
F/YR20/0054/O

Applicant: Mr & Mrs Humphrey

**Agent: Miss Grace Humphrey
Peter Humphrey Associates Ltd**

Land South Of Meadowgate Academy Meadowgate Lane Wisbech Cambridgeshire

Hybrid application: Erect up to 10 self-build dwellings (outline application with matters committed in respect of access) and full planning permission for construction of internal road layout and works to Meadowgate Lane.

Reason for Committee: Number of representations contrary to the Officer recommendation and Statutory Consultee views are in conflict with Officer recommendation.

1. EXECUTIVE SUMMARY

- 1.1. The proposal is a hybrid application for the proposed road layout (in full) and the construction of up to 10 self-build dwellings (in outline).**
- 1.2. The application site forms part of the East Wisbech Strategic Allocation, covered by an adopted Broad Concept Plan, and is accessed from Meadowgate Lane. The principle of residential development of the land is identified in the Broad Concept Plan.**
- 1.3. The main issue for consideration is the impact of the proposed access to the site, as it has not proven possible to devise a solution that results in no harm to either highway safety or landscape character of the area.**
- 1.4. The scheme presented by Officers is considered to represent the best compromise between harm to the character of the area and highway safety.**
- 1.5. Other issues are acceptable, and there is a Woodland Management Plan proposed to facilitate public access into the woodland to the east of the site and increase its biodiversity value.**
- 1.6. The proposal is subject to an objection from the Highways Authority, but is presented with a recommendation to grant planning permission.**

2. SITE DESCRIPTION

- 2.1. The application site is an open area of grassland located behind the highway hedgerow off Meadowgate Lane. It is bordered to the east by an area of woodland in private ownership, and Meadowgate Academy to the north. It is bordered to the south by an existing land drain.**

- 2.2. The site itself is generally open and grassed, with sporadic groupings of trees separate to the more formal woodland to the east.
- 2.3. The site is accessed from the wider area by Meadowgate Lane. This is a narrow lane of varying width that leads onto Quaker Lane to the north, before joining Money Bank that gives access to the south east side of Wisbech. Quaker Lane and Meadowgate Lane both provide direct access to dwellings along their lengths, as well as forming the only vehicular route to Meadowgate Academy. The road is generally lightly trafficked.
- 2.4. Meadowgate Academy is a specialist academy for pupils aged 2-19 who have an Education Health Care Plan. As a result, all of the pupils that attend the school are brought to the site by car/minibus etc.
- 2.5. To the south of the site, Meadowgate Lane continues for approximately 600m, providing sporadic access to other properties and pedestrian links to the residential development to the west. It then terminates prior to joining the A47 to the south, and therefore does not connect to the wider highway network in this area. It does provide a route for pedestrians, and particularly facilitates walking and cycling from the aforementioned residential developments.
- 2.6. The site lies within the East Wisbech Strategic Allocation and the approved Broad Concept Plan.
- 2.7. The site lies within Flood Zone 1.

3. PROPOSAL

- 3.1. The proposal is a hybrid application for residential development of the site, including full permission for the road layout on the site including alterations to Meadowgate Lane, with the remainder of the proposal in outline to allow the scheme to be developed for self-build plots.
- 3.2. The applicant has also provided a Woodland Management Plan for the area of land to the east of the application site in order to offset the biodiversity impacts of the scheme.
- 3.3. Full plans and associated documents for this application can be found at: <https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=Q3W32SHE0D800>

4. SITE PLANNING HISTORY

F/YR19/0199/SCOP	Scoping Opinion - Residential development with associated public open space, infrastructure, local centre and school	FREQ 30/04/2019
F/YR04/4197/F	Retention of a 1 x 3-bay mobile classroom The College Of West Anglia	Granted 20/12/2004
F/YR01/0936/F	Retention of 1 x 3-bay mobile classroom The College Of West Anglia	Granted 02/11/2001
F/98/0384/F	Retention of 1x 6-bay and 1x 3-bay mobile classroom	Granted 16/9/98

F/95/0349/F	Siting of 1x 6-bay and 1x 3-bay mobile classroom	Granted 7/9/95
F/90/0205/F	Stationing of sports pavilion	Granted 5/10/90
F/0804/78/F	Erection of cloakroom/changing accommodation	Permitted 13/12/78

5. CONSULTATIONS

5.1. Town Council

Objection. Contrary to Broad Concept Plan and access is inadequate to serve further residential development.

5.2. Cambridgeshire Constabulary

No objections in regard to community safety or vulnerability to crime. Will need to consider surveillance, defensible space, lighting scheme and landscaping/layout as the development progresses.

5.3. Cambridgeshire Fire and Rescue Service

Request provision is made for fire hydrants by way of S106 or Planning Condition.

5.4. FDC Tree Officer

Woodland management proposals would lead to a long-term gain in biodiversity through a more diverse structure and species range. A full woodland management plan would be required. Poplars are unsuitable trees for location within residential gardens and the development could lead to pressure for some to be removed, however the presence of the woodland TPO would allow the LPA to require high quality replacement native trees.

5.5. Wildlife Officer

Impacts on protected species can be made satisfactory by an appropriately worded condition securing details of proposed mitigation. Applicant's proposal to compensate for habitat loss is an acceptable approach but would need to be secured by condition or legal agreement.

5.6. FDC Transport Team

Support the comments made by Cambridgeshire County Council Highways Authority

5.7. FDC Environmental Services

Refuse vehicle would need to access the site, and indemnity would be required against any damage to the road surface caused by waste collection operations if roads are not adopted.

5.8. Cambridgeshire County Council Lead Local Flood Authority

No objection. Request a condition regarding surface water drainage details to be agreed prior to commencement of each plot.

5.9. FDC Environmental Health

No objections. Would like to see a construction management plan, and request a condition regarding unsuspected contamination.

5.10. Cambridgeshire County Council Highways Authority

“The Meadow Gate Lane access arrangement results in an intimidating environment for pedestrians and particularly for pedestrians within vulnerable user groups. The arrangement also results in a confusing layout for motorists, with a gradual taper from two way traffic to single vehicle flows which could inadvertently force motorists into the path of pedestrians along the proposed shared use footway.”

Full comments of the Local Highways Authority are included as Appendix A to this report.

5.11. Kings Lynn and West Norfolk Council

No objection in principle provided no further development utilises the vehicular access. FDC need to be satisfied other issues such as highway safety, flood risk and drainage, residential amenity and ecology are adequately resolved.

5.12. Kings Lynn Internal Drainage Board

No objections raised.

5.13. Local Residents/Interested Parties:

12 responses have been received stating objections to the proposal from 7 separate properties (on Quaker Lane, Meadowgate Lane, Mansell Road, and Queen Elizabeth Drive). They raise the following matters:

- Meadowgate Lane is a narrow country lane, bordered by mature hedgerows
- Hedgerows will be lost
- Safety risk between vehicles and pedestrians using the lane
- Disruption to existing residents due to self-build nature of the site
- BCP makes no provision for access along Quaker/Meadowgate Lanes
- Increased noise and pollution due to traffic
- Concern this could become part of the wider development site (BCP)
- Could become a focus for anti-social behaviour
- Impact on wildlife and biodiversity
- No previous indication made of housing development
- Development on Stow Lane refused
- Sets a precedent
- Construction impacts on nearby properties
- Dispute that the previous equestrian centre generated more traffic than the proposal
- Lighting comments from statutory consultees conflict with each other
- Premature
- Increased traffic

6. STATUTORY DUTY

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

6.2. Section 1 of the Self-Build and Custom Housebuilding Act 2015 (as amended) requires Local Authorities to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house-building. There are also duties under sections 2 and 2A of the Act to have regard to this register

when carrying out its planning functions and to give enough suitable planning permissions to meet the identified demand.

7. POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

Para 2: NPPF is a material consideration

Para 8: 3 strands of sustainability

Para 11: Presumption in favour of sustainable development

Para 64: Planning policies should expect at least 10% of the homes to be available for affordable home ownership, unless a specific exemption applies

Para 117: Promote effective use of land

Para 118: Opportunities and benefits of the reuse of land

Para 170: Contribution to and enhancement of the natural and local environment.

Para 175: Harm to habitats and biodiversity.

National Planning Practice Guidance (NPPG)

Determining a planning application

National Design Guide 2019

Context

Movement

Nature

Public Spaces

Uses

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

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

East Wisbech Broad Concept Plan

8. KEY ISSUES

- **Principle of Development**
- **Self and Custom Build Housing**
- **Highway Safety & Character Harm**
- **Visual Impact & Character**
- **Biodiversity Impact**
- **Flood Risk**
- **Other Matters**

9. BACKGROUND

- 9.1. The application site is located within the East Wisbech Strategic Allocation, for which there is an approved Broad Concept Plan in place setting out the nature of the development proposed and how it is envisaged to integrate into the wider area.
- 9.2. The particular application site is located at the very edge of the BCP area, and is connected to the remainder of the allocation by a narrow strip of land between the woodland to the east, and an area identified for the potential expansion of the Meadowgate Academy. The analysis undertaken identified that this piece of land was not suitable for providing vehicular access into the wider BCP due to the nature of Meadowgate Lane. It was however indicated as being important to retain the existing walking and cycling links in the area, and connecting those to the overall Strategic Allocation to the north.
- 9.3. Notwithstanding that conclusion, the BCP does not seek to impose specific details on development, and does not therefore preclude development of this parcel of land with vehicular access, provided that access does not then lead into the wider BCP area.
- 9.4. There is no site-specific application background in relation to the proposal, although the land was included in a Scoping Request covering the entirety of the BCP site in 2019. No pre-application advice has been sought in respect of the scheme.

10. ASSESSMENT

Principle of Development

- 10.1. Policy LP3 of the Fenland Local Plan (2014) sets out the settlement hierarchy within the District, setting out the scale of development appropriate to each level of the hierarchy. Wisbech is a Primary Market Town, one of four settlements within the highest level of the hierarchy where the majority of the development within the District is expected to take place over the plan period.
- 10.2. The application site forms part of the East Wisbech Strategic Allocation for residential development that is addressed by the East Wisbech Broad Concept Plan (BCP), and as such the principle of residential development of the land is in accordance with the relevant planning policies.
- 10.3. As noted in paragraph 9.2, the East Wisbech BCP addressed the issue of access from the land onto Meadowgate Lane, however this is a matter of detail rather than principle and therefore is considered below.

Self and Custom Build Housing

- 10.4. The application is submitted to the Local Planning Authority on the basis that the proposed plots are for self-build properties, and therefore in accordance with paragraph 64 (c) of the National Planning Policy Framework (2019) the site is exempt for a requirement to provide affordable housing. The Council also has a duty, as set out in law, to ensure such plots are available to meet the demand on the related register. Currently the Council has granted no permissions for dwellings specifically applied for as self or custom build. There are currently five individuals on the register and consequently this matter should be given weight in the decision making process.
- 10.5. The intention of such an application is to deliver serviced plots which come ready to build on and consist of road and service provision including drainage.

Highway Safety & Character Harm

- 10.6 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.
- 10.7 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.
- 10.8 The proposed scheme is for the development of up to 10 dwellings on the land, with the plots identified on the proposed site plan suggesting that the development would be likely to accommodate 'executive' scale dwellings.
- 10.9 Highways standards indicate that for development of this number of dwellings, the vehicular access to the site should provide a 2-way vehicle flow (5-5.5m wide carriageway) with a segregated 1.8m wide footway. The plans originally submitted showed the culverting of approximately 50m of the drainage ditch on the western side of the existing carriageway, and the removal of the hedgerow on the eastern side of the carriageway to provide the required standards.
- 10.10 However, due to the existing character of the area which is that of a narrow country lane, and Local Planning Authority considered that significant harm would occur to part of Meadowgate Lane as a result of the proposed highways works and would therefore result in the scheme being contrary to the requirements of policy LP16 of the Fenland Local Plan which seeks to protect and enhance biodiversity on and surrounding the site and retain natural features such as hedgerows and drains.
- 10.11 Subsequently, the applicant entered into further negotiations with the Local Planning Authority and the Local Highways Authority to attempt to find a solution that reduced the character harm caused by the required highway works and yet was still acceptable from a highway safety perspective. Unfortunately after several design iterations, this proved to not be possible. The scheme presented to members therefore does not have the support of the Local Highway Authority, and the Highways Development Management Engineer's comments summary is referenced at 5.10, and the full comments are available as Appendix 1 of the Committee Report.
- 10.12 The amended highway proposal now presented for consideration sees some changes to the existing width of Meadowgate Lane to the south and the provision of a 1.5 m wide footpath along the eastern side of the road from the junction of the Meadowgate Academy School. The proposed footpath would be in part a shared surface to allow vehicles to pass each other beyond the Meadowgate Academy School and the entrance into the site. The shared surface would however still clearly define a pedestrian route to the side of the main roadway. Meadowgate Lane would be widened as it leads up to the site access from the north, facilitating two-way vehicle flow around the junction.
- 10.13 In considering the provision of a 1.5 m wide footpath, the Local Highway Authority has commented that the footpath will need to be lit which will result in

a further narrowing on the footpath in places. Normally a footpath should be 1.8 m wide on a road where the national speed limit applies (such as this part of Meadowgate Lane) and shared surfaces are only appropriate for roads less than 30 mph. The Local Highway Authority therefore suggests that the 30mph speed limit signs are relocated south of the development access. It is therefore considered appropriate to incorporate the relocation of the speed limit signs within a legal agreement which will form part of the planning permission.

- 10.14 This proposal would still be likely to result in the loss of some hedgerow to the east of the proposed footway, however this part is not of high quality and its loss would not significantly harm the character of the area, particularly in view of the retention of the existing trees along the boundary of the school site. A condition could be placed on any permission to address detailed impacts on the hedgerow and any proposed replacement planting to compensate.
- 10.15 The scheme presented to members remains a compromise given the in-principle support given to residential development on the site by the East Wisbech BCP. It would result in some harm to the character of the area through the loss of some hedgerow and the road widening, although this harm is now considered acceptable following the revisions to the scheme.
- 10.16 It is considered that a condition requiring details of the construction of the proposed road layout is appropriate, and that such a condition could also be used to ensure that the spur leading to the field/woodland maintenance access could be construction to a lesser standard to ensure that it is visually legible as a service road and not a formal link to the land beyond for access to the wider BCP area.
- 10.17 As the proposal is only for 10 dwellings and on the basis that it is within the remit of the Local Planning Authority to ensure no further vehicular access is granted to the wider BCP site from Meadowgate Lane, it is considered that the harm caused to the character of the area by the highway works and the concerns highlighted by the Highways Development Management Engineer are not sufficient to justify refusal of the scheme on highway grounds in this instance.

Visual Impact & Character

- 10.18 In addition to the character impact identified due to the proposed highway works considered in the previous section, there will be some visual impact to the area from the new dwellings. Although detailed design considerations are not for approval at this stage, it is prudent to include a design code condition to ensure that details relating to building heights and massing, materials and landscaping is considered and agreed prior to the submission of any reserved matters.

Biodiversity Impact

- 10.19 Policy LP19 of the Fenland Local Plan (2014) states that the Council will conserve, enhance and promote the biodiversity and geological interest of the natural environment throughout Fenland, protecting designated sites, refusing permission for developments that cause demonstrable harm to a protected habitat or species, and ensure opportunities are taken to incorporate beneficial features into new developments.
- 10.20 The proposal will result in some harm to biodiversity as a result of the development of an existing area of grassland, hedgerows and mature trees. It is noted however that the Wildlife Officer has identified that specific, targeted

mitigation measures can be incorporated into the proposal to offset the harm caused by the development of the site. These would include a long-term woodland management plan setting out all tasks and timings of woodland works. It should include the creation of woodland rides and glades in advance of clearance of the actual development site.

- 10.21 The applicant has submitted a Woodland Management Plan designed to bring the woodland area to the east back into public use and active management. Both the Tree Officer and the Wildlife Officer have indicated that this proposal would result in long term gain for the biodiversity of the area.
- 10.22 On that basis, it is therefore considered that the proposal does not result in harm to the biodiversity of the site in the long term, but that planning conditions requiring protected species mitigation and a legal agreement regarding the Woodland Management Plan would be necessary.
- 10.23 The applicant is aware of this requirement, however in light of the objection to the proposal from the Highways Authority, the LPA has not requested that such an agreement be prepared in advance of the Planning Committee considering the scheme.

Flood Risk

- 10.24 The site lies within Flood Zone 1 and whilst dwellings are categorised as 'more vulnerable' development within Flood Zone 1 is considered acceptable. Appropriate conditions will be imposed to ensure that the drainage of the site is adequate.

Other Matters

- 10.25 Several other matters have been identified as part of the consultation process in relation to the application and these are addressed as follows.

Not serving wider BCP area

- 10.26 The East Wisbech BCP identified that the development was not to be served by vehicular access from Meadowgate Lane. This remains the case, with the plans clearly stating that access to the east of the site is to the field/woodland only. It would be within the remit of the Local Planning Authority to control this through the layout of any proposals to develop the East Wisbech BCP ensuring that no access is possible, thus preventing the site serving the wider development area.

Traffic increases and noise/pollution

- 10.27 The proposal is for the construction of 10 dwellings on the land. There are currently 47 properties accessed off Quaker Lane and Meadowgate Lane, including the Meadowgate Academy immediately to the north of the site. The proposed development therefore would not result in an increase of such significance to justify refusal. The highways objections received in relation to the proposal relate to the specific details of the highway provision around the access to the development, and do not suggest that overall traffic levels along the road would be unacceptable.

- 10.28 The site is located within one of the most sustainable settlements within the Fenland District and whilst it is accepted that some journeys may still be made by private vehicle from the site, the location does allow for these to be minimal and do not justify refusal of the scheme.

Anti-social behaviour

10.29 The scheme is for a private residential development, that would increase supervision of the area in comparison to the current situation. The scheme has been assessed by Cambridgeshire Constabulary with a view to its impact in terms of Community Safety and they have identified no concerns with the proposal at this stage. There is therefore no justification for refusal of the application on these grounds.

Prematurity

10.30 This concerns the proposal to develop the site in advance of the development of the wider BCP scheme. The site itself is relatively self-contained in respect of the delivery of the wider BCP. As noted above, there is to be no vehicular access through the site to the wider development area, pedestrian links are adequately provided for through the woodland to the east, and these links would not be prejudiced by the development proposed. On that basis, the scheme is not considered to be harmful to the delivery of the wider BCP and refusal would not be justified on those grounds.

11 CONCLUSIONS

11.1 The principle of the residential development of the site is set out as acceptable within the East Wisbech Broad Concept Plan, and the site is located within Wisbech, which is within the highest level of the settlement hierarchy where the majority of development within the district is expected to take place over the plan period.

11.2 The development would result in the delivery of 10 self and custom build dwellings which would meet the demand currently on the Council's register.

11.3 The development would result in some harm and changes to the character of the area, and there is a highway safety impact concerning the proposed access to the site, with an unresolved objection from the Local Highways Authority. However, the scheme would see improvements to Meadowgate Lane and is considered to represent the best compromise with regard to mitigation of character harm and highway safety.

11.4 Overall the scheme is considered to be broadly in alignment with the approved BCP, to deliver self-build housing and to provide an acceptable compromise between character harm and highway safety. The recommendation is therefore on balance to grant the application subject to suitable conditions and the completion of a legal agreement relating to securing the Woodland Management Plan and also the Road Traffic Order for the relocation of the 30mph speed limit.

12 RECOMMENDATION

GRANT, subject to the following conditions and the completion of a legal agreement securing the woodland management plan proposed as part of the scheme and a Road Traffic Order for the relocation of the 30mph speed limit.

1	The improvements to Meadowgate Lane and the construction of the internal road layout hereby permitted shall be begun before the expiration of 3 years from the date of this permission. Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.
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2	<p>Approval of the details of:</p> <ul style="list-style-type: none"> (i) the layout of the site (ii) the scale of the building(s); (iii) the external appearance of the building(s); (iv) the landscaping <p>(hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority prior to the commencement of development.</p> <p>Reason: To enable the Local Planning to control the details of the development hereby permitted and to ensure the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.</p>
3	<p>Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.</p> <p>Reason: To ensure compliance with Section 92 of the Town and Country Planning Act 1990 (as amended).</p>
4	<p>The development of the dwellings hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.</p> <p>Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
5	<p>The Reserved Matters submission in accordance with Condition 2 above shall make provision for no more than 10 dwellings on the site.</p> <p>Reason - For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
6	<p>The dwellings hereby approved shall only be developed in accordance with the definition of self and custom build housing contained within the Self Build and Custom Housebuilding Act 2015 (as amended).</p> <p>Reason: The permission is granted without the requirement for provision of affordable housing on the site or other infrastructure contributions due to the nature of the proposal to provide plots for those people building or commissioning their own properties in line with paragraph 64 of the National Planning Policy Framework (2019). Development of the site by a business or commercial organisation would therefore require the consideration of such provision and the need for a legal agreement securing any agreed contributions.</p>
7	<p>Prior to the construction of any dwelling on the site, the works to Meadowgate Lane as detailed on approved drawing No. 19110-016 Rev P1 shall be completed to the satisfaction of the Local Highway Authority.</p> <p>Reason: In order to ensure that adequate vehicular and pedestrian access is provided in the interests of highway safety in accordance with</p>

	Policy LP15 of the Fenland Local Plan 2014.
8	<p>Prior to the commencement of construction of any dwelling on the site full details of the internal road layout construction and associated works including drainage shall be submitted to and approved in writing by the Local Planning Authority. The works to be carried out prior to construction of the first dwelling.</p> <p>Reason: In order to ensure that adequate vehicular and pedestrian access is provided in the interests of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014.</p>
9	<p>Prior to the commencement of construction of any dwelling on the site full details of all services, including foul and surface water details, shall be submitted to and approved in writing by the Local Planning Authority. The works to be carried out prior to construction of the first dwelling.</p> <p>Reason: In order to ensure that adequate services and drainage is provided in the interests of residential amenity in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
10	<p>Prior to the commencement of development, 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 for their adoption has been entered into under Section 38 of the Highways Act 1980.</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
11	<p>No works shall commence on site until such time as a details of all site compounds/storage areas/parking/loading and unloading areas have been submitted to and approved in writing by the Local Planning Authority. Thereafter the details shall be implemented in accordance with the approved plan.</p> <p>Reason: In order to ensure highway safety in accordance with Policy LP15 and residential amenity in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
12	<p>No part of the development hereby approved shall be occupied 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 adhered to thereafter in perpetuity.</p> <p>Reason - To ensure a satisfactory form of refuse collection in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
13	The landscaping details required under condition 2 shall include

	<p>detailed plans showing the position of all trees and shrubs over 1.5m in height on the site, clearly identifying those to be retained and measures for their protection during construction operations. They shall also include specification of any proposed planting on the plots as replacements for removed trees, with that specification to include species, planting sizes and densities. Planting shall be carried out within the first available planting season following completion of the plot to which it relates or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape details.</p> <p>Reason: To ensure the visual character of the area is protected in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
14	<p>Before any development commences in respect of the works to Meadowgate Lane, details of the removal of any existing hedgerow or trees along Meadowgate Lane and proposals for replacement planting, including a timetable, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.</p> <p>Reason: To ensure the visual character of the area is protected in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
15	<p>Prior to the first occupation of the development hereby approved, a scheme for the provision of fire hydrants or equivalent emergency water supply shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and made available for use prior to the occupation of the first dwelling.</p> <p>Reason: In the interests of the safety of the occupiers and to ensure there are available public water mains in the area to provide for a suitable water supply in accordance with infrastructure requirements within Policy LP13 of the Fenland Local Plan 2014.</p>
16	<p>Prior to commencement of development of each plot within the development, detailed designs for the surface water drainage scheme for that plot shall be submitted to and agreed by the Local Planning Authority in accordance with the submitted Drainage Strategy (19110-001) Rev P5. The detailed designs shall include sustainable drainage features (SuDS) and once implemented the surface water drainage infrastructure shall be retained for the lifetime of the development.</p> <p>Reason: To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties in accordance with policy LP14 of the Fenland Local Plan (2014).</p>
17	<p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the approved remediation strategy.</p>

	<p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with the National Planning Policy Framework, in particular paragraphs 178 and 179, and Policy LP16 of the Fenland Local Plan 2014.</p>
18	<p>Prior to the first submission of Reserved Matters or the commencement of any development hereby permitted, whichever comes first, a mitigation and enhancement scheme in relation to the impacts on protected species identified in the Ecological Impact Assessment report from Wild Frontier Ecology dated October 2019 shall be submitted to the Local Planning Authority. The scheme shall identify measures to be incorporated into each of the proposed plots comprising the development. The reserved matters details relating to those plots submitted under condition 2 shall reflect the approved mitigation and enhancement scheme and the development shall be implemented in accordance with the approved details.</p> <p>Reason: In order to safeguard protected wildlife species and their habitats in line with the requirements of policy LP19 of the Fenland Local Plan (2014).</p>
19	<p>Prior to the submission of any reserved matters application, full details of a design code to be adopted for the development shall be submitted to and approved in writing by the Local Planning Authority, in order to ensure that the development is brought forward in accordance with design principles ensuring the site is developed in a manner sympathetic to its surroundings.</p> <p>For the avoidance of doubt, the design code shall include mandatory elements to provide a clear framework for bringing development forward on the site and shall include, but not be limited to the following matters: Building heights and massing Construction materials Landscaping & boundary treatments</p> <p>Any reserved matters application will need to demonstrate compliance with the Design Code.</p> <p>Reason: In the interest of ensuring a high quality form of development that is sympathetic to its setting and the character of the local area in accordance with the requirements of policy LP16 of the Fenland Local Plan (2014).</p>
20	Approved Plans

APPENDIX A

Summary

The Meadow Gate Lane access arrangement results in an intimidating environment for pedestrians and particularly for pedestrians within vulnerable user groups. The arrangement also results in a confusing layout for motorists, with a gradual taper from two way traffic to single vehicle flows which could inadvertently force motorists into the path of pedestrians along the proposed shared use footway.

Pre-App

I had early pre-app discussions with agent/applicant who was willing to culvert the short length of watercourse and provide an extension of the existing Meadow Gate Lane street arrangement, of which involved extending the existing two way 5.0-5.5m wide carriageway up to the development access and providing a 1.8m wide footway along the eastern side of Meadow Gate Lane. Other planning considerations appear to have resulted in the layout as proposed.

Highway Safety Concerns

The proposed shared surface arrangement along Meadow Gate Lane is not suitable to serve a 10 dwelling development and is unsafe for pedestrian users. The carriageway widening and gradual taper to single track will result in a confusing road layout arrangement for road users. Without any formal priority flow traffic engineering / horizontal deflection islands, the proposed arrangement could force vehicles into a conflict scenario with pedestrians using the proposed Meadow Gate Lane footway or engender a scenario where vehicles drive into a full height kerb and damage their vehicles.

It is not suitable to have a dropped kerb footway in this location. A dropped kerb footway around the radius kerb into the development provides no protection for pedestrians. The absence of kerb upstand results in there being no vehicle deflection which in turn poses a risk to the safety of pedestrians using the footway. This also encourages faster entry and exit vehicle speeds.

There is the land available to provide an alternative to the proposed dropped kerb shared space footway. With this in mind, the risk to highway safety and pedestrian users can easily be designed out, if sufficient weight is given to this issue in planning terms.

Construction Issues

The Meadow Gate Lane carriageway arrangement appears to be contrived, to avoid the loss of a short length of watercourse on the western side of the Meadow Gate Lane carriageway. A significant length of the proposed footway alignment/Meadow Gate Lane can still be widened suitable for two traffic without affecting the watercourse. This is because the watercourse alignment only forms a small part/length of the highway development frontage. The applicant/agent could utilize what is currently highway verge to widen the carriageway so it is suitable for two way traffic and maintain sufficient space for the implementation of a 1.5m ideally 1.8m wide footway.

There are no geometric dimensions on the plans submitted. Geometric details should be annotated on the plan. The road layout is confusing for road users; the carriageway widens over a gradual taper to an unspecified width, but it would appear the widening is provided in order to provide suitable turning space in front of the junction area. Does this widening allow suitable turning space for refuse and emergency vehicles? Tracking plans are required for refuse and emergency vehicles. If suitable manoeuvring space is provided within the carriageway then why retain the dropped kerb footways around the

junction area. Again this provides a confusing layout for road users, and could result in faster vehicle entry and exit speeds into and out of the development access.

There is no tie-in with the proposed and existing footway along Meadow Gate Lane. The existing footway breaks away from the Meadow Gate Lane carriageway and forms a footpath connection with a vehicle access. A dropped kerb arrangement and footway link is required so pedestrians can cross the road. The carriageway should be at least 5.0m at this point to avoid creating a pinch point for two way traffic. Alternatively a crossing can be provided between a formal priority flow traffic island system.

The footway has been narrowed to 1.5m from the 1.8m wide footway that was detailed in initial pre-app discussions. The footway will need to be street lit which results in restricting the footway further. I suggest the footway is widened to 1.8m and full height kerb provided so pedestrians have adequate protection from motorists, along what is currently a 60mph laneway. Note shared surfaces are only suitable for roads less than 30mph/with a highway design/layout that reduces 85th%ile speeds to less than 20mph.

I suggest the 30mph speed limit signs are relocated south of the development access and urban/street arrangement extended with it.

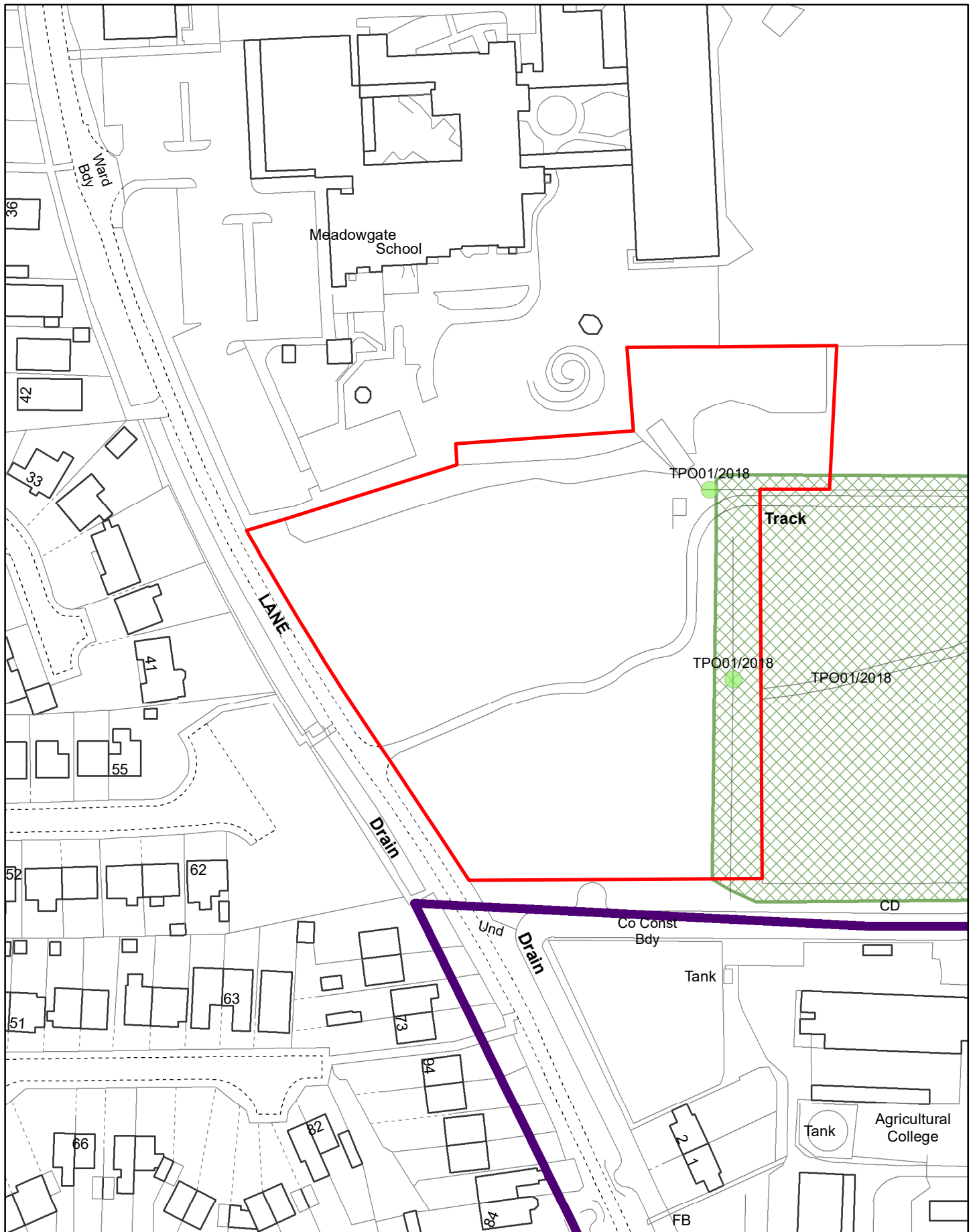
The applicant/agent has committed a lot of detailed design information of which is not relevant to the planning submission. This detail should be removed from the application. Highway earthworks, embankment stabilisation, carriageway construction and drainage should be submitted for consideration at detailed design /Section 278 stage. That said it is evident that significant engineering works are required to the watercourse embankment in order to provide the support to the carriageway construction. Once details are submitted for the S278 works, the engineering ramifications of delivering the highway works proposed could result in the watercourse being culverted anyway i.e. the carriageway vertical alignment, drainage and geotechnical engineering may result in there being insufficient land to deliver the proposed works.

A 2m wide verge will need to be retained at the edge of the carriageway to provide sufficient space for services, drainage etc. If this cannot be achieved this will result in a departure from standard (DMRB TD27/05) of which will require exception report sign off and road safety approved prior to commencement of the development.

Conclusion

The proposed layout results in highway safety issues. The proposed also results ongoing highway construction problems that will be difficult to resolve at detailed design stage. The proposal will also result in highway maintenance issues and potential insurance claims which will become the responsibility of the LHA to action/rectify.

Defer for amended plans or refuse the application for the highway safety reasons set out above.



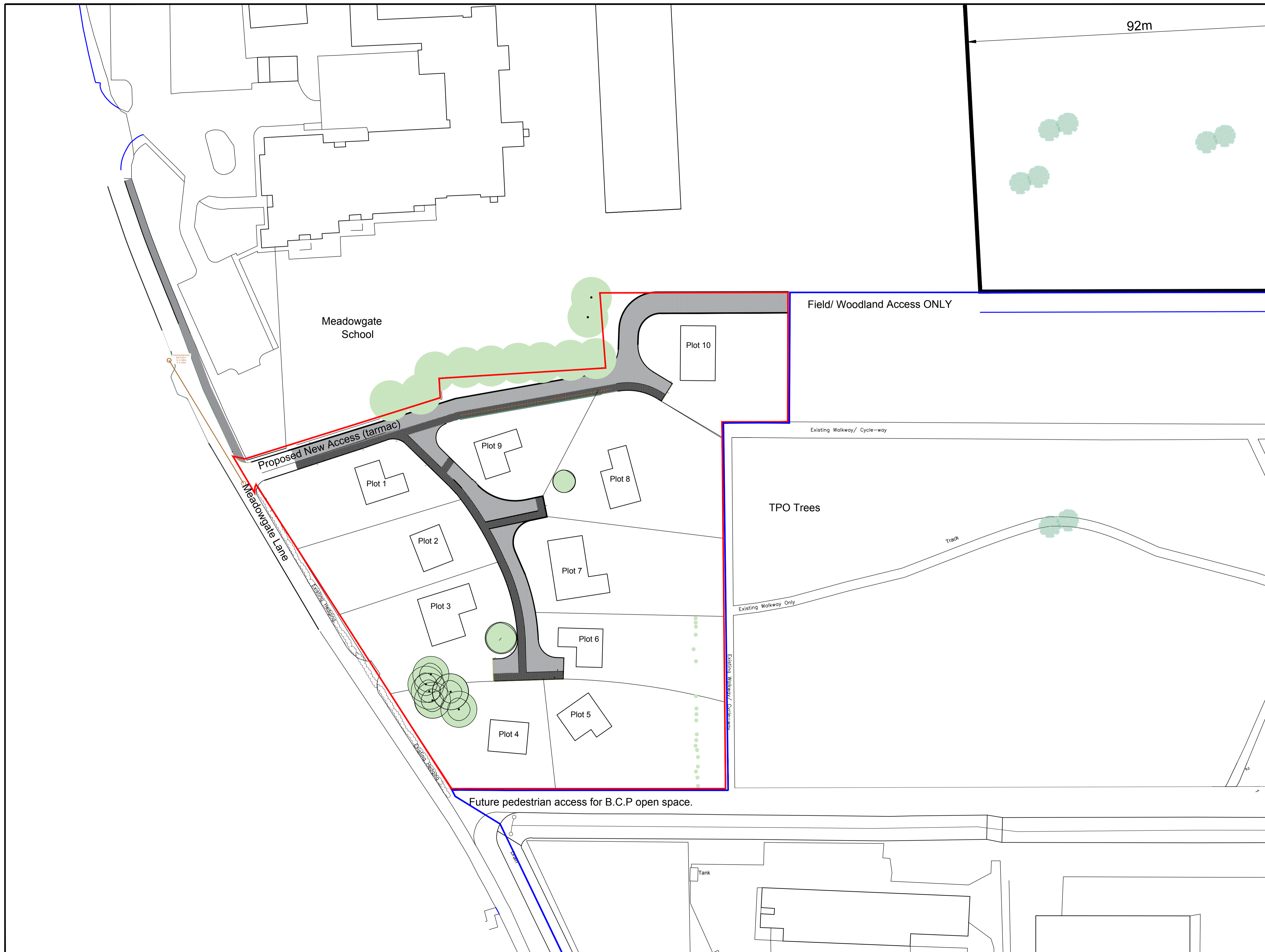
Created on: 23/01/2020

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F/YR20/0054/O

Scale = 1:1,250





Proposed Site Plan 1:500

Peter Humphrey Associates Ltd.
ARCHITECTURAL DESIGN AND BUILDING

PROJECT
Illustrative Layout for Land South of
Meadowgate Academy.

SITE
Meadowgate Lane
Wisbech
Cams
PE13 2JH

DRAWING
SITE PLAN

CLIENT
Mr and Mrs P Humphrey

DATE: Sept 2019 SCALE: As Shown JOB No: 6076

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31 OLD MARKET WISBECH CAMBS PE13 1NB
Registered District Council
Building
Control
Planning
Listed Buildings
Conservation
Designated Areas
Designated Sites

NOTES

1. Do not scale this drawing.
2. All dimensions are in millimetres unless stated otherwise.
3. This drawing to be read in conjunction with all other relevant drawings and specifications.
4. All proprietary items to be installed in strict compliance with manufacturers instructions and recommendations.
5. For further information see:
 - Proposed Sections see drawing 19110-016
 - Proposed Traffic Signage see drawing 19110-015
 - Proposed Construction details see drawing 19110-017
 - Proposed Setting Out Details see drawing 19110-014

Key

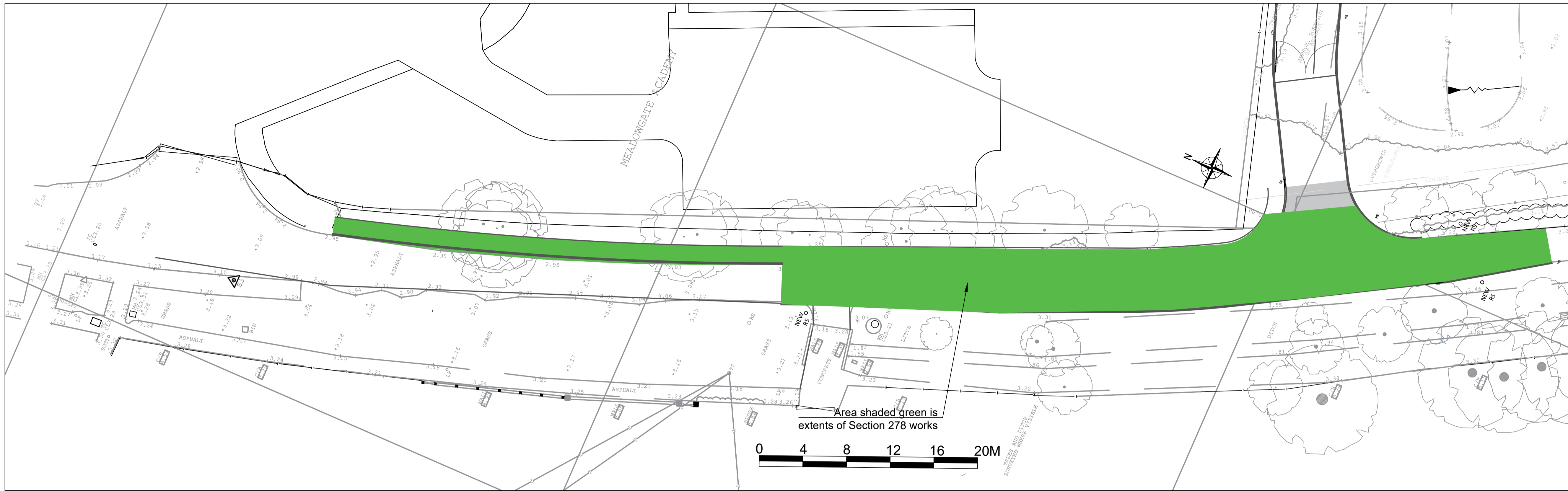
- HB-HALF BATTERED KERB
- BN-BULLNOSE KERB
- TN-TRANSITION KERB
- Tarmac
- Proposed Levels
- Setting Out Points
- Adoptable Road Gully
- Adoptable Storm Water Manhole
- Highways Boundary

CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS 2015
 THE CONTRACTORS ATTENTION IS DRAWN TO THE ABNORMAL RISKS IDENTIFIED BELOW, ANNOTATED ON THE DRAWING AND EXPLAINED IN THE ASSOCIATED DESIGN RISK REGISTERS

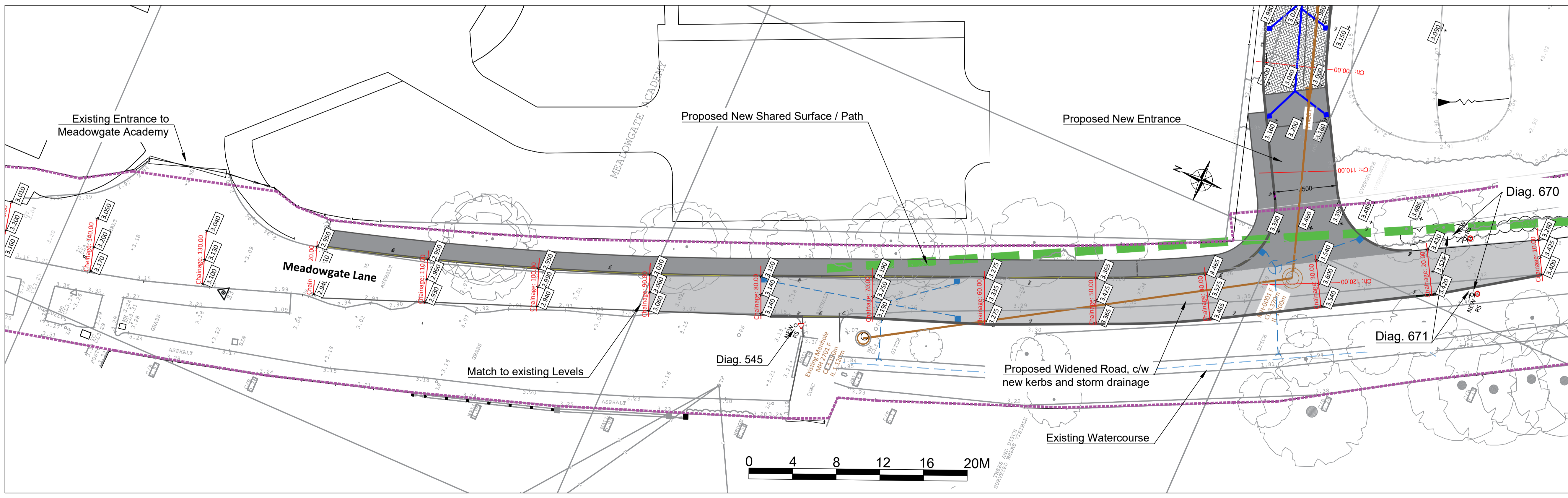
LEGEND

	YOU MUST NOT DO
	HAZARD OR DANGER
	YOU MUST DO
	CAUTION

ABNORMAL RISKS IDENTIFIED:



Area covered by S278
Scale 1:200



General Arrangement of Proposed Works - Plan
Scale 1:200

P6	Road levels and drainage revised	TBP	14-07-20
P5	Road layout changed	AJP	02-06-20
P4	Extents of works revised	AJP	13-05-20

Rev Amendments Rev'd by Date

Client
Peter Humphrey Associates Ltd

Project
Meadowgate lane, Wisbech

Title
Section 278 Application

Job No **19110**

Drawing No **19110-011** Rev **P6**

Status **Preliminary**

Scale **As Stated** Date

Project Engineer **TBP** Drawn By **AJP**
 Checked By **TBP**
 Approved By



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