an Air Quality Assessment to establish if remedial measures are required to minimise the impact of the proposal on the surrounding environment. The scheme therefore fails to comply with the requirements of policy LP2 of the Fenland Local Plan (2014).*

9.3 The current submission seeks to overcome these reasons for refusal.

10 ASSESSMENT

Principle of Development and Employment

10.1 Policy LP3 sets out the settlement hierarchy for development within the District. Wisbech is identified as a 'Primary Market town' and is therefore identified as a location where most development and service provision will be focused. In addition, this is a brownfield site in a sustainable location, within an area which is predominantly residential in character; all these factors further evidencing the schemes compatibility with planning policy at a national and local level.

10.2 Whilst the policies of the emerging local plan carry extremely limited weight in decision making:

Policy LP1, Part A identifies Wisbech as a Market Town and the site is included within the residential site allocations for Wisbech as a site for housing development with an extant planning permission.

10.3 Policy LP6 of the FLP requires the retention of high-quality land and premises currently in use as B1 (now E (g)), B2 and B8. The use of premises for vehicle repair and maintenance would fall within the B2 use class and as such Policy LP6 could be deemed a material consideration. Notwithstanding this however, there remains an extant permission for development of the entire site for residential purposes and as such the loss of the commercial facility is acceptable.

Design considerations and visual amenity of area

10.4 The site is bounded by two road frontages with Churchill Road to the west and Ramnoth Road to the east. These frontages have two distinct characters with Churchill Road being the main route into the town from the south and comprising a mixture of residential dwellings and commercial premises. The Ramnoth Road frontage is more residential in character (albeit the large Isle College complex is in the vicinity), with the street scene being less spacious and residential development being more prominent (albeit not exclusive), with a closer relationship to the highway than is the case for Churchill Road.

10.5 The proposed dwellings are of a modernist mono-pitched design taking inspiration from the Fire Station and Isle College buildings to the north, aside from Plot 1 which is more traditionally designed to reflect the dwellings in the immediate vicinity along Ramnoth Road and building line of No.134. Submitted street scene drawings show the proposal in the context of its surroundings and whilst it is acknowledged that there is some juxtaposition between the proposal and the traditionally designed dwelling of 300 Churchill Road to the south, this is not considered to be significantly detrimental to visual amenity given the variety of styles in this area. The proposal does retain a high fence along Churchill Road which is unfortunate, however this is reflective of development in the area (for example Willow Way further south) and allows the proposed dwellings to face onto the shared access road providing a terminus to the development and overcoming this element of reason for refusal 3 of application F/YR21/1222/F in relation to the poor end stop views to the access.

10.6 The scheme has been reduced by 2 dwellings from 18 to 16 and therefore the density reduced as a result. The development does still propose a density of more than 30 dwellings per hectare (32dph) and above the typical density of modern development in the vicinity of the application site (typically 30dph and below). However, it is acknowledged that the development plan does not identify a density figure acceptable to specific locations and the re-designed scheme is on balance now considered to be acceptable in this respect, subject to all other considerations.

10.7 The materials proposed are Traditional Brick and Stone Audley Antique and Redland Cambrian Slate Grey to Plot 1 and Wienerberger Forum Grey, Marley Duo Modern Smooth Grey and Anthracite Hardieplank cladding for the remaining plots. The materials proposed for plot 1 are considered acceptable, however the buildings either side of the site along Churchill Road are red brick and the proposed brick is a very pale grey, furthermore for a development of this scale a variation of material would be expected, as such it is considered necessary to impose a notwithstanding condition regarding materials.

Residential Amenity/Health and wellbeing

10.8 The relationships between the proposed dwellings and surrounding buildings are generally considered acceptable. It is acknowledged that there will be some detrimental impact to No. 134 Ramnoth Road in relation to outlook, overlooking and noise and disturbance due to the proximity with the access road, however these impacts are not considered to be significantly detrimental particularly as it is

noted the traffic from the scheme is likely to be less than for the existing use (see highways section below).

- 10.9 Plots 14-16 are between 7.8m-10m from the southern boundary of the site, which adjoins the gated development of No.s 144, 146 and 148 Ramnoth Road, set around a shared access and parking area, the dwelling and amenity space serving No.148 is set far enough away that significant detrimental effects are not considered. The private and usable garden area serving No.146 is 16m from the dwelling at plot 14, it is understood that there is a bedroom window in the north side of No.146 and the location of this, the proposed 2.1m high fence and location of first-floor windows on the proposed dwellings (noting that plots 13-16 have been revised to ensure all first-floor windows in the rear are obscure glazed and can be conditioned as such) is not considered to result in a significant adverse impact. No.144 is located close to the boundary with plot 16 and has limited amenity space, the relationship between this dwelling and the proposal is considered acceptable on the basis that the first floor windows in the rear of the proposed dwellings are conditioned to be obscure glazed. The aforementioned windows serve an en-suite, landing and secondary window to bedroom 3, as such it is considered reasonable for these to be obscured as they either do not serve habitable rooms or are not the only window in the room they serve.
- 10.10 No.300 Churchill Road to the south west of the site is located in close proximity to the boundary of the site and in particular Plot 12, it is noted that there is a dining room window at ground floor level and a bedroom and landing window at first floor level in the northern side elevation facing towards the site. Plot 12 has been redesigned to mitigate the impact on No.300, the closest element of the proposal is 3.4m from No.300, single-storey and flat roofed at 3m high, the 2-storey element is 5.6m distant at 5m high sloping up to the highest point (7.2m) 11.8m distant, there are no windows in the southern elevation of Plot 12 which could result in direct overlooking. As such, whilst it is acknowledged that the dining room window may experience a loss of light this is not the only window serving this room and outlook from all windows in the north side elevation of No.300 will be affected this is not now considered to be significantly detrimental.
- 10.11 The relationships between proposed dwellings are considered to be acceptable and approximately or in excess of a third of the plot is provided for private amenity space (including No.134 Ramnoth Road), in accordance with Policy LP6 (h).
- 10.12 Whilst it is acknowledged that there will be some overlooking due to the location of windows, and the garden serving No.146 is raised, the impact on future residents from the surrounding existing properties is not considered to be significantly detrimental given the distance/location of windows and the proposed 2.1m high fence to the southern boundary of the site. Buyers of the properties will of course need to be aware that there is the potential for siren noise from the fire station at any time of the day or night should the need arise. This is an acceptable risk and impact however and does not justify refusal of the scheme.
- 10.13 The Designing Out Crime Team have advised that the layout appears acceptable in relation to crime prevention and the fear of crime, providing reasonable levels of natural surveillance from properties with many of the homes facing each other and that pedestrian and vehicle routes are aligned together, well overlooked and pedestrian safety has been considered. Concerns have been raised regarding the suitability of the lighting scheme, however a mix of column and bollard lighting is proposed which is considered acceptable for the development and no issues have been raised regarding the impact of the lighting scheme on ecology.

- 10.14 A tracking plan is provided within the Highways Statement (Appendix 6) which demonstrates that a 11.5m refuse vehicle can access and turn within the site. As such, and subject to agreement to an indemnity against any potential damage to the road surface etc. which may be caused during vehicle operations, the Council's Refuse Team would enter the site to collect bins from the boundary of the properties as indicated on the proposed site layout.
- 10.15 The Fire Authority have requested adequate provision be made for fire hydrants and the applicant will be made aware of this requirement by way of an informative.
- 10.16 The application site lies within an area where road use has been identified as an existing noise source most notably the A1101 (Churchill Road), and as a result the application is accompanied by a Noise Impact Assessment. A sound insulation scheme has been provided, including glazing and an alternative ventilation strategy and an Acoustic Fence is proposed to all boundaries. A condition can be imposed to ensure that these measures are implemented and retained in order to achieve an acceptable living environment for future residents in this regard.
- 10.17 The application has been accompanied by a Phase I & II Geo-Environmental Assessment which has been reviewed by the Council's Environmental Health Team. It is considered that contamination is no longer an issue at this site as the report states that soil samples revealed that concentrations of contaminants were found to be below guideline values, determining the site did not pose a risk to human health and was therefore deemed suitable for the proposed development. The same report further stated that risks associated with ground gas were not considered high but that it had not been fully resolved, recommending precautionary ground gas protection measures be incorporated into the fabric of the new dwellings, unless such a need could be discounted through a programme of ground gas monitoring and this can be dealt with by way of a suitability worded condition.
- 10.18 The site is located within Air Quality Management Area (AQMA), the application is accompanied an Air Quality Assessment Report which states based on the outcome of the assessment, *'the current proposals are considered acceptable in terms of the potential air quality impacts across the development'* subject to appropriate measures being carried out over the course of the development to minimise impacts of the surrounding locality, as described in Table 19 – 'Mitigation of Construction Activities'. The mitigation measures identified can be secured by way of a condition.

Parking and Highways

- 10.19 Policy LP15 of the Fenland Local Plan (2014) requires development to provide a 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. The development proposes a 5m access from Ramnoth Road leading to a 6m wide shared surface, the principle of access to the site and its redevelopment for residential purposes is not opposed and the Highways Authority has confirmed that the change of use of the site would not result in intensification of use of the access. Further details of the access when it joins Ramnoth Road are considered necessary as the indicated access is not necessarily implementable in its current form, however the LHA are content that an access can be implemented with minor changes and as such a pre-commencement condition is considered necessary in this regard.

- 10.20 Appendix A of the Fenland Local Plan sets out the parking standards associated with development proposals, noting that for properties of up to three bedrooms, two parking spaces are required and a garage can be considered a parking space providing it has internal measurements of 7m x 3m. The proposed site layout details 2 parking spaces per dwelling (some including a garage of the required dimensions) with at least 6m behind to enable these to be exited, roller shutter doors are proposed to garages given the length of the spaces in front of these.

Developer Contributions

- 10.21 The Local Plan and CIL Viability Assessment Report indicates that brownfield development is likely to be unviable, even without the provision of any Affordable Housing. This development is on previously developed land located within the 'Lower Value' area. The Senior Planning Obligations Officer has confirmed that on the basis of the information submitted as part of the viability assessment, on this occasion, due to viability, the proposal is not able to deliver affordable housing nor any S106 contributions.

Flood Risk and Drainage

- 10.22 The application site is located within flood zone 1, though there is a risk of surface water flooding for parts of the site. The application is accompanied by Flood Risk Assessment and Sustainable Drainage Strategy which the Lead Local Flood Authority (LLFA) consider demonstrates that surface water from the proposed development can be managed through the use of permeable paving, and geocellular storage, subject to conditions in relation to detailed design and surface water management during construction. A revised Drainage Strategy has been submitted to take into account the revisions to plots 11-12, the principle remains the same and no concerns are expected, however further comments have been sought regarding this which will be provided by way of an update.
- 10.23 Foul drainage is proposed to the mains sewer, Anglian Water advise 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. There is an Anglian Water Foul Sewer which runs close to the western boundary of the site, as indicated within Anglian Water's consultation comments this would have an associated 3m easement and the proposed site plan indicates that there is no development within 3m of this boundary.

Ecology and Landscaping

- 10.24 The application is accompanied by an Ecology Report which concludes that the buildings on site have negligible potential to support roosting bats, impacts to other protected and valued species are considered unlikely and mitigation measures are proposed, including bat and bird boxes and landscaping, which are detailed on the proposed site layout and can be conditioned. The Wildlife Officer has indicated that the proposal is acceptable regarding its impact on ecology, albeit that conclusion is subject to a pre-commencement condition in relation to a construction environmental management plan.
- 10.25 The Council's Arboricultural Officer considers that the proposed landscaping scheme is acceptable with a good number of new trees and the tree species has been updated on his advice.

11 CONCLUSIONS

- 11.1 Policy LP3 sets out the settlement hierarchy for development within the District. Wisbech is identified as a 'Primary Market town' and is therefore identified as a location where most development and service provision will be focused. In

addition, this is a brownfield site in a sustainable location, within an area which is predominantly residential in character.

- 11.2 The proposed dwellings are of a modernist mono-pitched design taking inspiration from the Fire Station and Isle College buildings to the north, aside from Plot 1 which is more traditionally designed to reflect the dwellings in the immediate vicinity along Ramnoth Road and building line of No.134.
- 11.3 The relationships between the proposed dwellings and surrounding buildings are generally considered acceptable, subject to a condition to secure obscure glazing to plots 13-16.
- 11.4 The development proposes a 5m access from Ramnoth Road leading to a 6m wide shared surface, the principle of access to the site and its redevelopment for residential purposes is not opposed and the Highways Authority has confirmed that the change of use of the site would not result in intensification of use of the access, further details of the access are however required which can be secured by way of a condition.
- 11.5 The Senior Planning Obligations Officer has confirmed that on the basis of the information submitted as part of the viability assessment, on this occasion, due to viability, the proposal is not able to deliver affordable housing nor any S106 contributions.

12 RECOMMENDATION

Grant; subject to the following conditions:

From 1 October 2018 section 100ZA(5) of the Town and Country Planning Act 1990 provides that planning permission for the development of land may not be granted subject to a pre-commencement condition without the written agreement of the applicant to the terms of the condition (except in the circumstances set out in the Town and Country Planning (Pre-commencement Conditions) Regulations 2018).

The applicant has been consulted on the proposed conditions, and has confirmed their agreement to them in writing.

1.	Start date
2.	No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following: a) Summary of potentially damaging 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) including ensuring no Non-Native Invasive Species are spread across the site. d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be

	<p>present on site to oversee works.</p> <p>f) Responsible persons and lines of communication.</p> <p>g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</p> <p>h) Use of protective fences, exclusion barriers and warning signs.</p> <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason - In the interests of protecting and enhancing biodiversity in and around the site in accordance with policy LP16(b) and LP19 of the Fenland Local Plan, 2014.</p> <p>A pre-commencement condition is necessary in order to ensure that the impacts of the development on biodiversity are adequately mitigated.</p>
3	<p>No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Sustainable Drainage Strategy prepared by MTC Engineering (ref: 2719 – FRA & DS – Rev B) dated May 2022 and shall also include:</p> <p>a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;</p> <p>b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;</p> <p>c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);</p> <p>d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);</p> <p>e) 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>f) Demonstration that the surface water drainage of the site is in accordance with DEFRA nonstatutory technical standards for sustainable drainage systems;</p> <p>g) Full details of the maintenance/adoption of the surface water drainage system;</p> <p>h) Permissions to connect to a receiving watercourse or sewer;</p>

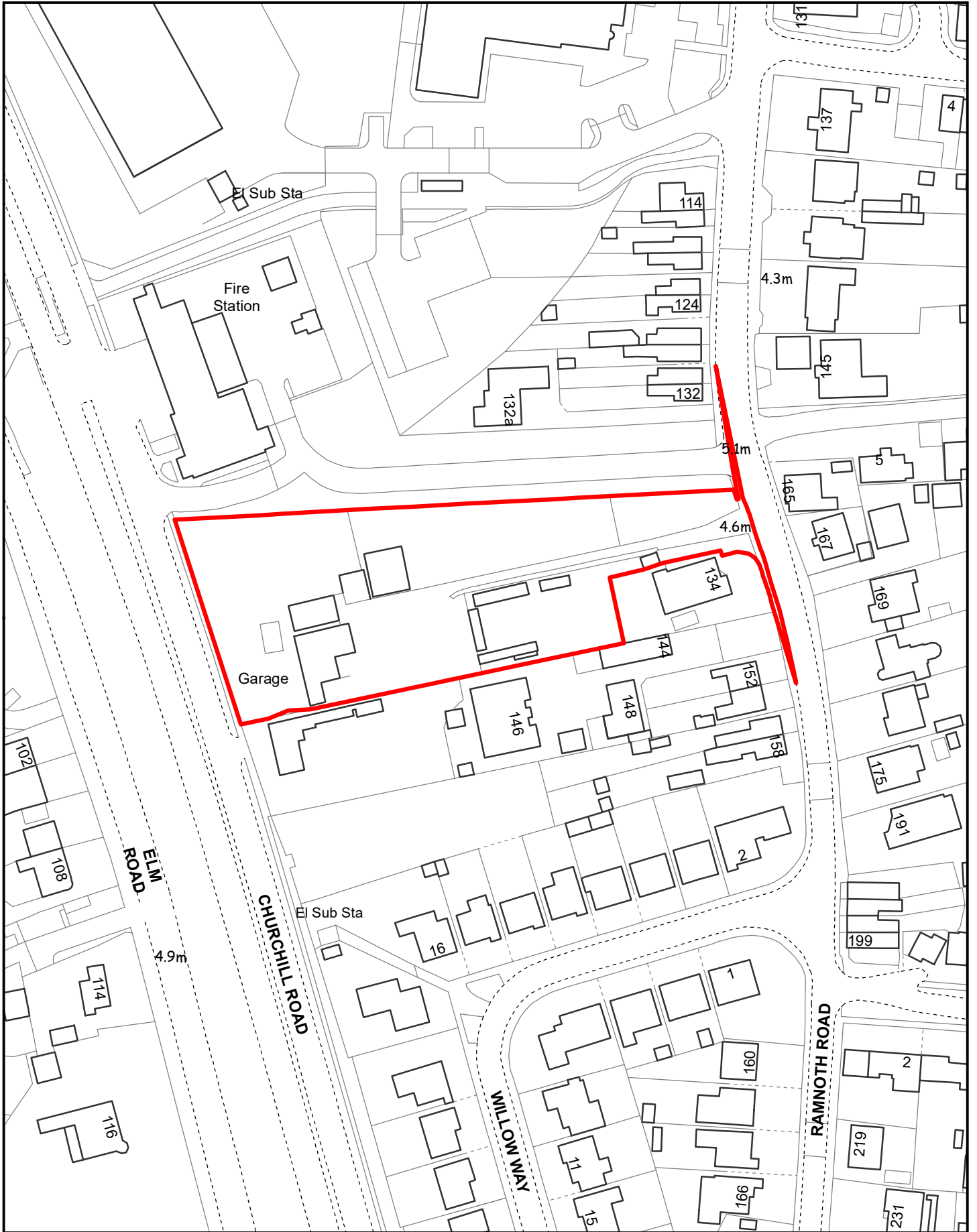
	<p>i) Measures taken to prevent pollution of the receiving groundwater and/or surface water</p> <p>Reason To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.</p> <p>A pre-commencement condition is necessary in order to ensure that surface water drainage is adequately dealt with and thereafter retained in perpetuity.</p>
4	<p>No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works 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, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.</p> <p>A pre-commencement condition is necessary in order to ensure that surface water drainage is adequately dealt with</p>
5	<p>Prior to the commencement of development, details of an access onto Ramnoth Road shall be provided in writing and agreed by the Local Planning Authority.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan 2014.</p> <p>A pre-commencement condition is necessary in order to ensure that a suitable access into the site can be achieved.</p>
6	<p>Notwithstanding the submitted details, no development other than groundworks and foundations shall take place until full details of the materials to be used in the development hereby approved for the walls and roof are submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour and reference number. The development shall then be carried out in accordance with the approved details and retained in perpetuity thereafter.</p> <p>Reason: To safeguard the visual amenities of the area in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>

7	<p>Prior to occupation of any dwelling hereby permitted a management and maintenance plan for the shared/public areas (including landscaping and lighting) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved in accordance with the specified schedule contained therein.</p> <p>Reason: To ensure that the site meets the crime prevention guidelines in accordance with Policy LP17 and that the development is adequately maintained, managed and serviced in accordance with Policy LP16 of the Fenland Plan 2014.</p>
8	<p>No development shall take place above slab level until a scheme for the hard 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.</p> <p>Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
9	<p>Prior to the first occupation of the development hereby approved a refuse collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse collection strategy shall be implemented in accordance with the agreed details in full and thereafter be retained in perpetuity unless otherwise agreed in writing.</p> <p>Reason: To ensure a satisfactory form of refuse collection and compliance with Policy LP16 of the Fenland Local Plan 2014.</p>
10	<p>The external lighting, as detailed within NVC Lighting dated 25/11/2022 shall be installed prior to the first occupation of the development and thereafter retained.</p> <p>Reason: In order to ensure that the site meets the crime prevention guidelines in accordance with Policy LP17 of the Fenland Local Plan 2014.</p>
11	<p>The gas protection measures as stated in EPS Assessment Report Ref: UK21.5466 shall be carried out in accordance with latest industry guidance and best practice and be suitable for the development, unless otherwise agreed in writing by the Local Planning Authority that the results of further ground gas monitoring programme have demonstrated risks at the application site do not exceed the relevant gas screening criteria.'</p> <p>Reason: To protect future users and final occupiers of the site and the environment in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
12	<p>During construction of the development hereby permitted, no machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site outside the following times: 8am and 5pm weekdays, 8am to 1pm Saturdays and at no time on Sundays & Bank Holidays in accordance with BS 5228 Code of Practice for Noise and Vibration Control on Construction and Open Sites.</p>

	<p>The developer shall adhere to all parts of the 'Mitigation of Construction Activities' as per Table 19 of the submitted AQ Assessment written by GEM Air Quality Ltd during all phases of development.</p> <p>Reason: To protect the character and amenities of neighbouring areas by ensuring that measures are implemented to avoid unwanted nuisance or any other disturbance in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
13	<p>Prior to the first occupation of any dwelling the road required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the approved scheme outlined in condition 5.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
14	<p>The approved access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity</p> <p>Reason: To prevent surface water discharging to the highway in accordance with policy LP15 of the Fenland Local Plan 2014.</p>
15	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan 2014.</p>
16	<p>Prior to the first occupation of the relevant dwelling hereby approved, the associated on-site parking, including garages, shall be provided in accordance with the approved plans. Thereafter, these spaces shall be permanently retained and available for the parking of vehicles of occupiers for each dwelling of the approved scheme, and shall not be used for any other purpose. The garage doors shall be of roller shutter design and remain as such.</p> <p>Reason - In the interests of highway safety and in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
17	<p>The bat and bird boxes as detailed on drawing 6066-PL01k prior to occupation of the relevant dwelling and thereafter retained in perpetuity.</p> <p>Reason - In the interests of protecting and enhancing biodiversity in and around the site in accordance with policy LP16(b) and LP19 of the Fenland Local Plan, 2014.</p>
18	<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</p>

	<p>first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased (except those contained in enclosed rear gardens to individual dwellings) shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. 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: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
19	<p>The development hereby permitted shall be constructed and/or elements installed in accordance with the Sound Insulation Scheme, Section 5, Noise Impact Assessment BS8233:2014 Dated August 2020 along with the Acoustic Fence as indicated on drawing 6066-PL01k being installed, prior to the first occupation of the relevant dwelling and thereafter retained in perpetuity.</p> <p>Reason- to ensure an acceptable level of residential amenity is achieved, in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
20	<p>Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), planning permission shall be required for the following developments or alterations:</p> <ul style="list-style-type: none"> i) the erection of freestanding curtilage buildings or structures including car ports, garages, sheds, greenhouses, pergolas, or raised decks (as detailed in Schedule 2, Part 1, Classes A and E); ii) the erection of house extensions including conservatories, garages, car ports or porches (as detailed in Schedule 2, Part 1, Classes A and D); iii) alterations including the installation of additional windows or doors, including dormer windows or roof windows (as detailed in Schedule 2, Part 1, Classes A and B); iv) alterations to the roof of the dwellinghouse (as detailed in Schedule 2, Part 1, Class C); <p>To protect the amenity of existing and future residents and ensure that the Local Planning Authority retains control over the future extension and alteration of the development to prevent overdevelopment of the site, in accordance with Policies LP16 and LP18 of the Fenland Local Plan 2014.</p>
21	<p>Before the relevant dwelling hereby approved is first occupied, the proposed first floor windows in the rear of plots 13-16 shall be obscure glazed and fixed as detailed on drawings 6066-PL03C and 6066-PL02d and so maintained in perpetuity thereafter.</p> <p>Reason: To safeguard the amenities currently enjoyed by the occupants</p>

	of adjoining dwellings in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.
22	Approved Plans



Created on: 10/11/2022

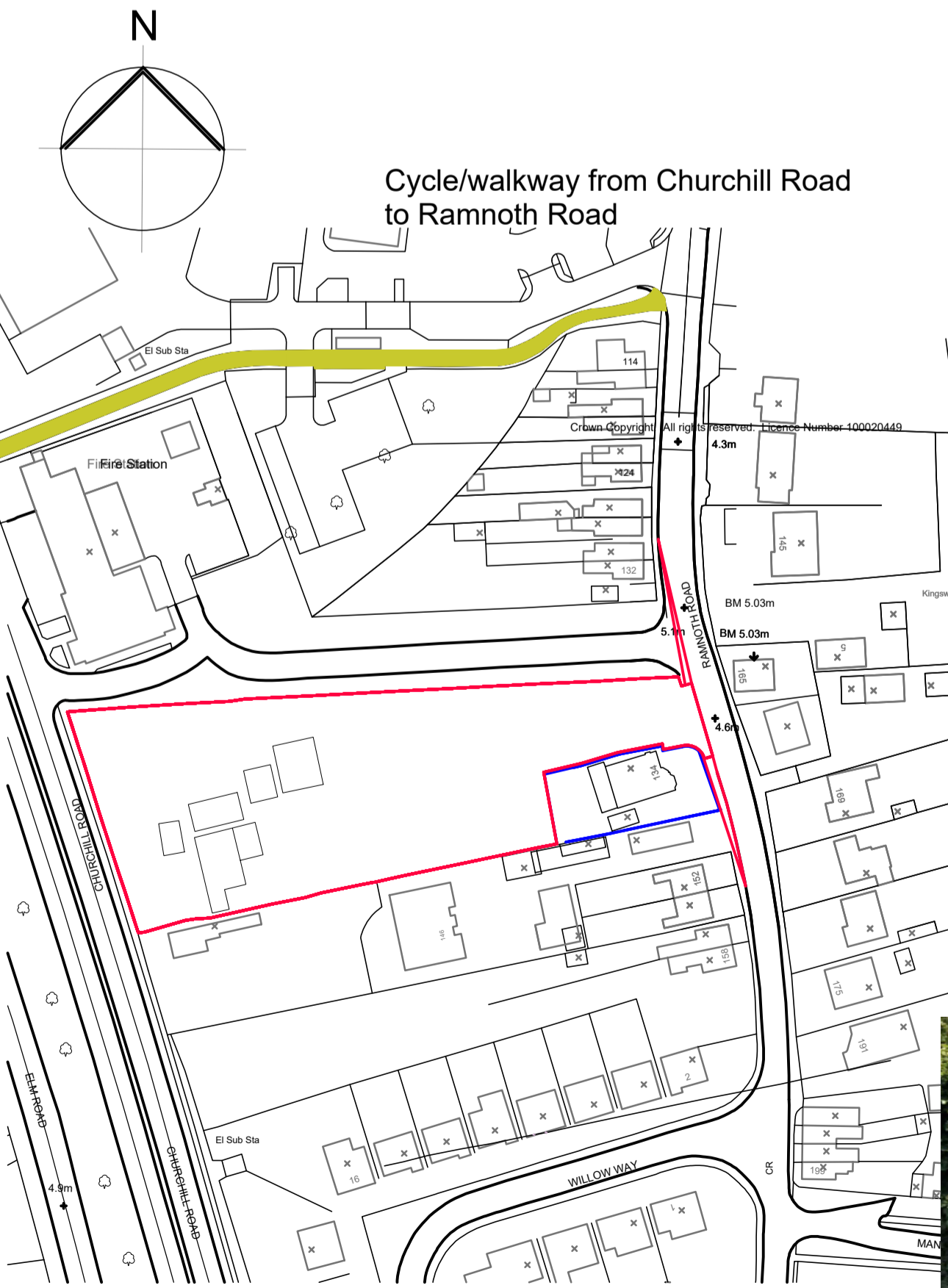
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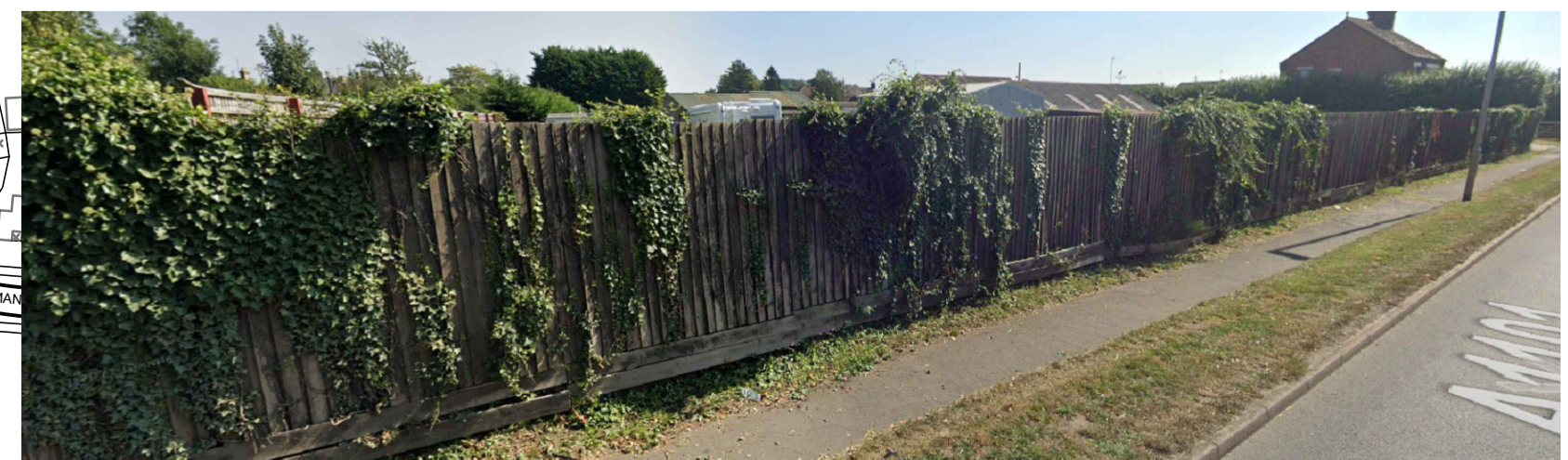
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SITE PLAN 1:250



- GC GROUND COVER PLANTS
COTONEASTER HORIZONTALIS,
HEDERA HELIX, LAVANDULA SPICA
6 PLANTS PER METRE SQ.
- SP SHRUB PLANTING TO INCLUDE
BARBERRY (BERBERRIS) GUELDER ROSE (VIBURNUM)
BUDDLEIA DAVIDII, FORSYTHIA X INTERMEDIA LYNWOOD
FIELD ROSE (ROSA ARVENSIS)
C3 POT SIZE
PLANTING SIZE 40-60cm
PLANTED AT 750mm cts
- TREE PLANTING
A SILVER BIRCH - BETULA PENDULA 'ZWISTERS GLORY'
B BIRD CHERRY - PRUNUS PADUS
C CRAB APPLE - MALUS SYLVESTRIS
D COMMON ALDER - ALNUS GLUTINOSA
TREE'S PLANTED TO BE 1.800m HIGH



Existing fence to Churchill Road replaced with acoustic fence



Woodstone Sparrow nest box
1 to each North elevation plots 1-6



Schwegler triple cavity swift box
1 to each East elevation plots 14,15,16



Eco House Martin nest
1 to each East elevation plots 9,12



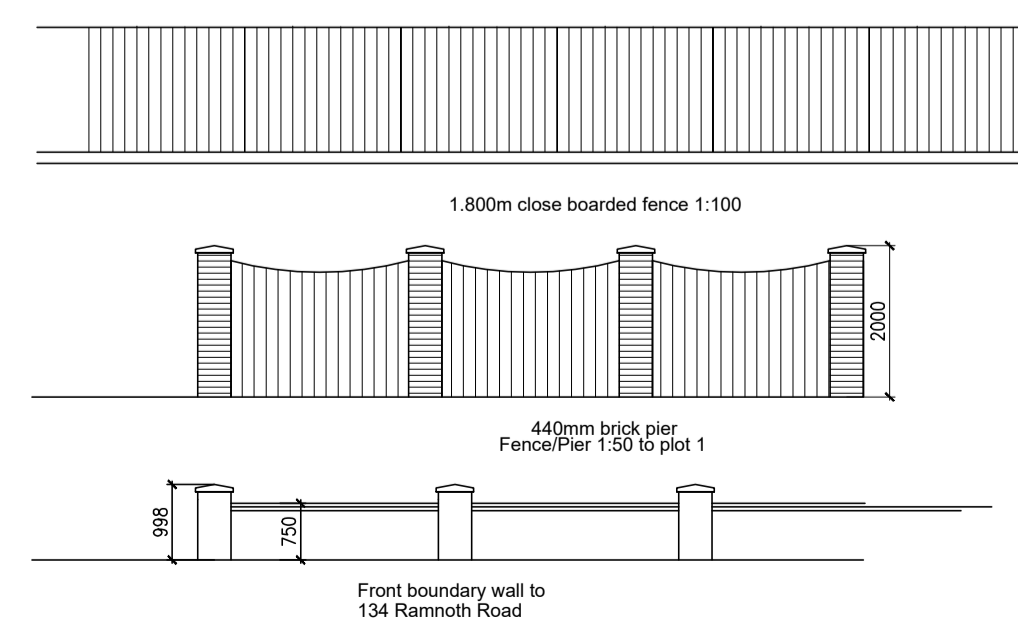
NHBS Habitat bat box
One on each South Elevation plots 10,12,14,16

2.000m Footpath .
Access to be sealed and drained away from
Highway in Tarmac, access to be laid out and
constructed to CCC construction specification.

All internal boundaries 1.800m close boarded fence
JACKSONS ACOUSTIC FENCING

12K Acoustic Envirofence®
A lighter 20mm thick board than our other Jakoustic® barriers, maintaining the same 125mm cover face. Planed Tongue and Grooved boards with small chamfers which form a 'V' joint between boards. Suitable for installation where the required noise reduction is lower than that which would be provided by the standard Jakoustic® noise barrier - or where a superficial mass of 10, 11 or 12 kg/m² is specified.

- Light weight with a 20mm x 125mm x 4.8m boards (planned)
- Attractive timber construction
- Achieves the planning / architects' normal acoustic specification of 10 - 12kg per sqm
- Counter rail size 34mm x 70mm x 2.4m (planned)
- Only available in reflective
- Matching single leaf and double leaf gates available
- 25-year Jakucure® guarantee



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CLIENT
ST MARY'S ESTATES
PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT
SITE
134A
RAMNOTH ROAD
WISBECH
CAMBS

DRAWING
PLANNING
JOB NO. 6066-PL01k PAPER SIZE A1 DATE JULY 2021

Notes:
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The Construction (Design and Management) Regulations 2015:
Peter Humphrey Associates' form of appointment with the client confirms whether the agent is appointed as 'Designer' or 'Principal Designer' under these regulations. Nevertheless, the design phase has been carried out with due consideration for the safety during construction, occupation and maintenance of the finished project. No extraordinary hazards or risks were identified outside of the routine construction operations that would not already be apparent to a competent contractor.

LOCATION PLAN 1:1250



FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

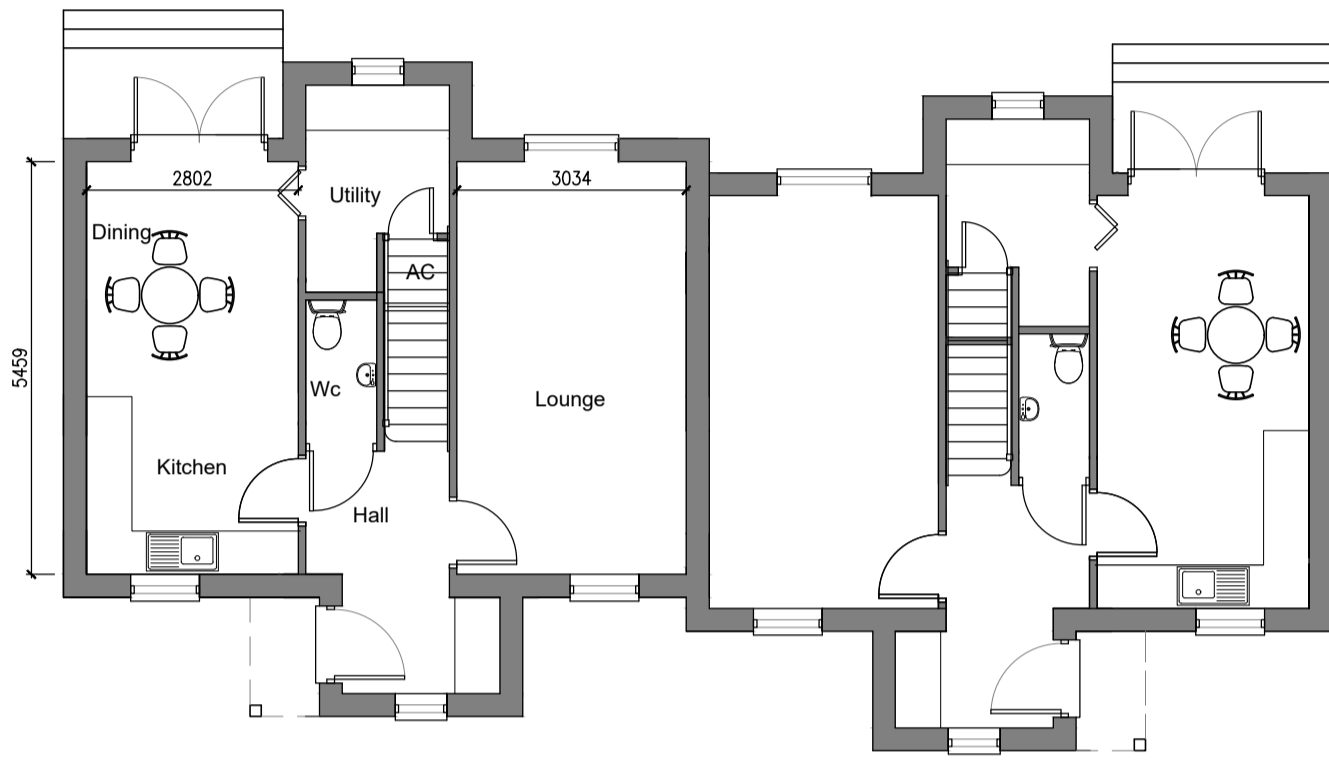


REAR ELEVATION
SCALE 1:100

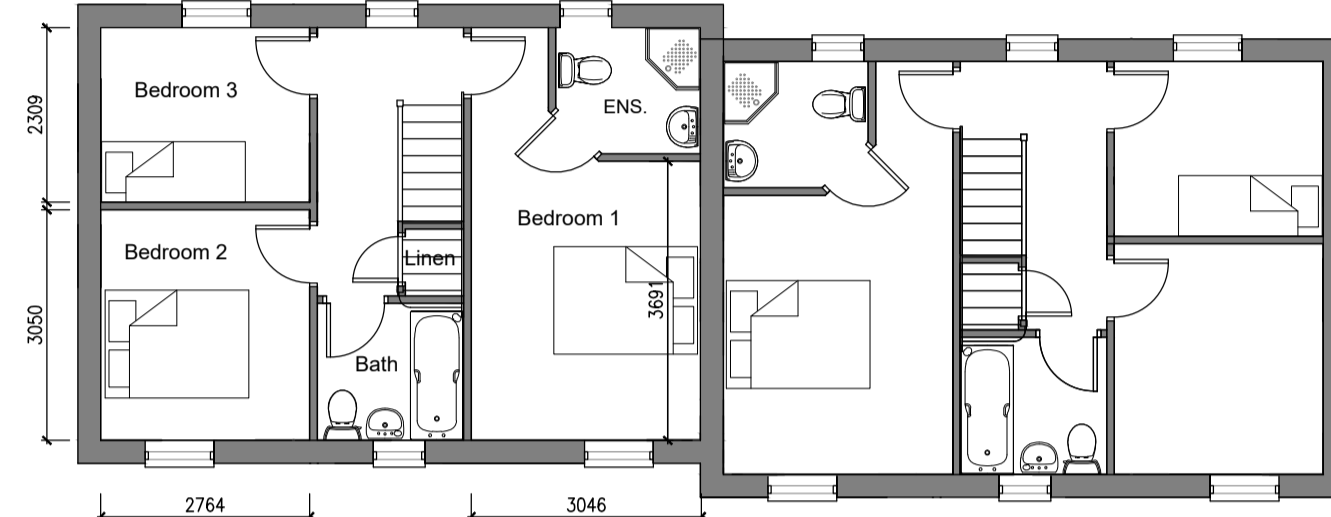


SIDE ELEVATION
SCALE 1:100

PLOTS 2-3

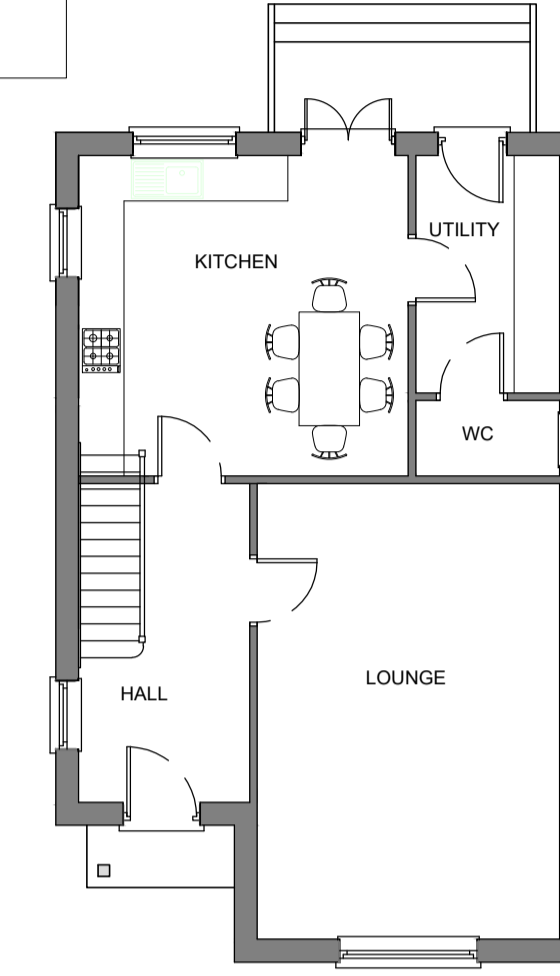


FLOOR PLAN SCALE 1:100 Dwelling Floor Area 79.000m.sq.

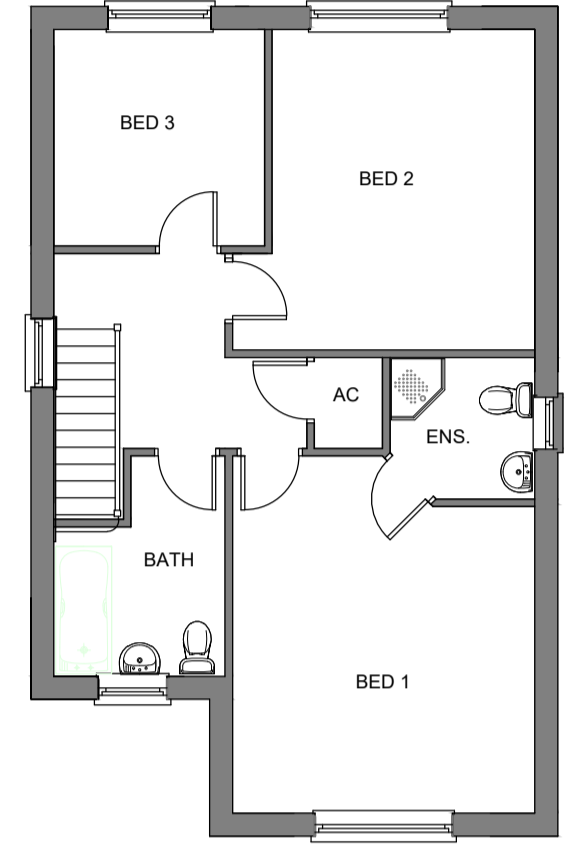


FLOOR PLAN SCALE 1:100

PLOT 1



GROUND FLOOR
1:100



FIRST FLOOR
1:100



FRONT ELEVATION
SCALE 1:100



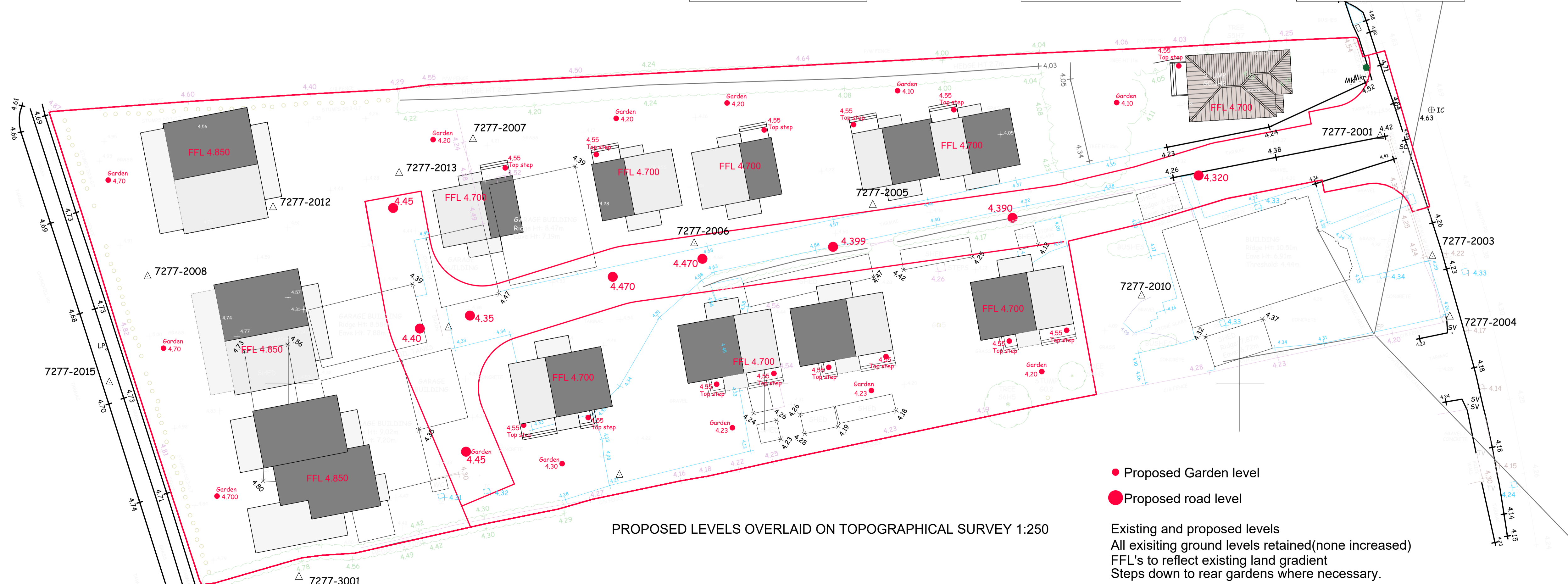
SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



PROPOSED LEVELS OVERLAID ON TOPOGRAPHICAL SURVEY 1:250

- Proposed Garden level
- Proposed road level

Existing and proposed levels
All existing ground levels retained (none increased)
FFL's to reflect existing land gradient
Steps down to rear gardens where necessary.

G: 22/11/2022
F: 19/10/2022
REVISIONS



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CLIENT
ST MARY'S ESTATES

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT

SITE
**134A
RAMBOTH ROAD
WISBECH
CAMBS**

DRAWING
PLANNING

JOB NO.	PAPER SIZE	DATE
6066-PL04G	A1	JULY 2021

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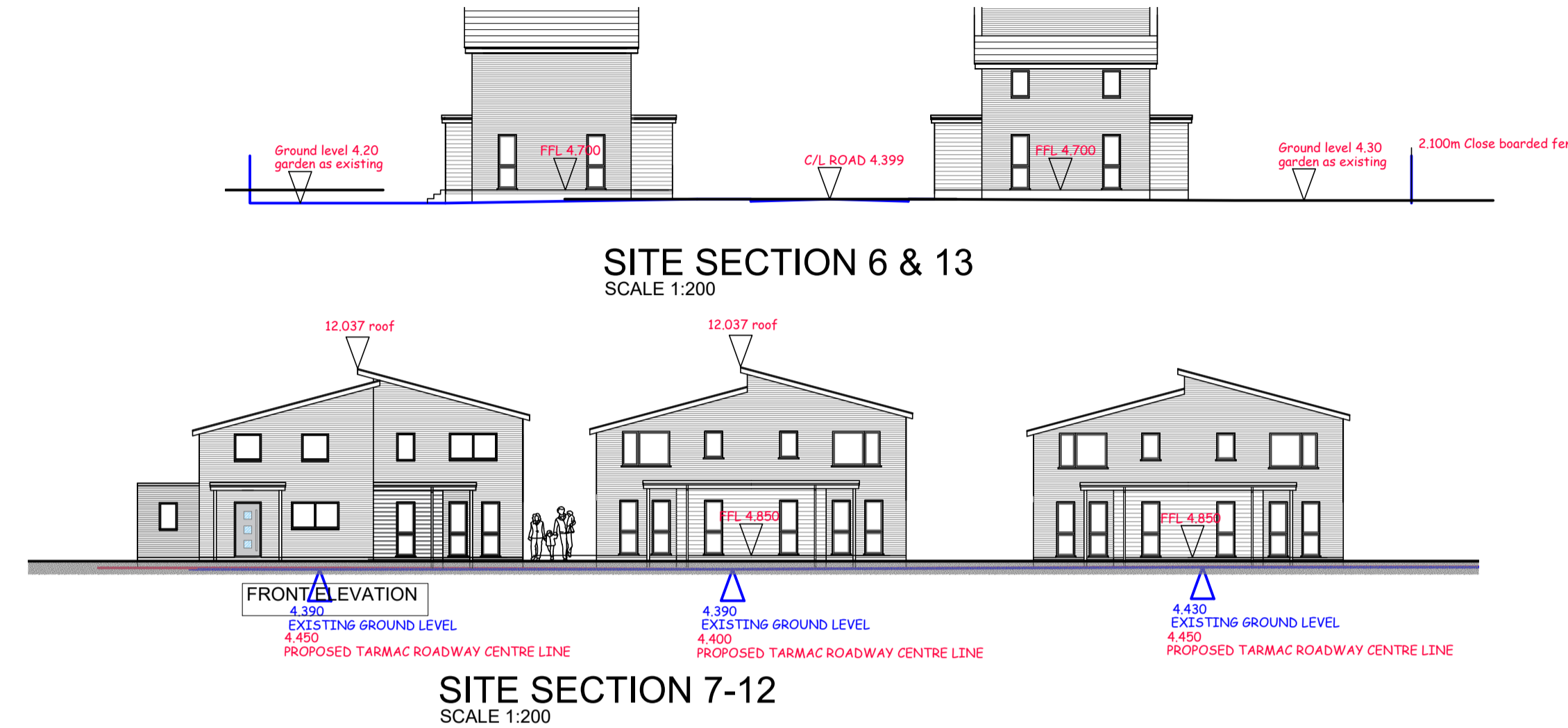
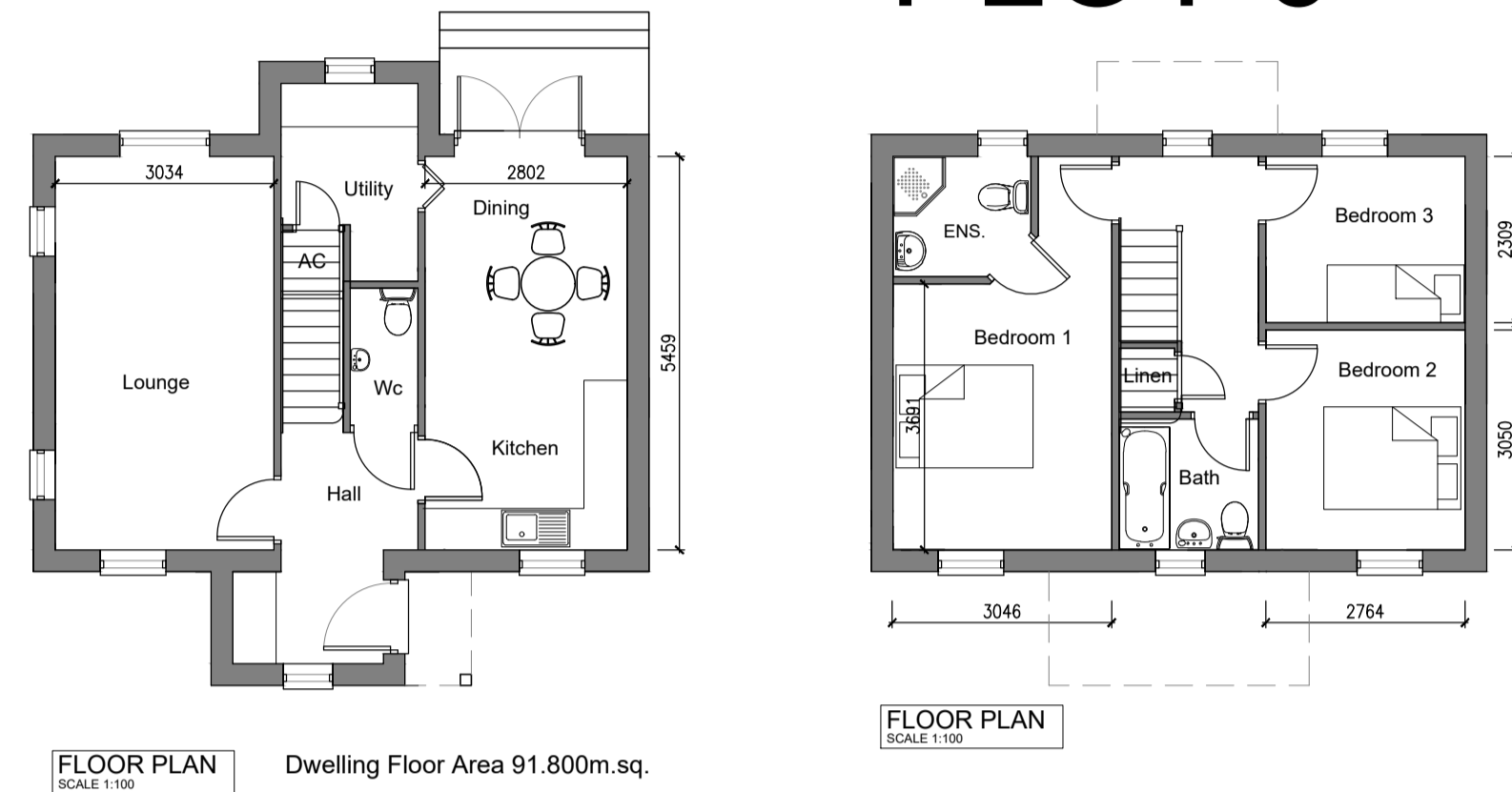


Plot 1 Traditional Brick and Stone
 Redland Cambrian slate grey
 Cream UPVC windows and doors

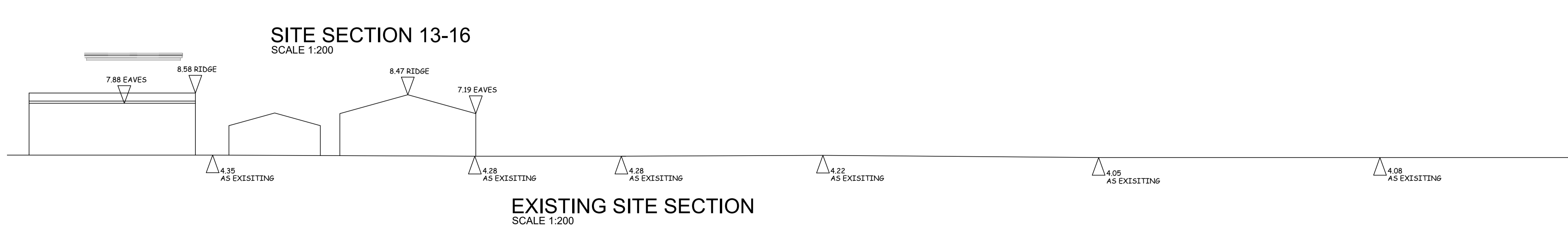
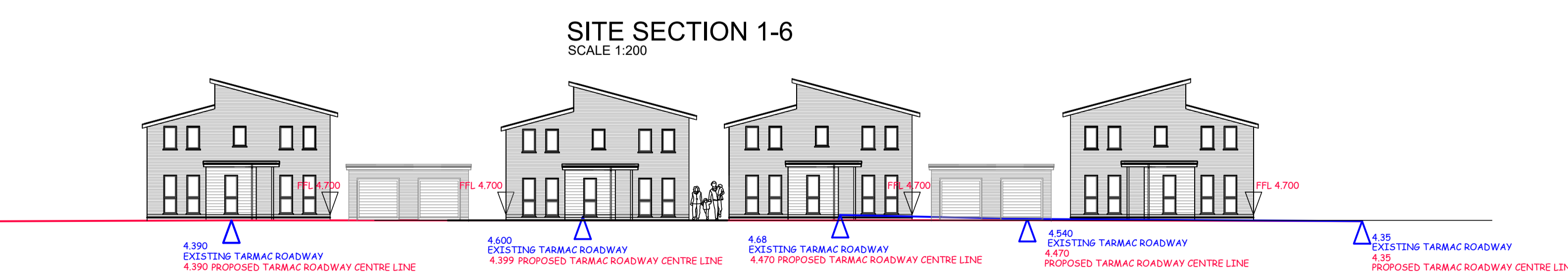
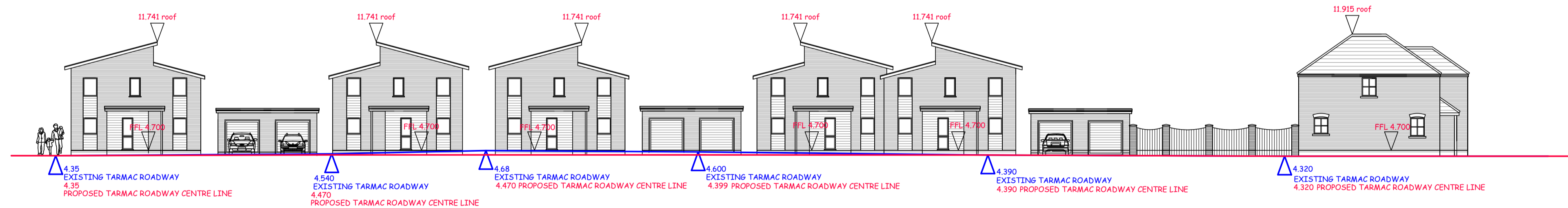
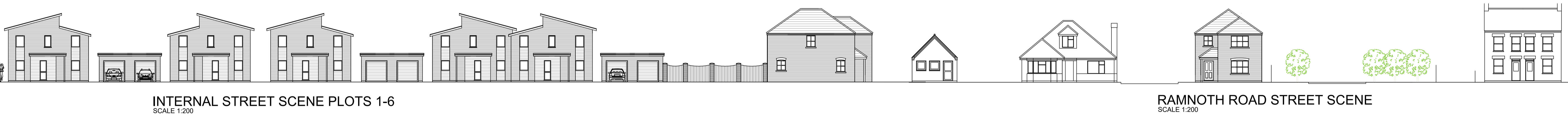


Wienerberger Forum Grey

PLOT 6



Materials Plots 2 to 16
 Dark grey upvc doors and windows
 Roofs to be Marley Duo Modern Smooth Grey
 Anthracite Hardie plank cladding
 Black upvc gutters and downpipes
 Wienerberger Forum Grey



H-24/11/2022
 G-19/10/2022
 A-08/02/2022
 REVISIONS



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CLIENT

ST MARY'S ESTATES

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT

SITE
 134A
 RAMNOTH ROAD
 WISBECH
 CAMBS

DRAWING
PLANNING

JOB NO.	PAPER SIZE	DATE
6066-PL05J	A1	JULY 2021

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FRONT ELEVATION
SCALE 1:100



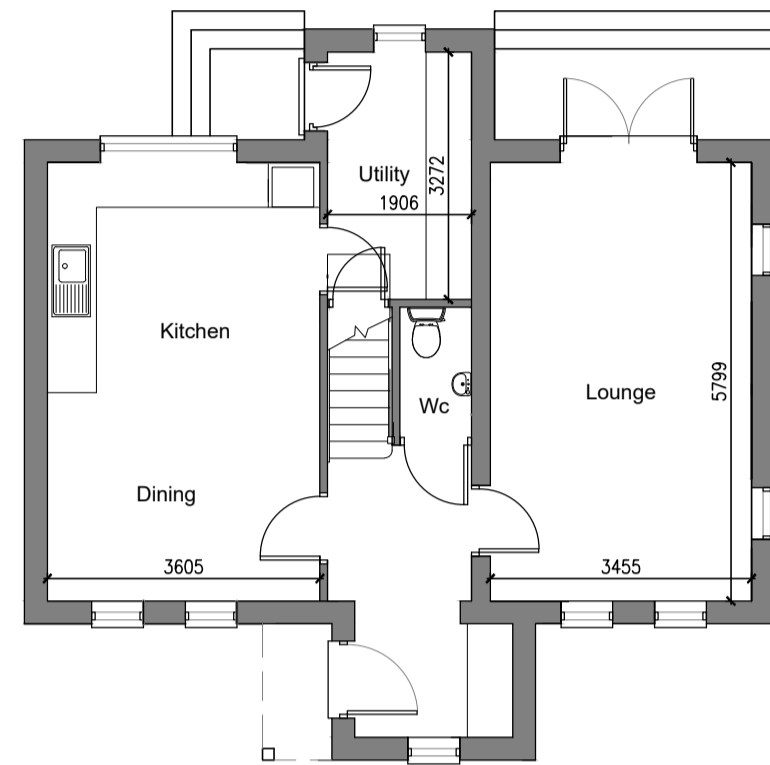
SIDE ELEVATION
SCALE 1:100



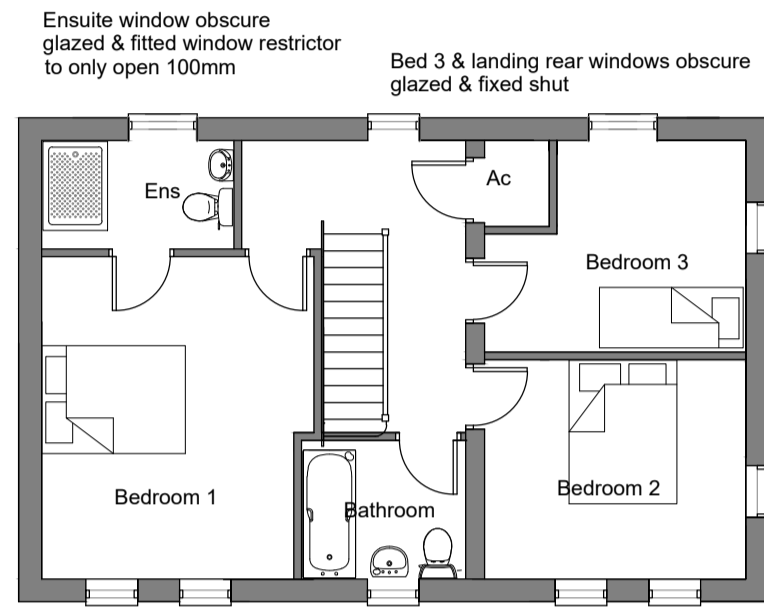
REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



FLOOR PLAN
SCALE 1:100 Dwelling Floor Area 110.1m.sq.

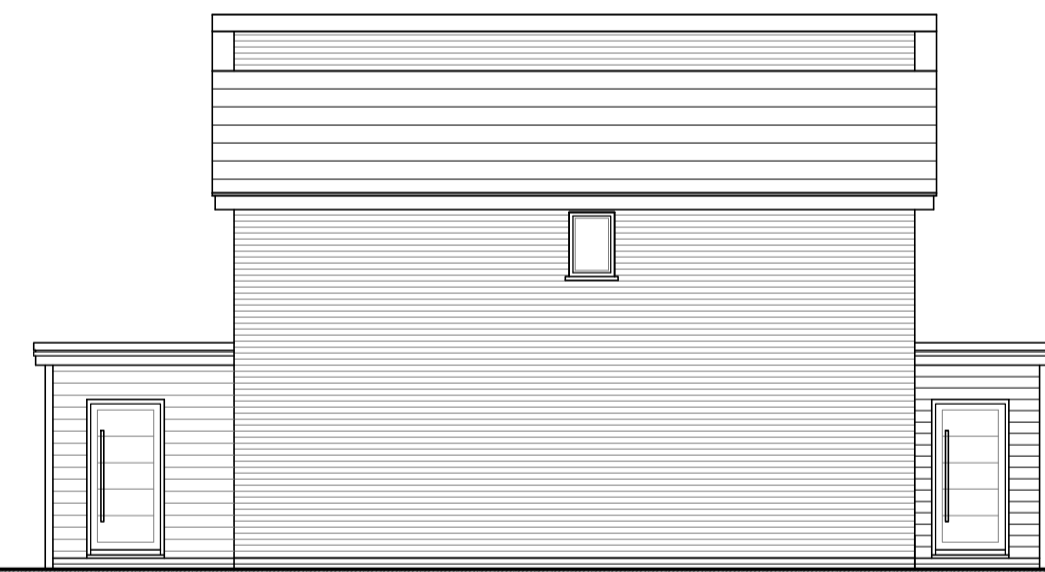


FLOOR PLAN
SCALE 1:100 Dwelling Floor Area 110.1m.sq.

PLOT 13



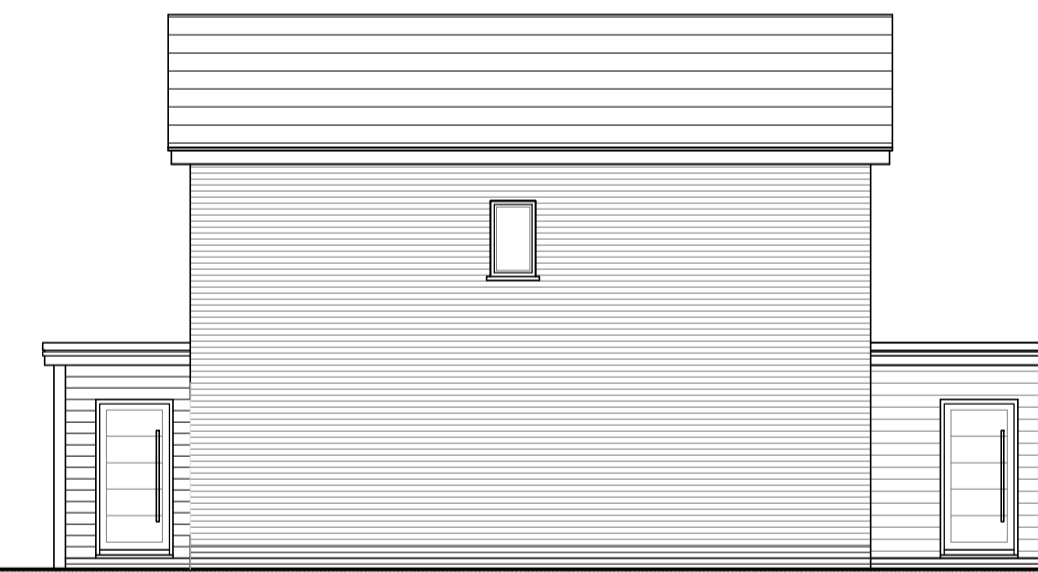
FRONT ELEVATION
SCALE 1:100



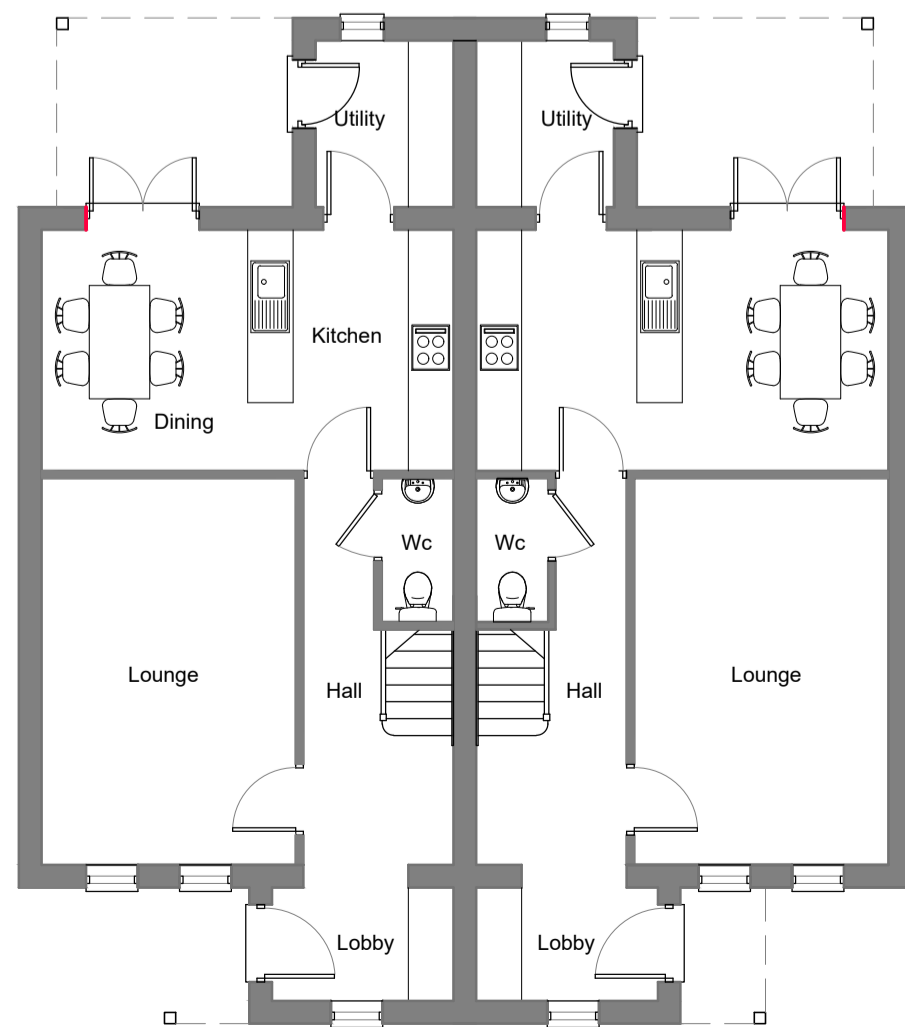
SIDE ELEVATION
SCALE 1:100



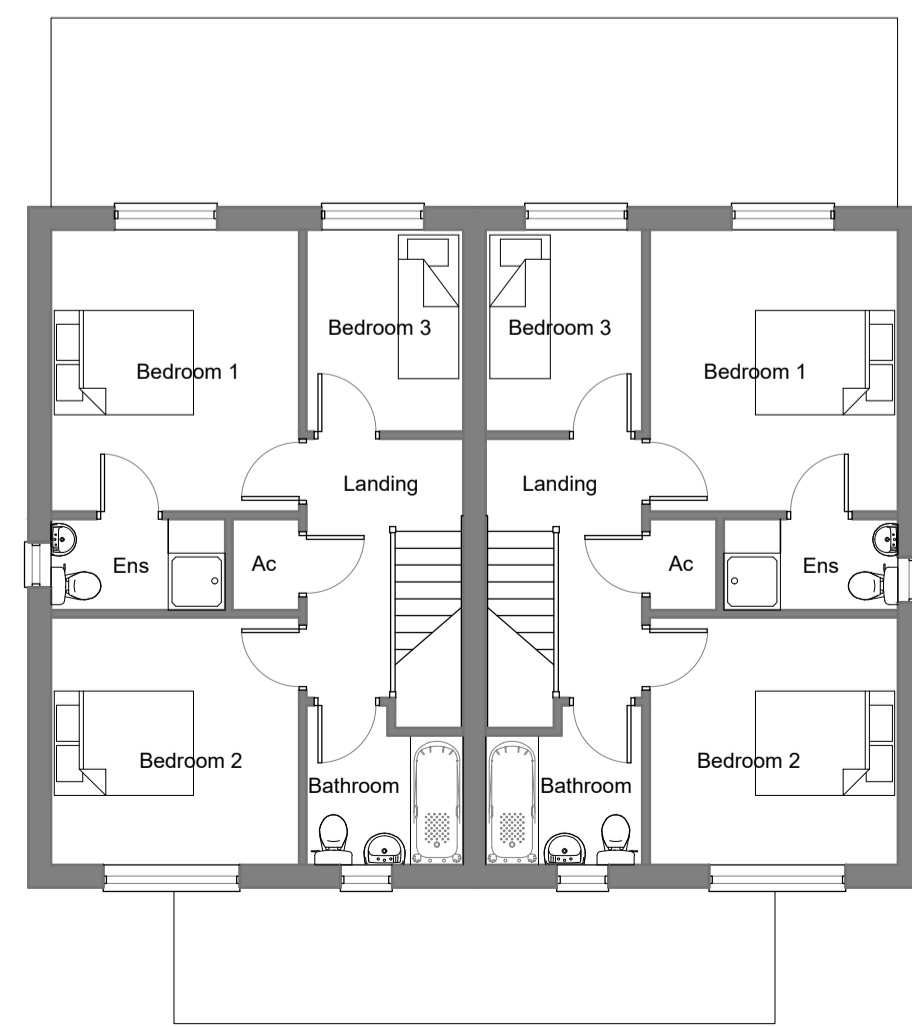
REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



FLOOR PLAN
SCALE 1:100 Dwelling Floor Area 100.32m.sq.



FLOOR PLAN
SCALE 1:100

PLOTS 7-8,9-10

C-2411/2022
A-08/02/2022
REVISIONS



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CLIENT

ST MARY'S ESTATES

PROJECT

PROPOSED RESIDENTIAL DEVELOPMENT

SITE

134A
RAMNOTH ROAD
WISBECH
CAMBS

DRAWING

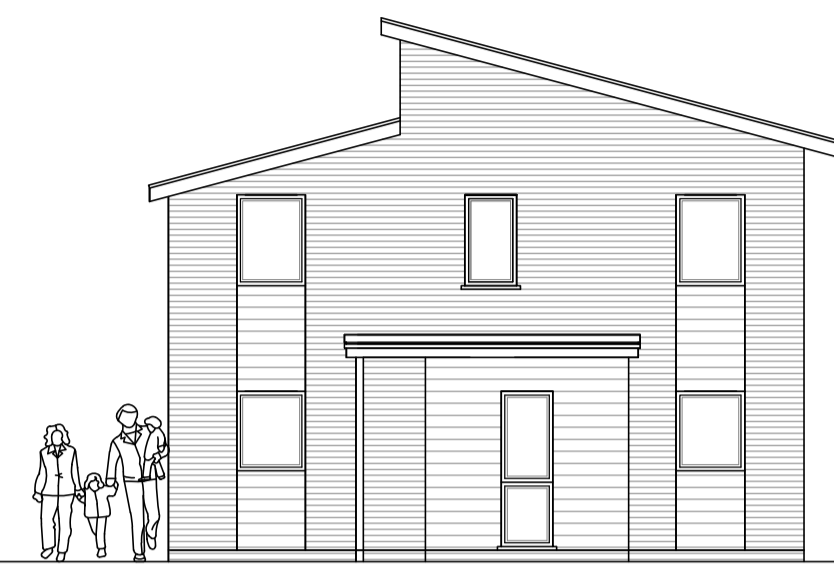
PLANNING

JOB NO.	PAPER SIZE	DATE
6066-PL03C	A1	JULY 2021

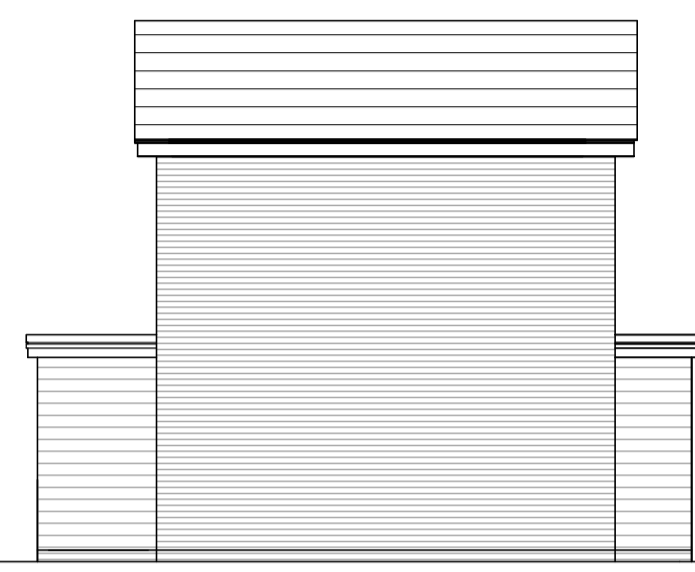
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FRONT ELEVATION
SCALE 1:100



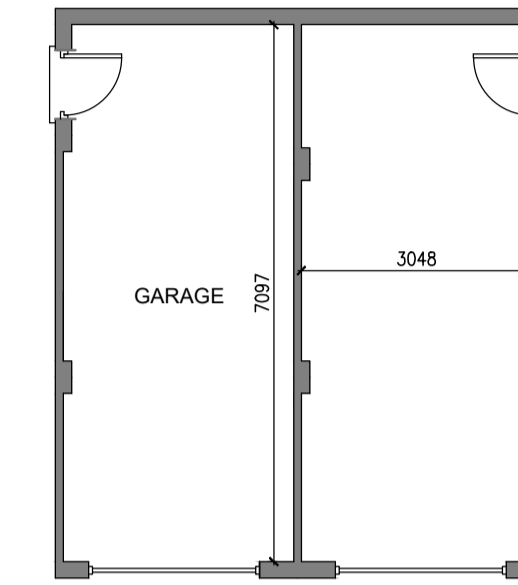
SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



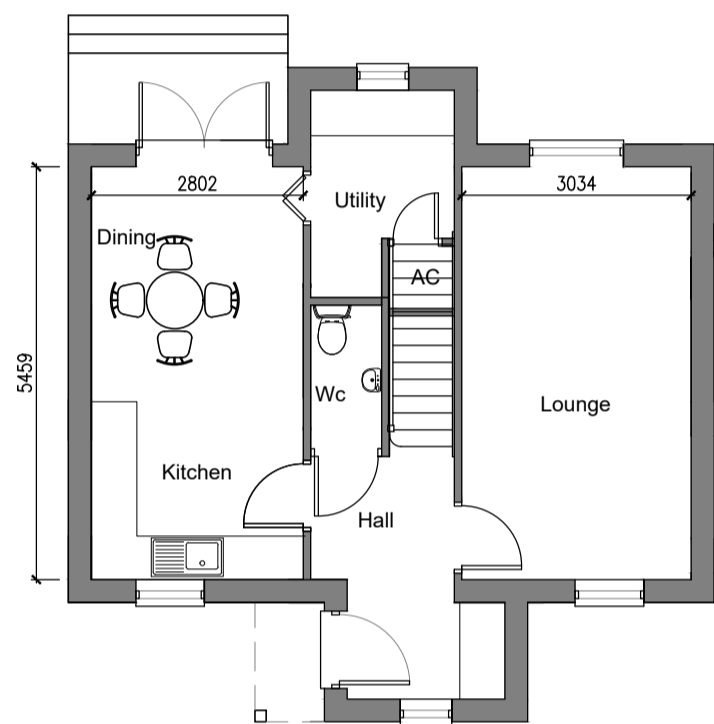
SIDE ELEVATION
SCALE 1:100



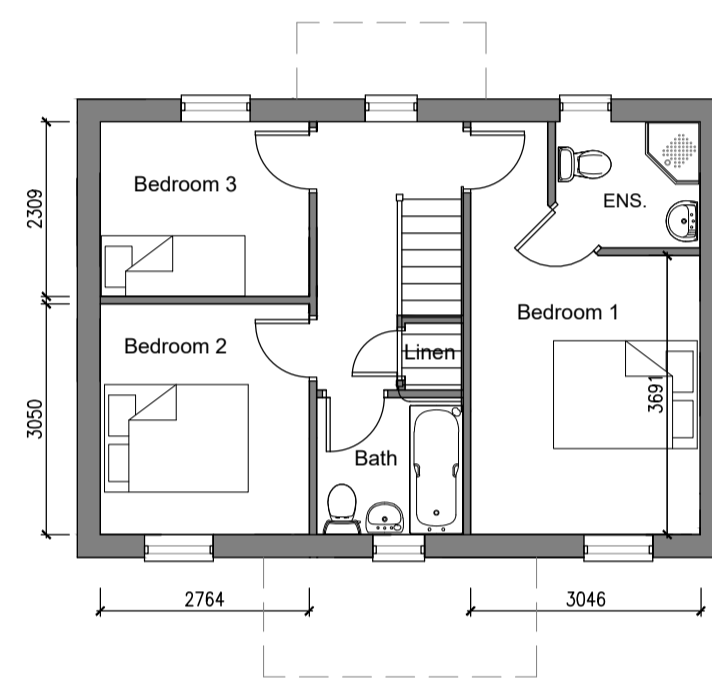
FLOOR PLAN 1:100

PLOTS 1-2,3-4,5-6,13-14,15-16

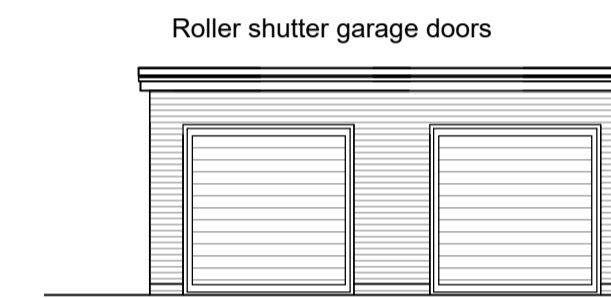
PLOT 4 AND 5(4 HANDED)



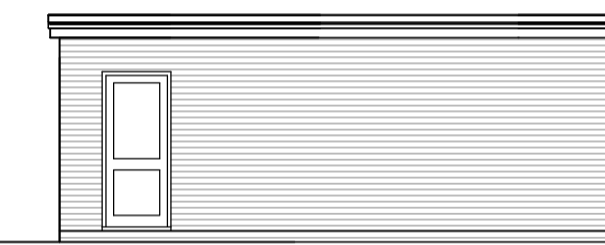
FLOOR PLAN SCALE 1:100 Dwelling Floor Area 91.800m.sq.



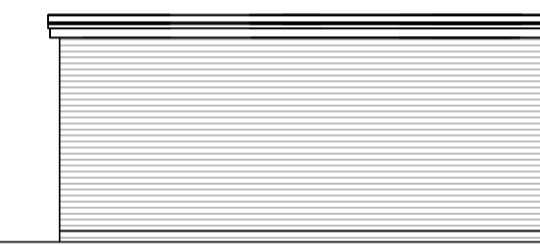
FLOOR PLAN SCALE 1:100



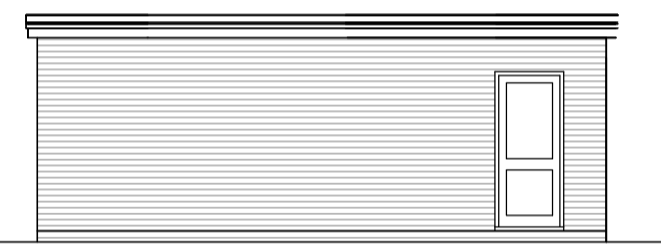
FRONT ELEVATION 1:100



SIDE ELEVATION 1:100



REAR ELEVATION 1:100



SIDE ELEVATION 1:100



FRONT ELEVATION
SCALE 1:100



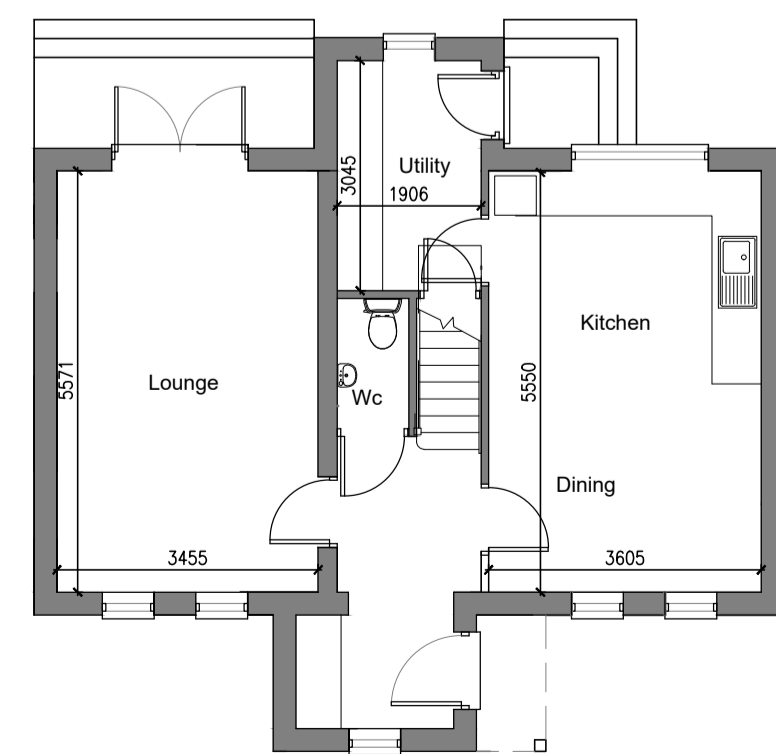
SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



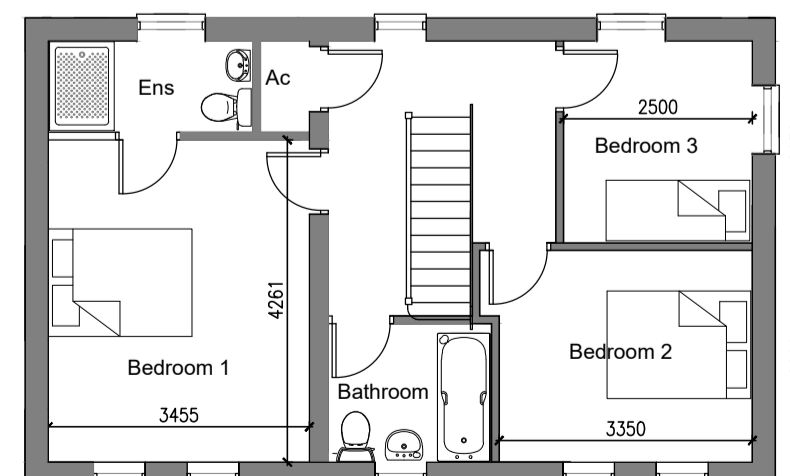
SIDE ELEVATION
SCALE 1:100



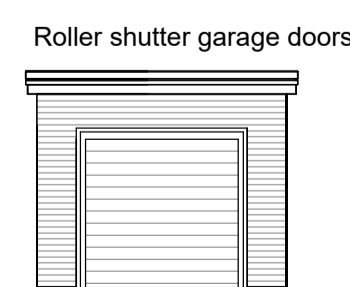
FLOOR PLAN SCALE 1:100 Dwelling Floor Area 110.1m.sq.

PLOT 14,15,16

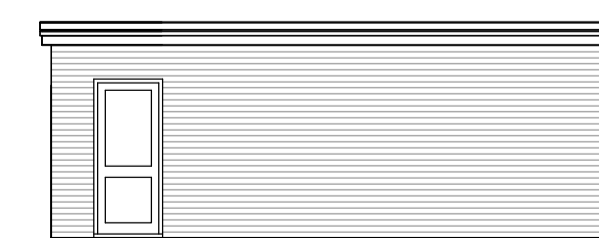
Ensuite window obscure glazed & fitted window restrictor to only open 100mm
Bed 3 & landing rear windows obscure glazed & fixed shut



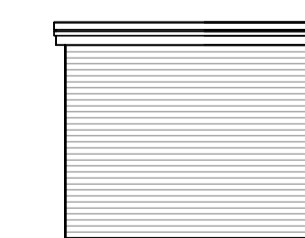
FLOOR PLAN SCALE 1:100 Dwelling Floor Area 110.1m.sq.



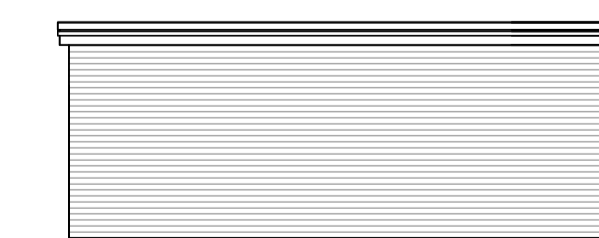
FRONT ELEVATION 1:100



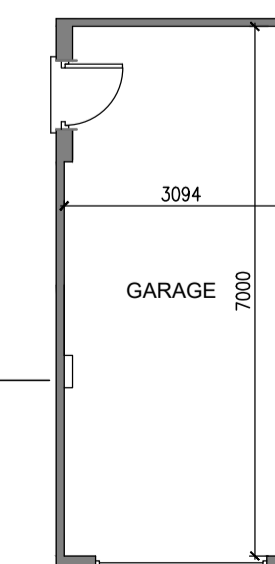
SIDE ELEVATION 1:100



REAR ELEVATION 1:100



SIDE ELEVATION 1:100



PLOT 8

D 24/11/2022
C 23/09/2022
B 08/02/2022

REVISIONS



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CLIENT

ST MARY'S ESTATES

PROJECT

PROPOSED RESIDENTIAL DEVELOPMENT

SITE

134A

RAMNOTH ROAD

WISBECH

CAMBS

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PLANNING

JOB NO.	PAPER SIZE	DATE
6066-PL02d	A1	JULY 2021

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SIDE ELEVATION
SCALE 1:100

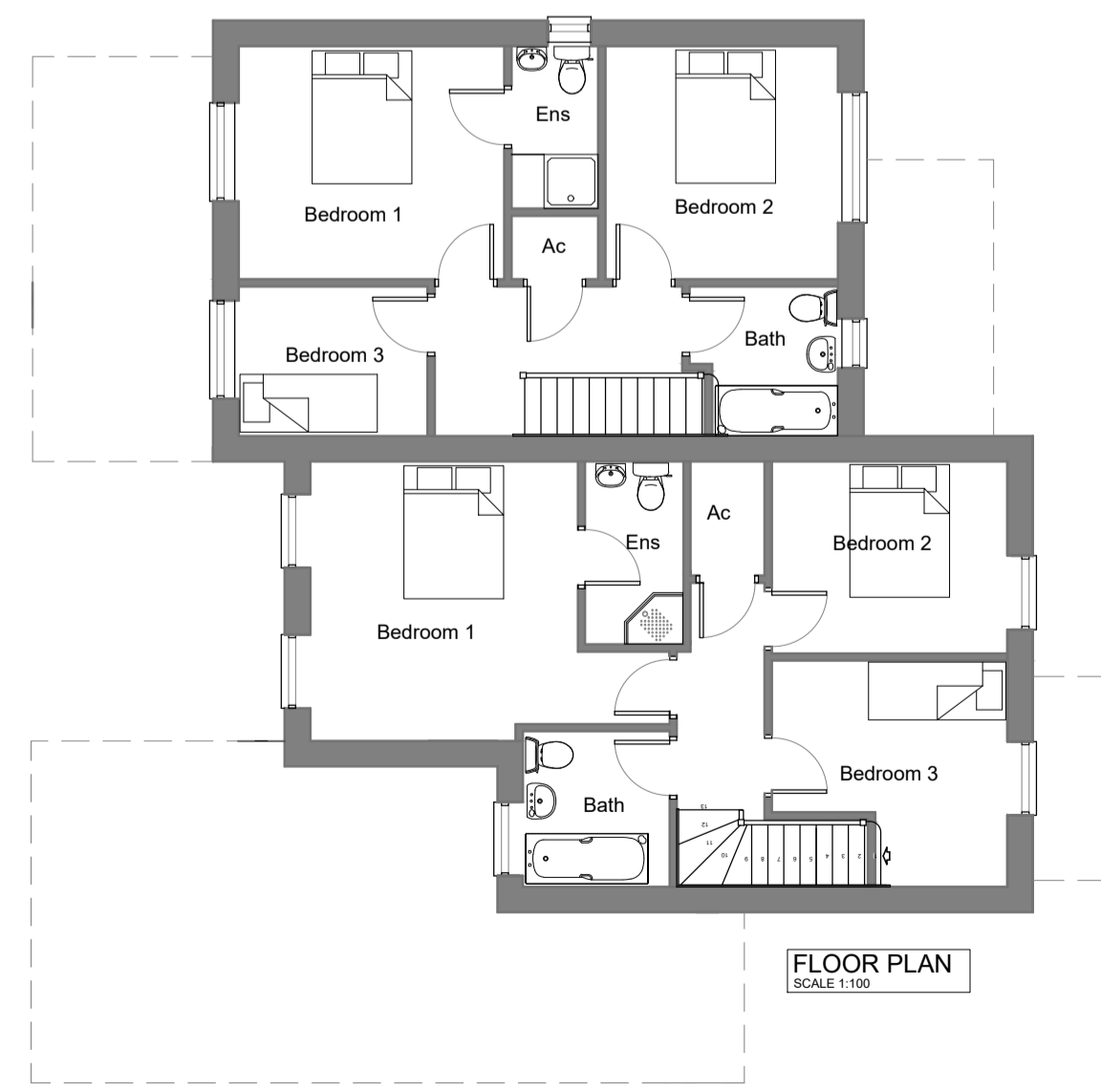
FRONT ELEVATION
SCALE 1:100

SIDE ELEVATION
SCALE 1:100

REAR ELEVATION
SCALE 1:100



FLOOR PLAN
SCALE 1:100



FLOOR PLAN
SCALE 1:100

PLOTS 11-12

A-19/10/2022
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PROJECT

PROPOSED RESIDENTIAL DEVELOPMENT

SITE

134A
RAMNOTH ROAD
WISBECH
CAMBS

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6066-PL06A	A1	SEPT 2021

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