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**F/YR22/0226/F**

**Applicant: Bowsall Developments Ltd & Longhurst Group**

**Agent: Mrs Beverley Moss  
Hourigan Planning**

**33 And Land North Of 17-31, Gosmoor Lane, Elm,**

**Erect 63 x dwellings comprising of 4 x 2-storey 4-bed, 27 x 2-storey 3-bed, 24 x 2-storey 2-bed, 4 x single-storey 2-bed and 1 x block of flats (4 x 1-bed), installation of a pumping station and the formation of an attenuation pond, involving the demolition of existing buildings**

**Officer recommendation: Grant Subject to Prior Completion of S106 agreement**

**Reason for Committee: Parish Council comments and number of representations contrary to Officer recommendation**

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## **1 EXECUTIVE SUMMARY**

1.1 This is a full application for the erection of 63 dwellings, 100% being affordable, together with a pumping station, attenuation pond and the demolition of existing buildings. The proposal will be accessible off Gosmoor Lane. Considerable objections have been received from nearby residents and the Parish Council. Previous permission for 50 dwellings together with a car park to serve the primary school have now expired. However, this consent remains a material consideration in that permission for 50 dwellings on part of this site was granted being assessed against the current adopted Local Plan.

The key issues are:

- Principle of Development
- Access and Highway Safety
- Form and Character
- Flood Risk
- Impact on Residential Amenity
- The need for Social Housing
- Infrastructure provision

1.2 Concern exists regarding the impact on the character of the area and design. Matters of flooding and highway safety, on which residents make significant reference, have been considered by the drainage and highway authorities and are now resolved. There is an identified need for Affordable Housing exacerbated in the district by the Council's position on viability. Proposals for 100% affordable in Fenland are welcomed. The application is considered against the relevant national and local planning policies and balances identified harm against the benefit of delivery of 100% affordable housing. It is, on balance, recommended to grant the application subject to a Section 106 agreement being completed for the delivery of 100% affordable housing.

## **2 SITE DESCRIPTION**

- 2.1 The 1.94-hectare site is located to the northern side of Gosmoor Lane in Elm and adjoins the main built-up settlement. Existing access is off Gosmoor Lane itself and there is an existing agricultural/industrial building on site. The remainder of the site extends north and east and comprises of vacant land which is overgrown in some areas and was formerly agricultural. Part of the site runs to the rear of existing dwellings along Gosmoor Lane and to the north and north-east lies open agricultural land. The main settlement of Elm is located to the west, north-west and south-west of the site and is characterised by residential development, which in some areas is relatively high density, others more organic in form and therefore less dense, and the school which is to the west fronting on to Main Road. The site is in Flood Zone 1.

## **3 PROPOSAL**

- 3.1 The full application includes 63 dwellings with a mix of the following accommodation:
- 4 two-storey 4-bed,
  - 27 two storey 3 bed,
  - 24 two- storey 2 bed
  - 4 two-bed bungalows,
  - 1 block of 4x 1 bed flats.
- 3.2 The site is accessed from Gosmoor Lane between No's 31 and 33 similar to a previously permitted scheme for 50 dwellings and associated car park for the adjacent school. The proposal includes 4 dwellings fronting Gosmoor Lane continuing the street pattern. The remaining houses are to the rear served by a cul-de-sac road intended to be adopted. The application includes an attenuation area on the north-eastern corner which forms the majority of the open space provided by the development. The application proposes no infrastructure contributions. It also provides approximately 0.19 hectare for public open space, most of this is the proposed attenuation area. The scheme includes some highway improvements. A later amendment repositions plots 13 and 14 approximately 0.75 metres to the south, slightly nearer to properties on Gosmoor Lane.
- 3.3 This proposal is for 100% affordable housing, to be safeguarded via a section 106 agreement.
- 3.4 Full plans and associated documents for this application can be found at:
- [F/YR22/0226/F | Erect 63 x dwellings comprising of 4 x 2-storey 4-bed, 27 x 2-storey 3-bed, 24 x 2-storey 2-bed, 4 x single-storey 2-bed and 1 x block of flats \(4 x 1-bed\), installation of a pumping station and the formation of an attenuation pond, involving the demolition of existing buildings | 33 And Land North Of 17-31 Gosmoor Lane Elm \(fenland.gov.uk\)](#)

## 4 SITE PLANNING HISTORY

F/YR15/0952/O Erection of 50 dwellings (max) involving the demolition of existing buildings (Outline application with some matters committed - Access)  
Withdrawn 08.04.2016

F/YR16/0543/F Change of use of agricultural land to form a school car park involving the demolition of existing building  
Granted 31.07.2017

F/YR16/0545/O Erection of 50 dwellings (max) involving the demolition of existing buildings (Outline application with some matters committed - Access)  
Granted 31.07.2017

F/YR20/1093/AEA Additional Environmental Approval relating to F/YR16/0545/O (Erection of 50 dwellings (max) involving the demolition of existing buildings (Outline application with some matters committed - Access))  
Granted 10.12.2020

F/YR20/1095/AEA Additional Environmental Approval relating to F/YR16/0543/F (Change of use of agricultural land to form a school car park involving the demolition of existing building) Land East of Elm Children And Families Centre Main Road Fronting, Gosmoor Lane  
Granted 10.12.2020

## 5 CONSULTATIONS

### 5.1 Elm Parish Council- Object on the following grounds:

- Although acknowledging the previous permission in 2017, since then has been significant development in the village, without the school car park this proposal constitutes overdevelopment eroding the character of the village,
- As Affordable housing makes no infrastructure contributions how will local services cope, where will new children go to school?
- Gosmoor lane is inadequate, barely two vehicles being able to pass, road surfacing collapsing, junction at Gosmoor Lane/Fridaybridge Road is dangerous with 2 fatalities, Bus restricted to one per hour which is inadequate,
- Flooding concerns regarding nearby Oldfield Avenue, Roseberry Road and Ingle Road all of which connect to Gosmoor Lane.

Following further consultation regarding amended plans the Parish Council “maintains it’s strong objection” to the proposal previously submitted.

### 5.2 Cambridgeshire Constabulary Crime Prevention Officer- Considers the site to be at low risk to crime at present, whilst the Design and Access statement gave no mention, the layout appears acceptable with good natural surveillance along with defensible space and well-planned footpaths with pedestrian safety addressed. The Officer recommends external lighting meets British Standards, cycle storage be considered in detail, shared access gates be addressed in detail, parking for plots 35, 50 and 58 have increased views for surveillance, landscaping should be well managed.

- 5.3 **Peterborough City Council Housing Strategy**- Identifies the need for 100% affordable provision and supports the units provided and the tenures.
- 5.4 **PCC Wildlife Officer**- Has no objection subject to conditions requiring proposed mitigation and bird and bat boxes.
- 5.5 **Environment Agency**- No objection.

5.6 **Cambridgeshire County Council Lead Local Flood Authority**

In September the LLFA objected to the amended proposal referring to the following concerns:

Proposed method of surface water disposal to be discharged to a watercourse without proving that infiltration will not be an option via soakaway tests, and the discharge outfall is outside the site needing proof of ownership beyond the site, The risk of pump failure leading to flood risk, requiring pump failure modelling. Culvert diversion and infilling of watercourses having an impact flooding upstream.

On 20<sup>th</sup> January the LLFA commented as follows:

*Having reviewed the following documents:*

- *Drainage Strategy, Topping Engineers Ltd, Ref: 20518-DR-C-0100 Rev P17*
- *Pump Failure Modelling Report, Pluviam Environment Ltd, Ref: PN0044, Dated: 15 December 2022*
- *Pump Failure Modelling, Topping Engineers Ltd, Ref: 20518-DR-C-0111 Rev P2, Dated: January 2023*
- *Surface Water Calculations, Topping Engineers Ltd, Dated: 17 July 2022*
- *IDB Watercourse Assessment, Topping Engineers Ltd, Ref: 20518-DR-C-0110 Rev P2, Dated: October 2022*

*Based on these, as Lead Local Flood Authority (LLFA) can remove our objection to the proposed development.*

*The above documents demonstrate that surface water from the proposed development can be managed through the use of attenuating water in an open basin, before pumping into the watercourse to the south of the site at a rate of 4.5 l/s. Effort must be made on the inclusion of interception source control within the scheme. It should be noted that under section 6.3.7 of the Cambridgeshire Flood and Water SPD, source control is required on development sites. This is to mimic the natural drainage and treat water at source forming the SuDS management train.*

5.7 **Hundred of Wisbech IDB**

In October submitted comments regarding Ecology referring to nature conservation duties under the Land Drainage Act and others. However, these duties do not include the Planning Acts. Therefore, consideration regarding Protected species/biodiversity shall relate to the Wildlife Officer advice.

Concerns are highlighted by the IDB regarding land ownership (point of discharge etc) These have been addressed by the LLFA. Culvert works will require Land Drainage Consent (separate from Planning permission). These are matters for the IDB and the applicant outside the planning process. A list of Board concerns was highlighted. However, advice from the IDB was included in the drainage strategy.

Further comments were received in November available in full on Public Access. The IDB comments on the issues regarding Proposed method of surface water disposal, Surface water pumping, proposed culvert diversion and infilling of watercourses, and source control and water quality, Maintenance and management. The IDB requests an informative be included.

- 5.8 **CCC Archaeology-** Identifies the site within an area of Archaeological potential (as with the previous permission) requires a planning condition regarding agreeing a programme of archaeological investigation and its implementation prior to commencement of development.

5.9 **CCC Local Highway Authority**

The Transport Assessment team have the following comments:

The LHA acknowledges the *“historic planning consent for the development of 50 dwellings (F/YR16/0545/O) which included a footway link on the southern side of Gosmoor Lane within the vicinity of the site to the existing footway provision, with a crossing point as one of the planning conditions.*

*Gosmoor Lane is a narrow single carriageway road of approx. 4.5 to 5m in width subject to 30mph within the vicinity of the site to the junction with Main Road. The site is located within acceptable walking and cycling distance to a range of key facilities and amenities within Elm. Footway improvement works are proposed to link the site to the existing pedestrian provision within Elm. There is limited dedicated cycle infrastructure within Elm. It is anticipated residents will use the existing on-road routes which are subject to 30mph.*

*The closest formal set of bus stops to the site are situated on Fridaybridge Road approximately 650m south of the site. Both stops comprise bus flag and pole and timetable infrastructure and serve the No.56 service which operates at an hourly frequency Monday-Saturday between Wisbech and Manea.*

*The latest available 60 months accident data obtained from the County Council has been used within this assessment. No accident cluster sites have been identified.*

*Vehicular access into the site will comprise a priority-controlled junction onto Gosmoor Lane. A 2m wide footway will be provided on both sides of the vehicular access into the site. Gosmoor Lane will also be widened locally to 5.5m within the vicinity of the site access.*

*The proposed mitigation should be agreed as deliverable with Highways Development Management prior to determination of this application.*

*The developer proposes to improve the existing speed limit change signage on Gosmoor Lane to the east of the site to comprise the following:*

- *Speed limit signage on yellow highlighting backing boards*
- *High friction surfacing with speed limit roundel markings*
- *Lane narrowing markings*
- *Reflective bollards*
- *‘SLOW’ road markings*

*The development comprises 127 car parking spaces. Car provision is provided in accordance with the parking standards outlined in the Fenland Local Plan (2014).*

*It is ultimately up to the Local Planning Authority to agree on-site car and cycle parking provision.*

*The development is anticipated to generate 51 vehicle trips in the AM peak and 45 vehicle trips in the PM peak. 3 Trip Distribution The distribution of development traffic has been calculated in accordance with the existing flow data on Gosmoor Lane.*

*The LHA considers the Transport Statement provides an overly robust assessment of the proposed site access junction. The site access junction will operate well within capacity with the proposed development in place. The development is anticipated to generate a worst-case 33 additional vehicle trips through the Gosmoor Lane/Main Road junction in the AM peak. This calculates to 3 additional trips every 5 minutes. This is a negligible increase. The LHA considers the proposal will not cause detriment to the capacity of the Main Road/Gosmoor Lane junction in the peak periods.*

*As part of the proposals, the developer will deliver a 2m wide footway on the southern side of Gosmoor Lane between the site access and the existing footway provision to the west of the site with a dropped kerb and tactile paved crossing point. An improved speed limit gateway feature on Gosmoor Lane to the east of the site is also proposed to be delivered by the developer. The footway, pedestrian crossing point, and highway improvement works as submitted are satisfactory to accommodate the development and are deliverable subject to agreement with the IDB for realignment of the ditch on the southern side of Gosmoor Lane. The footway and pedestrian dropped kerb crossing works will link the site to the existing provision within Elm, whilst the gateway feature will increase safety.*

The Highways Development Management section (HDM) originally objected on the issue of provision of the 2 metre wide footpath to the south of Gosmoor Lane, and the ability to deliver. However after further discussions the HDM commented on 23<sup>rd</sup> January regarding the proposed access, drainage and layout and resulted in minor repositioning of plots 13 and 14 to provide acceptable pedestrian visibility to parking spaces. "The Highways Development Management Section has no objection subject to conditions. Reference is made to potential problems in seeking adoption of the highway due to longitudinal watercourse running alongside the carriageway. This is not a reason on which to refuse an application however could result in private management of the road and private waste collection for residents. Reference is also made to the need to obtain IDB consent to realign the ditch to the south of Gosmoor Lane in order to provide the 2metre wide footpath".

- 5.10 **Anglian Water** identifies assets close to or crossing the site, for which sewers may need to be diverted. Available wastewater treatment capacity exists. A condition is recommended regarding on site foul water drainage works to be submitted and approved.

- 5.11 **NHS (Cambridgeshire and Peterborough Integrated Care System)-** *Reviewing the existing estate footprint and registered patients, they do not have the capacity to support this additional proposed growth resulting from this development. It is noted that the Planning Statement and Health Impact Assessment does not assess Primary Care and Health Access impact. 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, be considered under the 'presumption in favour of sustainable development'*

*advocated in the National Planning Policy Framework, provide appropriate levels of mitigation and we would therefore request that this is a consideration to enable NHS support for this development.*

5.12 **Natural England-** Has no objection.

5.13 **Cambridgeshire Fire and Rescue-**Request provision of fire hydrants.

5.14 **CCC Education-** *The Council confirms that education contributions would be required. However, it confirms the primary school and early years accommodation is currently full. If the development generates further places and the planning permission is unable to provide contributions, these places will have to be found by the County Council however, no certainty regarding where such places will be located can be given.*

5.15 **FDC Environmental Health-** Notes and accepts the submitted information and have 'No Objections' to the proposed development as it is unlikely to have a significant detrimental effect on air quality or the local noise climate. The findings of the Phase II Site Appraisal (Boswell Developments Limited ref: B21006/PII/Rev 1 - October 2021) are agreed. The development is unlikely to raise any significant health risks to construction workers and end users from legacy issues associated with previous use of the land. However, due to the demolition of existing structures, conditions should be imposed in the event that planning permission is granted.

#### 5.16 **Local Residents/Interested Parties**

**Objectors** 57 letters of objections received which include the following issues:

- Density/Over development
- Does not comply with policy, Elm being a limited growth village having had considerable recent growth in the village, becoming a dormitory town but with minimal facilities,
- Drainage
- Environmental Concerns
- Flooding, failure of drainage pumps in the area, Loss of natural drainage, new development in the village has resulted in flooding of the roads,
- Increased odours.
- Local services/schools - unable to cope (school overloaded, no medical facilities, bus access poor). Developer paying no contributions is inadequate, will result in harm to the village.
- Affordable units built nearby Elm High Road and Grove Gardens, therefore no affordable need,
- Harm to air quality
- Noise
- Impact on Residential Amenity of houses abutting the development, privacy, separation, loss of outlook, overshadowing/ loss of light,
- Impact to children in school during construction,
- Traffic increase with failure to maintain roads, safety issue due to rat-run through village, also diversion route when A47 closed, it is a country lane in poor condition with subsidence etc, no highway mitigation,
- Highway safety re access near to end of 60mph stretch with traffic far exceeding speed limits, fatalities occurred,

- Power failures will be exacerbated
- Loss of trees and open green space,
- Wildlife Concerns
- No need for housing in the area
- Anti-Social behaviour/increase in crime, alleged use of drugs in the village,
- Parking concerns on Gosmoor Lane at peak times relating to the school, insufficient parking proposed,
- Increased waste/litter
- Loss of Agricultural Land
- Light pollution
- Poor design/appearance, out of character with the area
- Precedent
- Proposal is low quality housing, the slums of the future, gradual urbanisation of what was a rural village, plenty of sites available for such developments in Wisbech.
- Should be a woodland development being more sustainable,

One letter of representation whilst no objection had concern regarding infrastructure.

One letter of representation received from Stephen Barclay MP passing on a resident's letter to emphasis the strength of feeling in the village.

Following amended plans regarding alterations to the front 4 properties facing Gosmoor Lane and Plots 13 and 14, a further objection was received regarding:

- Existing problems caused by HGV vehicles passing through Gosmoor Lane shaking the houses,
- Flooding concerns heighten by further flooding information provided and noise from the pump station,
- Lack of public transport on Gosmoor Lane
- Loss of privacy, proposed fencing inadequate
- Reference to perceived concern from the village school.

## **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**

Design  
 Health and Wellbeing  
 Rural Housing

**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 and retail.  
 LP12 – Rural Areas Development Policy  
 LP13 – Supporting and Managing the Impact of a Growing District  
 LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland  
 LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland  
 LP16 – Delivering and Protecting High Quality Environments across the District  
 LP17 – Community Safety  
 LP18 – The Historic Environment  
 LP19 – The Natural Environment

## **Cambridgeshire Flood and Water SPD (2016)**

### **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:

Policy 1 – Spatial Planning  
 Policy 2 – Local Housing Need  
 Policy 4 – Open Space  
 Policy 5 – Local Green Space  
 Policy 7 – Design Quality  
 Policy 8 – Historic Environment  
 Policy 10 – Flood Risk  
 Policy 12 – Delivering Sustainable Transport

## **8 KEY ISSUES**

- **Principle of Development**
- **Economic Growth**
- **Form and Character and Impacts on the Surrounding Area**
- **Design**
- **Residential Amenity**
- **Provision of Social Housing**
- **Highway Safety**
- **Flood Risk and Drainage**

## **9 BACKGROUND**

91. Previously outline permission was granted for part of the site for 50 dwellings in 2017. Pre application advice was favourable to further residential of this site for this applicant. Both of these are time expired but remain material. The application for the school car park has expired and has not been part of this application which include 4 of the 63 houses on the car park area.

## **10 ASSESSMENT**

### **Principle of Development**

- 10.1 The principle of housing on this site was previously considered to be acceptable with the 2016 application. Policy LP3 of the Local Plan identifies Elm as a 'Limited Growth Village' where a small amount of development and new service provision will be encouraged and permitted in order to support their continued sustainability and may be appropriate as a small village extension.
- 10.2 For development in villages Policy LP12 states that new development should be in or adjacent to the existing developed footprint of the village and not extend existing linear features or result in ribbon development. This proposal will utilise a site with a former agricultural building that is adjacent to the main settlement of Elm and therefore in principle the proposed development complies with this part of Policy LP12 and Policy LP3. As regards Housing supply the Council currently can demonstrate 6.69 years supply, the provision of 63 dwellings on a site where 50 were previously permitted will assist in the council continuing to remain in a healthy position for the immediate period, which whilst not critical, is nevertheless beneficial.
- 10.3 Representations regarding the permitting of other developments in the village have been received. However, in permitting other developments the Council was aware of the previous permission on this site. In order to be consistent with the previous decision, and decisions for other housing developments in the village based on the adopted policies, the principle of residential development of this site is considered to be acceptable, subject to compliance with the other relevant policies of the Local Plan. However, this is based on the background history of the site and does not set a precedent for other sites that should be determined on their merits.

### **Form and Character and Impacts on the Surrounding Area**

- 10.4 The applicant refers to the previous planning permission for 50 houses and the assessments made. It is right to highlight that this was made against the same adopted Local Plan. That decision referred to the following key issues:
- The development resulted in the demolition of a large former agricultural building which should be taken into account,
  - The site is situated adjacent to the main settlement of Elm,
  - Other areas nearby (Oldfield Avenue and Roseberry Road) are estate type of relatively high-density housing,
  - Other areas are perhaps of lower density,
  - To the north and east of the site is open countryside.

That report concluded the following:

*'Due to its brownfield nature and the density of development in close proximity to the site that, on balance, the proposal would not adversely affect the form and character of the surrounding area'. Furthermore, the indicative site layout shows the northernmost part of the site as being proposed for an area of open space which will assist in the transition between the development and the countryside. Therefore, it is considered that this development would not result in the loss of rural character and would not result in unacceptable or harmful encroachment in this instance. The proposal therefore complies with Policy LP12 in this instance.*

- 10.5 That previous application considered the site to be brownfield. However, the built element to be demolished did not extend across the entire site, being then largely

agricultural, retaining open undeveloped land to the rear of houses on Gosmoor Lane. That application has since lapsed. Furthermore, the view on its impact on the character of the area was a balanced opinion. Also, that outline permission required the submission of reserved matters relating to layout, scale and appearance which was never pursued. Therefore, whilst that decision remains material, it is reasonable to view the details of this application based on its own merits.

- 10.6 Following discussions with officers the applicant submitted a 'Density Assessment' considering the proposal to be of high quality and of 35.3 dwellings per hectare (dph). This was accompanied by an assessment against Building for Healthy Living, which, in the applicant's view, merits a green score against the 12 relevant sections. However, a failure to provide distinctive character together with a lack of open space or play provision within the development suggests some concern regarding the outcome of this assessment.

- 10.7 Para 134 of the NPPF states 'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design. No mention regarding the implementation of the National Design guide is made. Relevant paragraphs include:

*'Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones.'*

*'The architecture prevalent in the area, including the local vernacular and other precedents that contribute to local character, to inform the form, scale, appearance, details and materials of new development.'*

*'Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene.'*

*'Provides attractive open spaces in locations that are easy to access with activities for all to enjoy such as play, food production, recreation and sport to encourage physical activity and promote health and well being and social inclusion.'*

It is considered the proposal fails to meet these aspirations within the Design Guide.

- 10.8 The applicant's Density Assessment refers to the following:
- the previous permission being on a smaller site (minus the school car parking provision) to be 26.2 dph.
  - The applicant cites app ref F/YR18/0320/F 27 dwellings off Cedar Way with a dph of 33.8,
  - The applicant refers to application ref F/YR15/0614/F Land north of Henry Warby Avenue. (Appeal decision allowed for 30 dwellings with a dph of 40.5).

It is accepted these illustrate that similar or higher density has been permitted under the same policy considerations. However, both the Cedar Way and Henry Warby Avenue developments were located within more modern estate settings with less of a rural fringe than the site proposed. Gosmoor Lane has a more

spacious organic mixed character and with more surrounding open countryside. The development will mainly be seen from the Gosmoor Lane entrance which has larger more organic or less uniform houses and some bungalows opposite, with the open countryside to the south further to the east and across the land at the backs of houses on Gosmoor Lane.

- 10.9 There are areas of higher density housing in the village, albeit they are not viewed immediately alongside the proposed development. Oldfield Avenue (a street off Gosmoor Lane in the vicinity of the site), has a character of front boundary hedgerows, large front gardens/parking areas, and an area of public open space that gives a more spacious atmosphere. The proposed development lacks such space. The applicant highlights that the increase in numbers comes about partly due to the exclusion of the school car park from the previous scheme. However, in comparison the land previously used for school car park only accommodates 4 proposed dwellings. Therefore, this scheme has provided an additional 9 dwellings in direct comparison to the previously approved 50. This development is therefore inherently more cramped in nature.
- 10.10 When viewed from Gosmoor Lane, and looking into the site, it is considered the development will appear denser and more urban in character. The additional information provided is not considered to allay this concern. It is accepted that consideration be given to the removal of the former agricultural buildings, and the consideration of the site as a brownfield site of the previous permission and granting 50 dwellings. Nevertheless, balanced against these are the lack of meaningful open space/play facilities within the development, and the more cramped and therefore more urban nature of the proposal located in an edge of rural village location. On balance the proposal is likely to result in some degree of harm to the character of the area, and in that respect is contrary to Policy LP16(d) of the adopted Local Plan.

### **Design**

- 10.11 The proposed housing is perhaps typical in design of modern urban estate housing with a small palette of contrasting materials and simple design features. As the housing becomes smaller in accommodation it becomes denser and more compact in form. Large numbers of front-of-plot parking spaces dominate the development. There is minimal open space, mainly the attenuation area which without assurances to the contrary being received, is assumed will be inaccessible at some times of the year, and, with confirmed slopes 1:3, will be largely inaccessible to some residents. No off-site open space is proposed due to the development being 100% affordable housing. Some landscaping is proposed but the proposal is considered to be more urban in character than the immediate adjacent areas, perhaps more appropriate to town or city locations. From viewing the proposed house-types the proposal does not demonstrate local distinctiveness.
- 10.12 Regarding landscaping the necessary attenuation area enables some softening to the edge of the rural area. It includes an area of approximately a 2.5 metre planting strip with 6 individual trees. Some hedges/ trees on the boundary are retained, but most planting is within plots and to be managed by the future occupiers.
- 10.13 Whilst the designs of houses are considered moderate in appearance, the layout does provide suitable separation distances and improvements upon the original layout to the relationships with Nos 31 and 35 and a slight set-back from

Gosmoor Lane has been achieved. By itself the design of the houses, whilst perhaps standard in nature, wouldn't in Officers' views merit refusal. However, the above concerns should be considered in the overall planning balance.

### **Residential Amenity**

- 10.14 Properties directly affected include 11- 31 and 33 Gosmoor Lane and 4 St Giles Grove. The applicant has demonstrated suitable separation (rear to rear of a minimum of 21 metres, usually accepted for 2 storey-to-2 storey). The amendments to Plots 13 and 14 retain 28 and 31 metre separation from No's 21 and 23 Gosmoor Lane respectively. Both provide suitable levels of privacy.
- 10.15 No 31 has a number of side windows facing the side gable of Plot 2 (plot 2 has no windows on the side gable) with a separation of 11.5 metres. This is a common relationship for side-to-side properties. Nevertheless a planning condition removing Permitted Development regarding new windows on the side gable of Plots 2 and 58 could be attached to any permission. No 31, will also have 6 dwellings with rear aspects facing its rear garden, however plots 7 and 8 are bungalows, and Plots 5 and 6 have separation of 15 and 16 metres to the boundary fence, and plots 3 and 4 have a perpendicular juxtaposition with a separation of 12.7 metres. However, No 31 Gosmoor will have a range of houses abutting its permitter. On a modern urban estate such relationship is perhaps not unusual.
- 10.16 No 19 Gosmoor Lane will have a blank gable of Plot No 15 facing its rear aspect. The nearest corner will be 3.5 metres to the north of the boundary fence but with an overall separation of 21.7 metres which as a rear to side separation would exceed acceptable separation. Nevertheless, there will be something of an overdominance feeling when viewed from inside No 19's rear garden. But given concerns of over-domination when viewed from the end of the garden, are not as critical as the impact when seen from the actual rear of the house where in this instance suitable separation exists. It is not considered this by itself would represent a reason on which to refuse the application. As Plot 15 is almost due north from No.19 Gosmoor there will be no loss of sunlight.
- 10.17 A brief comparison of the current proposal and the previous indicative scheme (which included garages) had buildings located either in a similar position or nearer to the rears of houses on Gosmoor Lane Particularly No 31 Gosmoor Lane, therefore in that respect the current scheme is an improvement.
- 10.18 Nearly all other rear gardens exceed 10 metres in length (excluding some of the bungalows) which is considered acceptable. Therefore, with normal provision of close boarded fencing privacy/overlooking is considered to be acceptable. Therefore, it is considered the proposal does accord with adopted Policy LP16(e).

### **Provision of Social Housing**

- 10.19 This 100% affordable scheme of 63 dwellings will provide much needed affordable homes in the wider Wisbech area. In terms of applicants currently on the housing register, Wisbech has the highest demand for affordable rented housing in Fenland. There are currently 1644 applicants on the register as of 6th December 2022. Of these, 923 applicants (56%) have expressed a preference for housing in Wisbech. Viability issues in Wisbech mean that it is very difficult to secure affordable housing through planning gain on eligible sites and therefore the opportunity for a land led affordable housing scheme directly by a registered provider, will make a big contribution to meeting the gap in provision. The

applicant agrees to the safeguarding of affordable housing via a Section 106 agreement.

- 10.20 The scheme provides a tenure mix of 35 rented dwellings and 28 shared ownership. 2 will be provided as M4(3) wheelchair standard bungalows. This is particularly beneficial since Fenland's Local Plan does not include a requirement for the provision of wheelchair adapted housing and consequently it is rarely delivered. Also given the Council's position regarding viability, applications that deliver the adopted policy quantum of affordable houses are likely to be minimal. Therefore, given these facts there is clearly an urgent and demonstrated need for affordable housing. Consequently, the benefit of the provision of 100% affordable housing is significantly high and if delivered will impact on the councils register. This clearly accords with Policy LP5 of the Adopted Local Plan.

### **Highway Safety**

- 10.21 The proposal is similar in access and degree of traffic to the previous consent. The application included a Transport assessment and proposed the provision of a footway extension welcomed by the Local Highway Authority. Residents highlight concerns of high degrees of traffic movements, congestion, safety issues in the village. The LHA (detailed comments referred to above) has confirmed it has considered the Transport Assessment provided and whilst acknowledging local concerns, concludes that the proposal will not result in severe harm to the highway network. Improvements to the footways, highway at the point of access and safety measures on the eastern edge of the village are conditionally requested. Therefore, there are not considered to be highway safety reasons on which to refuse the application and the application is considered to accord with Policy LP15 of the adopted Local Plan.
- 10.22 Issues of adoption and provision of the footway (requirement to realign the ditch across Gosmoor Lane) are raised, however neither are planning reasons on which to recommend refusal. Planning conditions seek provision of the footway and submissions of details of estate management are attached.

### **Flood Risk and drainage.**

- 10.23 The site is within flood Risk Zone 1, i.e., preferred location in flood risk terms. The proposed drainage strategy includes a pumping station and large attenuation area. The applicant has provided a section of the attenuation area which will be 1.2 metres deep with 1:3 slope gradients.
- 10.24 The LLFA were concerned regarding the impact if the pumps failed during a 1 in 100-year flood event (the pumps are to be monitored and it is acknowledged this to be unlikely). Nevertheless, the applicant was asked to provide a model of such an event with the concern being that the site needs to hold 620m<sup>3</sup> of flooding which would otherwise result in flooding downstream. The model drawing indicates the provision of a 300mm bund on the northern boundary of the site and the area including the attenuation area, pump station part of the small area of open space and some area of the cul-de-sac and private drive. In such extreme circumstance this shaded area will flood to 200mm which is acceptable to the Lead Flood Authority. The Environment Agency have been reconsulted on this further information but at present no comments have been received. Any representation will be included in an update to members.
- 10.25 Further evidence regarding the infilling of existing watercourses on site has been received and the LLFA no longer objects on this issue. The LLFA confirms that

the proposal is now acceptable to the Flood Authority. Therefore, the development is considered to accord with Policy LP14 of the adopted Local Plan.

### **Other Considerations**

#### **Infrastructure provision**

- 10.26 Paragraph 4.2 of the Developer Contributions SPD identifies affordable housing amongst criteria where planning obligations (other than the provision of the affordable dwellings themselves) will not normally be sought. Therefore schools/NHS and libraries provision is not considered justifiable in this instance. Comments regarding the sustainability of developments without meeting their need are noted. However, if applied it may be difficult to ever achieve 100% affordable housing, and therefore the need for affordable housing is considered to outweigh the provision of infrastructure contributions in this instance.
- 10.27 Objections refer to concerns of lack of school places, medical facilities etc, which are lacking in the village. Whilst empathising with their view, if the Council's developer contributions policy does not justify collection of contributions on schemes for 100% affordable housing, it would not be a reasonable reason on which to base a refusal of planning permission. The proposal therefore accords with Policy LP13 and the Developer Contributions SPD.

#### **Ecology**

- 10.28 The Wildlife Officer has assessed the proposal and subject to conditions considers it acceptable. Those conditions are attached. The proposal is therefore considered to accord with Policy LP19 of the adopted Local Plan.

#### **Archaeology.**

- 10.29 The County Archaeologist considers the site to be sensitive and requests a suitable condition be attached. The proposal is therefore considered to accord with Policy LP18 of the adopted Local Plan.

#### **Fire Hydrants**

- 10.30 Fire hydrants can be provided via a condition which is attached.

## **11 CONCLUSIONS**

- 11.1 The application is considered to fail to demonstrate local distinctiveness and to some extent results in harm to the character of the area which would be contrary to Policies LP16(d, e, and g).
- 11.2 The drainage scheme has been accepted by the LLFA and Anglian Water and therefore there are no flood risk reasons to refuse this application which therefore accords with Policy LP14.
- 11.3 The proposal is considered to accord with Policies LP15 (Highway safety), heritage (archaeology) Policy LP18 LP19 (Natural Environment) and LP13 regarding contributions and provides 63 (100%) affordable dwellings on a site previously permitted for housing. The balancing of these issues is best thought of in the following terms, considering the degree of harm (but ought to be only the harm beyond that permitted previously for 50 dwellings) weighed against the significant benefit to the Council and the district, of provision of 63 affordable homes. In this

instance it is considered that the benefit outweighs the identified harm whilst acknowledging this is a balanced recommendation.

- 11.4 The recommendation is therefore on balance to grant planning permission, subject to the signing of a section 106 agreement for the provision of 63 affordable (35 rented tenure dwellings and 28 shared ownership dwellings. 2 will be provided as M4(3) wheelchair standard bungalows) dwellings.

## 12 RECOMMENDATION

1. That the Committee delegates authority to finalise the planning conditions and terms of the S.106 agreement to the Head of Planning, and
2. Following completion of the S106 obligation to secure the necessary affordable housing and open space as detailed in this report, F/YR22/0226/F application be granted subject to conditions listed in section 13 below.

OR

3. Refuse the application in the event that the S.106 agreement referred to above has not been completed within 4 months and that the applicant is unwilling to agree to an extended period of determination to accommodate this, or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

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.

A list of initially recommended conditions follows:

1	<p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>If, during development, contamination not previously identified is found to be present at the site then no further development, unless otherwise agreed in writing with the LPA, shall be carried out until the developer has submitted, and obtained written approval from the LPA, a Method Statement detailing how this unsuspected contamination shall be dealt with.</p> <p>Reason - To ensure that the development complies with approved details in the interests of the protection of human health and the environment in accordance with Policy LP16 of the Fenland Local Plan, 2014.</p>



3	<p>No works shall commence on site until such time as a Construction Management Plan shall be submitted to an approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following:</p> <ul style="list-style-type: none"> <li>- Haul routes to and from the site;</li> <li>- Hours of on-site working; No construction work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.</li> <li>- Parking, turning and loading/unloading areas for all construction/contractor's vehicles;</li> <li>- Site compounds/storage areas;</li> <li>- Temporary access points;</li> <li>- Wheel cleansing facilities capable of cleaning the underside of the chassis and wheels of all vehicles entering and leaving the site during the period of construction;</li> <li>- A noise management plan including a scheme for the monitoring of construction noise;</li> <li>- A scheme for the control of dust arising from building and site works;</li> <li>- Details of remedial measures to be taken if complaints arise during the construction period; and</li> <li>- Any proposed temporary traffic restrictions.</li> </ul> <p>Thereafter the details shall be implemented in accordance with the approved plan.</p> <p>Reason - In the interests of highway safety and residential amenity in accordance with Policy LP15 and LP16 of the Fenland Local Plan 2014.</p>
4	<p>All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of any dwelling, 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 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>
5	<p>No development shall commence on site until such time as a refuse collection strategy has been submitted to and approved in writing by the Local Planning Authority. The agreed strategy shall be implemented in full upon first occupation of the dwellings and thereafter retained in perpetuity.</p>

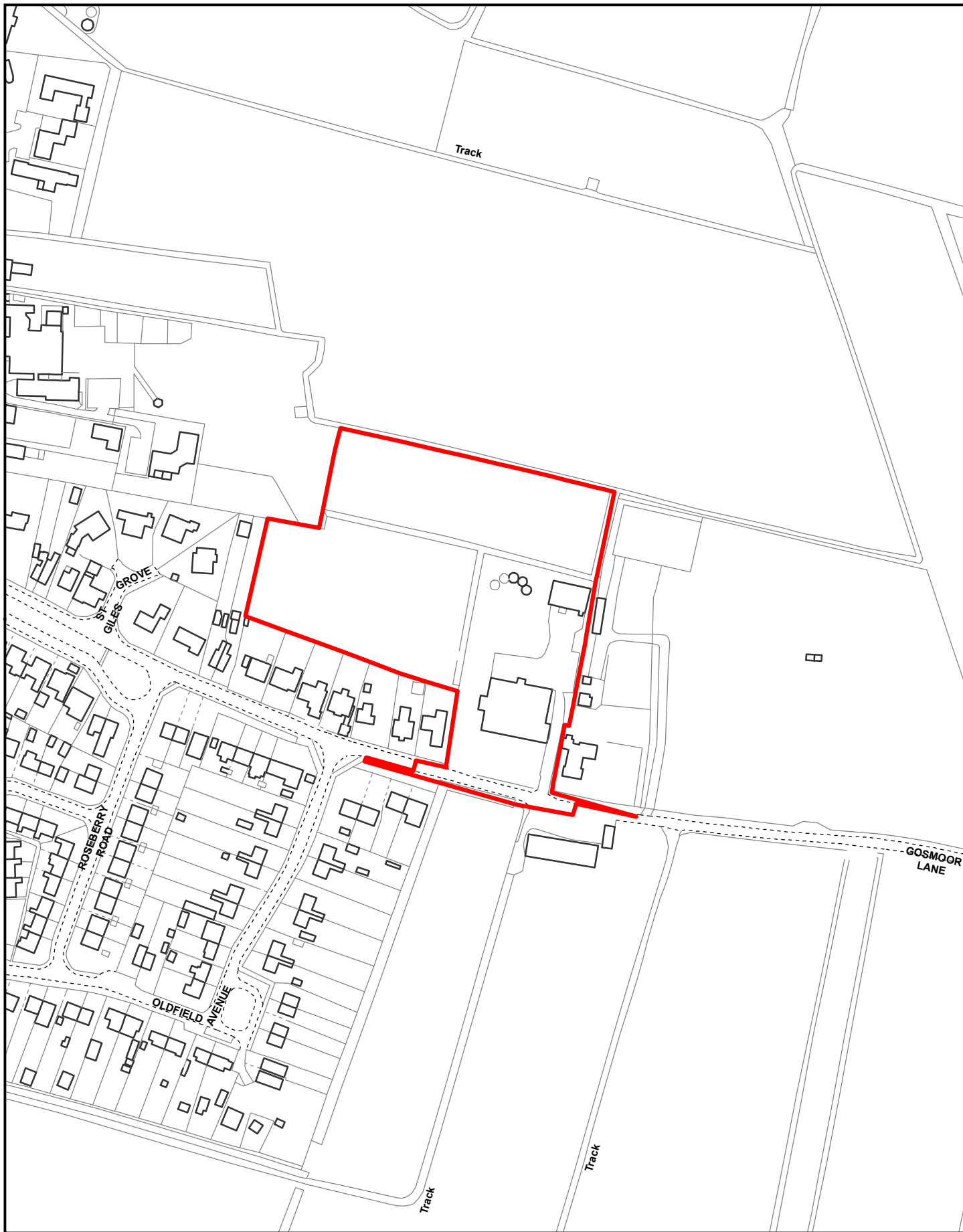
	Reason: To ensure a satisfactory form of refuse collection in accordance with Policy LP16 of the Fenland Local Plan, 2014.
6	<p>Prior to the commencement of the development a scheme and timetable for the provision of fire hydrants shall be submitted to, and agreed in writing by, the Local Planning Authority and provision of the fire hydrants shall be made in accordance with the scheme and timetable.</p> <p>Reason - To ensure a satisfactory form of development.</p>
7	<p>Prior to the construction above damp-proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme.</p> <p>Reason: To prevent environmental and amenity problems arising from flooding in accordance with Policy LP14 of the Fenland Local Plan (adopted 2014).</p>
8	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (or any other Order revoking or re-enacting that Order with or without modification), no additional windows other than those shown on the plans hereby approved shall be placed in the western elevations of Plot 2 and the eastern elevation of Plot 58 of the development hereby approved.</p> <p>Reason To protect the amenities of the adjoining properties.</p>
9	<p>Prior to first occupation of the development, the developer shall be responsible for the provision and implementation of Welcome Travel Packs to be agreed in writing with the Local Planning Authority. The Welcome Travel Packs shall include the provision of bus taster tickets and/or cycle discount vouchers. The Welcome Travel Packs shall be provided to residents upon first occupation of each dwelling.</p> <p>Reason: In the interest of sustainable transport in accordance with Policy LP15 of the Fenland Local Plan (adopted 2014).</p>
10	<p>No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> <li>a) the statement of significance and research objectives;</li> <li>b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;</li> <li>c) The timetable for the field investigation as part of the development</li> </ul>

	<p>programme;</p> <p>d) The programme and timetable for the analysis, publication and dissemination, and deposition of resulting material and digital archives.</p> <p>Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with the National Planning Policy Framework.</p>
11	<p>Prior to commencement of development, the developer shall submit details of a 2m wide footway on the southern side of Gosmoor Lane between the Site Access junction and the existing footway provision on the southern side of Gosmoor Lane to the west of the site, for approval by the local planning authority. This shall include a dropped kerb crossing with tactile paving to facilitate crossing to this footway from the site. The works are shown indicatively in drawing no. P21086-001D. The approved scheme shall be implemented in accordance with the approved scheme prior to first occupation.</p> <p>Reason: In the interests of safe movement of pedestrians near to the permitted development and in accordance with Policy LP15 of the Fenland Local Plan (adopted 2014).</p>
12	<p>Prior to first occupation, the developer shall deliver a gateway feature at the existing speed limit change on Gosmoor Lane to the east of the site as shown indicatively in drawing no. P21086-001G Details to be submitted to and approved by the Local Planning Authority and works to be carried out by the developer.</p> <p>Reason: In the interest of highway safety and in accordance with Policy LP15 of the Fenland Local Plan (adopted 2014)</p>
13	<p>The development shall only be carried out in accordance with all of the recommendations for mitigation and compensation set out in the Extended Phase 1 Habitat Survey &amp; Daytime Bat Survey (Rachel Hacking Ecology, December 2021) which details the methods for maintaining the conservation status of bats, and nesting birds, unless otherwise approved in writing by the local planning authority or varied by a European Protected Species licence subsequently issued by Natural England.</p> <p>Reason: In the interests of biodiversity and the safeguarding of protected species and in accordance with Policy 19 of the Fenland Local Plan adopted 2014.</p>
14	<p>The development hereby permitted shall not be occupied until a scheme, including timetable for delivery, to provide at least 15 bird boxes and 10 bat boxes have been submitted to and approved by the Local Planning Authority. The scheme shall be designed in accordance with best practice methodology as set out by the Royal Society for the Protection for Birds and Bat Conservation Trust and shall be carried out in accordance with the agreed details.</p>

	Reason: In the interests of biodiversity and the safeguarding of protected species and in accordance with Policy 19 of the Fenland Local Plan adopted 2014.
15	<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. The scheme shall be based upon the principles within the agreed Drainage Strategy prepared by Topping Engineers Ltd (ref: 20518-DR-C-0100 Rev P17) and shall also include:</p> <ul style="list-style-type: none"> <li>a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) 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.</li> <li>b) 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);</li> <li>c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);</li> <li>d) 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.</li> <li>e) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems.</li> <li>f) Full details of the maintenance/adoption of the surface water drainage system.</li> <li>g) Permissions to connect to a receiving watercourse or sewer;</li> <li>h) Measures taken to prevent pollution of the receiving groundwater and/or surface water.</li> </ul> <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>
16	<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>

	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.
17	<p>Upon completion of the surface water drainage system and including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; prior to occupation of the 60<sup>th</sup> dwelling, a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development.</p>
18	<p>Prior to the first occupation of any dwelling the roads and footways required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining Gosmoor Lane in accordance with the details approved on drawings ref 2107-P-03 rev R as amended by drawing P21086-004A (Part Layout).</p> <p>Reason: In the interests of a satisfactory development, the amenity of the future occupiers of the dwellings hereby proposed and in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
19	<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: In the interests of a satisfactory development and in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
20	<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 a satisfactory development, highway safety and in accordance with Policy LP15 of the Fenland Local Plan (2014)</p>
21	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

	<p>thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: In the interests of a satisfactory development, the amenity of the future occupiers of the dwellings hereby proposed and in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
22	<p>Prior to the occupation of a dwelling, the pedestrian visibility splay associated with its access and as shown on the drawing P21086-004A shall be provided each side of the vehicular access measured from and along the back of footway or carriageway edge, whichever is closer. Such splays shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the footway or carriageway, whichever is higher.</p> <p>Reason: In the interests of a satisfactory development, highway safety. the amenity of the future occupiers of the dwellings hereby proposed and in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
23	<p>The development hereby permitted shall be carried out in accordance with the approved plans and documents</p>



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**F/YR22/0226/F**

Scale = 1:2,500





## LEGEND

- Existing Trees to be retained
- Trees to be removed
- INDICATIVE TREES AND SHRUBS  
REFER TO ARTEMIS LANDSCAPE PROPOSALS - ART214.00
- ORNAMENTAL SHRUBS AND HEDGES  
REFER TO ARTEMIS LANDSCAPE PROPOSALS - ART214.00
- GRASS- PRIVATE AMENITY
- NEW STREETS - TARMAC
- PARKING - TARMAC  
PARKING 5M X 2.5M SPACES
- PATHWAYS - MARSHALLS  
450X 450 GRAY PAVING SLABS
- 2.1m high brickwork boundary wall topped with brick on edge.
- 1.8m high close-boarded fence rear garden fences
- 1.3m high close-boarded fence rear garden fences
- 1.8m high lockable timber gate.
- 240 litre general waste bin.
- 240 litre garden waste bin.
- Recycle bin.
- Shed.

### SITE AREA

19790 Sqm - 1.98 Hectares 4.8 Acres  
POS 1772sqm -0.17HA  
Net 18018sqm 1.80 HA / 4.4 Acres

#### MIX

04 x 1B2P FLATS  
28 x 2B4P  
27 x 3B5P  
04 x 4B6P  
63 No TOTAL @ 35.3 dph NET

#### WALK UP FLATS

1a 02 x 1B2P - 516 sqft - 48 sqm  
02 x 1B2P - 538 sqft - 50 sqm

#### BUNGALOWS

TYPE 2a-11 02 x 2B4P - 656 sqft - 61 sqm  
TYPE 2b 02 x 2B4P - 841 sqft - 78.2 sqm

#### LG TYPES

2c-13 24 x 2b4p - 742 sqft - 69 sqm

3a-19 03 x 3b5p - 893 sqft - 83 sqm

3b-20 09 x 3b5p - 861 sqft - 80 sqm

3c-22 02 x 3b5p - 893 sqft - 83 sqm

3d-44 10 x 3b5p - 925 sqft - 86 sqm

3e-19 01 x 3b5p - 893 sqft - 83 sqm

4a-27 02 x 4b7p - 1044 sqft - 97 sqm

#### SPECIALIST HOUSES

TYPE J 02 x 3B5P - 1011 sqft - 94 sqm

TYPE K 02 x 4B7P - 1184 sqft - 110 sqm

#### TOTAL

63 No  
Gross Internal Area 51,746 sqft - 4807.4 sqm  
coverage = 13,268 sqft per acre net

#### AFFORDABLE RENT \*



Contract  
PROPOSED RESIDENTIAL DEVELOPMENT  
GOSMOOR LANE ELM

Sheet Title

SITE LAYOUT

Client

BOWSALL

Scale

1:500@A1

Date

09.11.21

Drawn By

JDW

Checked By

Drawing Number

2107-P-03 rev S







GOSMOOR LANE - STREET SCENE



PUBLIC OPEN SPACE - STREET SCENE