
F/YR16/0792/F

**Applicant: Foster Property
Developments (Fenland) Ltd**

**Agent : Mr Matthew Hare
Carter Jonas**

The College Of West Anglia, Elm High Road, Wisbech, Cambridgeshire

**Erection of 137 dwellings, alterations to Ramnoth Road and Elm High Road
junction to form a new vehicular & pedestrian access and associated works &
infrastructure**

Reason for Committee

1 EXECUTIVE SUMMARY

This is a full application for the residential development (137 dwellings) on the former College of West Anglia site of Elm High Road in Wisbech.

The application relates to a brownfield site located in a highly sustainable location some 1.0km to the south east of Wisbech town centre and along a major radial route (A1101). The proposal accords with national and local policy which seek to promote the development of previously developed land in sustainable locations.

The design and layout of the proposed development is considered to be acceptable, as is the impact of the development on the residential amenities of the occupiers of neighbouring dwellings and of occupiers of the proposed development.

The proposal is acceptable in highway safety terms with modifications to the access to the site and improvements to infrastructure and the provision and implementation of a Travel plan. The site is not considered to be viable, but a developer contribution of £250,000 towards the provision of local services will be secured through a S106 agreement. Development of the site is acceptable in terms of ecological, landscaping and flood risk matters. It is therefore recommended that permission is granted subject to conditions and the completion of a S106 agreement.

2 SITE DESCRIPTION

- 2.1 This application relates to the residential development of 137 dwellings on the former College of West Anglia site off Elm High Road in the centre of Wisbech. The site was formerly an agricultural college with a number of buildings which were demolished in 2016, currently the site is vacant and overgrown.

- 2.2 The site is a rectangular area of land covering some 5.6ha, and measures some 516 m in length by 130 m in depth and is sited about 1.0km to the south east of Wisbech Town Centre.
- 2.3 The application site is bounded by established residential areas along its northern and southern boundaries. The residential development along Westmead Avenue to the south of the application site comprises a mixture of semi-detached and detached dwellings set in large plots along a linear tree lined avenue. The existing development along the northern boundary of the application site comprises of a row of bungalows set in a linear fashion along Falklands Drive. This development is denser, more compact and with open frontages and set on smaller plots than development along Westmead Avenue.
- 2.4 Ramnoth Road/Elm High Road forms the western boundary of the site, and Meadowgate Lane its eastern boundary.
- 2.5 Watercourses run along the northern, southern and western boundaries of the site. The site is generally level with established boundary planting.
- 2.6 Vehicular access to the site is currently off Elm High Road, and there is a pedestrian access off Meadowgate Lane.
- 2.7 The site is within Flood Zone 1.

3 PROPOSAL

- 3.1 Full planning permission is sought for the erection of 137 dwellings (revised from 139 dwellings), alterations to the junction between Ramnoth Road and Elm High Road to form a new vehicular and pedestrian access and associated works and infrastructure.
- 3.2 The application is accompanied by the following supporting information:
 - Air Quality Assessment Report.
 - Design and Access Statement.
 - Ecology Report.
 - Flood Risk Assessment.
 - Geo Environmental Report.
 - Landscape Design Statement
 - Statement of Community Involvement.
 - Travel Plan.
 - Tree Survey & Arboricultural Impact Assessment.
 - Updated Transport Assessment.
 - Updated Drainage Strategy Report.
 - Viability Assessment.

Residential Layout

- 3.3 The site is bounded along its northern and southern boundaries by established residential development as described above.
- 3.4 A Local Equipped Area of Play (LEAP) is located along the north western corner of the site near its access with Ramnoth Road. An attenuation pond is located at the other end of the site to meet the requirements of the IDB.
- 3.5 The development comprises a mixture of different house types ranging from bungalows and flats to semi-detached and detached dwellings. The mix of the 137 dwellings proposed is as follows:
- 6 x one bedroom flats.
 - 6 x two bedroom flats.
 - 52 x two bedroom bungalows and houses.
 - 64 x three bedroom houses.
 - 7 x five bedroom houses.
- 3.6 A three storey building containing the flats with parking is located to the east of the LEAP. Six dwellings are three storeys (Type W), and these have been relocated from the site perimeter to a central location.
- 3.7 The visualisation of the block of flats (Type Z) shows a three storey rectangular shaped building with a shallow pitched hipped roof in buff bricks. Brick and tile is proposed to be used for the dwellings, with flat roofs for porches and garages.
- 3.7 As originally submitted, the proposed layout included a footway link through a small area of open space serving the residential development to the south and through to Westmead Avenue. The latest iteration of the layout omits this link in response to local concerns.

Access

- 3.8 A new access off Ramnoth Road is proposed to serve the development to the north of the existing access, which will be closed off. The proposals seek to realign Ramnoth Road at it meets Elm High Road. The realignment would remove the need for vehicles travelling from the north to the site turning left across the merging lane from Ramnoth Road. Footways measuring 2 metres in width would be provided along either side of the proposed access, which would connect with the existing footpath infrastructure on Ramnoth Road.
- 3.9 The proposed access modifications include alterations to the existing Churchill Road/Ramnoth Road/Elm High Road/Weasenham Lane signal controlled junction and will improve existing road safety for pedestrians by facilitating movements across the arms of the junction. A zebra crossing is proposed to the north of the proposed access to allow pedestrians to cross Ramnoth Road when travelling between the site and Wisbech Town Centre.

3.10 Full plans and associated documents for this application can be found at:

<https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=OC05NIHE01U00>

4 SITE PLANNING HISTORY

F/YR16/0319/SC - Screening Opinion: Residential development (139 dwellings max) with associated landscaping - Further Details Not Required - 17.06.2016.

F/YR15/0710/DE1 - Demolition of existing buildings -Further Details Not required - 21.09.2015.

F/YR08/0584/O - Residential development (5.58 ha) involving demolition of all existing buildings - Resolution to approve subject to S106 agreement.

F/YR07/1328/O - Residential development (5.58) involving demolition of all existing buildings - Refused - 14.05.2008 - Refused contrary to Officer and Highway Authority recommendation on the grounds that the access was inadequate. Appeal withdrawn.

5 CONSULTATIONS

Cambridgeshire Constabulary: Supports the application.

Cambridgeshire County Council: Seeks the following developer contributions.

- Early Years: £213,078.
- Primary Needs: £1,037,157.
- Secondary: £919,992.
- Libraries: £15,078.96

Cambridgeshire Fire Service: Supports the application.

Cambridgeshire Highways (TA Team): Considers the application to be acceptable subject to conditions:

Cambridgeshire (Highway Authority): No objections subject to conditions.

Environment Agency: Has no comments to make.

Environmental Health Officer: No objections, recommends conditions relating to the provision of a Construction Management Plan, and unsuspected contamination.

FDC (Housing Strategy): Recommends the requirement to secure a provision of 34 affordable houses with a tenure mix; or the developer to enquire about the possibility of grant funding.

FDC (Waste Collection): No objections subject to an indemnity for refuse vehicles accessing shared drives (to be secured through an S106 Agreement).

NHS: Requests a developer contribution of £49,680 to be secured by a S106 Agreement to mitigate against the impacts of the proposal on the capacity of the three existing GP practices.

Highways England: No objections subject to a condition requiring Travel Plan measures to be implemented before the development is brought into use.

King's Lynn Drainage Board: Had originally expressed concerns about easement to watercourses, new crossings of watercourses, and surface water disposal.

LLFA: No objections, recommends conditions relating to surface water and maintenance and informatives.

Section 106 Officer: The Viability Appraisal has been assessed in accordance with FDC's usual approach to viability assessments using the Homes and Communities Agency Development Appraisal Toolkit which allows for a consistent and systematic review of viability submissions. The assessment has concluded that due to abnormal costs and external works there are viability issues preventing the delivery of Affordable Homes and S106 contributions. The applicant has agreed to make a total contribution of £250,000 towards infrastructure provision which will be allocated in liaison with Cambridgeshire County Council. The offer of £250,000 towards infrastructure is considered reasonable.

Tree Officer: Seeks clarification on any planting to be retained on the eastern boundary.

Wildlife Officer: Recommends mitigation in terms of provision of bat and bird boxes, external lighting to be baffled, hedgehog protection and native planting.

Wisbech Town Council: Supports the development providing the new junction arrangement is acceptable in highways terms.

Representations

The application has attracted a total of 29 separate representations, the objections are summarised as follows:

- Inadequate access.
- Additional traffic and congestion leading to highway safety problems.
- Overlooking.
- Anti-social behaviour.
- Loss of view/outlook.
- Noise.
- Loss of property value,
- Out of character.

- Separation distances.
- Visual impact.
- Wildlife concerns.
- Pedestrian link to Falklands Drive.
- Meadowgate Lane should be improved and used to access the site.
- Requirement for a children's play area.
- Need for adequate fencing.
- Inadequate capacity of local services.

A petition with 41 signatories has also been received, the principal concerns raised relate to the proposed pedestrian link to Falklands Drive which is considered to be detrimental to residential amenity through loss of privacy, crime, and anti-social behaviour.

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).

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF) 2018

Paragraph 2- Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 10 - Presumption in favour of sustainable development.

Paragraph 47 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Paragraph 54 - Use of conditions or planning obligations.

Paragraph 59 - To support the Government's objective of significantly boosting the supply of homes a sufficient amount and variety of land should be brought forward where needed and that the needs of groups with specific requirements are addressed.

Paragraph 91 – Promoting health and safe communities.

Paragraph 96 - Access to high quality open spaces, opportunities for sport and physical activity and health and well-being of communities.

Paragraph 103 - Manage growth to achieve sustainable transport.

Paragraph 124 - Creation of high quality buildings and places, good design being integral to achieving a sustainable development.

Paragraph 149 - Mitigating and adapting to climate change.

Paragraph 155 - Planning and flood risk – Directing development away from areas at highest risk of flooding.

Paragraph 170 - Decisions should contribute to and enhance the natural and local environment.

Paragraph 212 - The Framework is a material consideration which should be taken into account in dealing with applications.

National Planning Practice Guidance (NPPG)

Design;
Flood Risk and Coastal Change;
Health and Wellbeing;

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;
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.

SPD: Delivering and Protecting High Quality Environments in Fenland (July 2014)

Cambridgeshire Flood and Water Supplementary Planning Document (December 2016)

8 KEY ISSUES

- **Principle of Development**
- **Design and Layout.**
- **Residential Amenity**
- **Highway Considerations**
- **Viability**
- **Ecology**
- **Flood Risk**
- **Air Quality Impact Assessment**
- **Statement of Community Involvement**
- **Pre-commencement conditions**

9 BACKGROUND

- 9.1 Outline planning permission was refused for residential development on this site under F/YR07/1328/O. The reason for refusal was on the grounds that the proposed access was inadequate and detrimental to highway safety. The decision reached by Planning Committee was contrary to the officer recommendation to approve, and the observations of the Highway Authority which had no objections.

10 ASSESSMENT

Principle of Development

- 10.1 Policy LP1 sets out a presumption in favour of sustainable development. Policy LP2 requires development proposals to positively contribute to creating a healthy, safe and equitable living environment. Policy LP3 identifies Wisbech as one of the 4 Primary Market Towns where growth should be directed. Policy LP4 sets out the housing delivery targets of the District and indicates Wisbech as the prime location of growth. Policy LP8 also identifies Wisbech as the main focus of growth. Policy LP15 (c) requires proposals of development to be located in sustainable locations. Policy LP 16(d) sets out a need to make a positive contribution to the local distinctiveness and character of the area, and in particular to respond to and improve the character of the built environment.
- 10.2 The application relates to the development of a previously developed brownfield land close to Wisbech Town Centre and a major radial route which itself connects to a Trunk Road (A47) a short distance away.
- 10.3 Outline planning permission for residential development on this site was refused against officer recommendation in 2007 (F/YR07/1328/O). The principle of developing the site accords with the sustainability requirements of Policies LP1,LP2, LP3, LP4, LP8, LP15(c) and LP16 (d) and with previous planning assessment relating to the development of this site.

Design and Layout

- 10.4 The character of the existing residential development in the area varies considerably. To the south of the application site and along Westmead Avenue the built form consists of large individually detached dwellings set in spacious plots in a tree lined avenue. In contrast, the development to the north is more modern, compact and with open frontages with bungalows lining the northern boundary of the application site.
- 10.5 The proposal contrasts from the linear development along Falklands Drive, and Westmead Avenue with dwellings being set along a more undulating primary road with smaller groups of dwellings set around secondary loop roads. The provision of the LEAP, and attenuation pond, and variety of house types results in a layout markedly different from the uniformity of existing development in the area.
- 10.6 The proposed dwellings are undeniably contemporary in terms of design, spacing and plot sizes. The proposed mix of traditional materials of brick and tile in different colour groupings with detailed brick inlays however provides some design relief from modern monotony.
- 10.7 The variety and interest provided by the design and layout is refreshing and pleasant addition to existing development which is welcomed.

Residential Amenity

- 10.8 Private amenity space in the form of one third of the plot curtilage, and bin storage space has been provided for each unit. The road layout has been adjusted to accommodate refuse collection vehicles. It will be a requirement of the S106 agreement that indemnity assurances in relation to damage to private drives are provided. Sufficient separation distances between properties have been allowed to maintain residential amenities of occupiers.
- 10.9 Concerns have been expressed about the adverse impact on residential amenity that would arise from the provision of a footway link between the site and Falklands Drive. On balance, it is considered that the harm caused by the footway would outweigh any advantages of increased permeability. On this basis the layout has been amended to omit the link. The proposal is therefore considered to accord with the requirements of Policy LP16 in relation to residential amenity.

Highway Considerations

Highways England

- 10.10 Highways England has recommended that development should not be brought into use until the measures set out in a Travel Plan have been implemented. Permission is recommended to be conditioned accordingly.

Transport Assessment Team

- 10.11 The Transport Assessment Team (TA Team) of Cambridgeshire County Council has assessed the Revised Transport Assessment and considers it to be acceptable, it recommends the following conditions.

1. Provision of Travel Plan.
2. Works to pedestrian and cycle links to the employments areas off Weasenham Lane including :
 - a) Dropped kerbs, footway widening and tactile paving at all side roads where there are none at present.
 - b) Widening National Cycle Route (NCR) 63 on the north side of Weasenham Lane between Churchill Road crossing and the upgraded Toucan crossing.
3. Provision of a Zebra Crossing on Ramnoth Road, and pedestrian facilities linking the zebra crossing with the signal controlled crossings across Elm High Road.
4. A S106 Agreement requiring either:
 - a) A contribution to a scheme of junction improvements as proposed in the emerging 'Wisbech Access Strategy', the contribution to be equal to the cost of implementing the scheme shown on drawing COWA-BWB-HML-XX-DR-D-100 Rev P1. **OR**

b) If the Wisbech Access Strategy scheme referred to in 1 above will not be complete within 5 years, the scheme of works to the junction of Weasenham Lane/Elm High Road/Ramnoth Road to be completed prior to the occupation of any of the dwellings. The scheme should accord with the principles shown on the drawing COWA-BWB-HML-XX-DR-D-100 Rev P1.

- 10.12 The imposition of a Travel Plan condition required by the TA Team is also a recommendation of Highways England and is recommended on the list of conditions below should planning permission be granted.
- 10.13 Weasenham Lane stretches for about 1.5km between Elm High Road and Cromwell Road. It is not considered reasonable or justifiable to expect the developer to carry out or fund unspecified footway improvements along this stretch of highway. This requirement of the TA Team is therefore not recommended to be imposed as a condition.
- 10.14 The TA Team request to widen National Cycle Route 63 lacks clarity and detail, and is not reasonably related to the development, this requirement is therefore not recommended to be imposed as a condition.
- 10.15 The request for the provision of a Zebra Crossing and pedestrian facilities across Ramnoth Road and Elm High Road is reasonable and will be conditioned.
- 10.16 The Wisbech Access Strategy (the Strategy) proposes comprehensive improvements to the junction of Weasenham Lane/Elm High Road/Ramnoth Road in the form of a roundabout.
- 10.17 The application proposes a new access off Ramnoth Road to serve the development to the north of the existing access, which will be closed off. Ramnoth Road will be realigned where it meets Elm High Road. The proposed access modifications include alterations to the existing Churchill Road/Ramnoth Road/Elm High Road/Weasenham Lane signal controlled junction.
- 10.18 The improvements proposed by the Strategy are acknowledged by the application. However, the timescales for funding and delivery of any Strategy initiatives are currently unknown.
- 10.19 The Transport Assessment Team (TA Team) requests a S106 contribution towards junction improvements identified in the Strategy or if this scheme is not implemented within 5 years, the junction improvements identified as part of the application are implemented before the occupation any dwellings.
- 10.20 Although the principle of a S106 contribution is accepted the applicant suggests that the default position should be the implementation of the access and junction upgrades as proposed with a proviso for a capital contribution in lieu if the Strategy works were to be commenced earlier. Given that the timescales for the delivery of the Strategy works are unknown, and the time limit for planning permission is three years the request for the applicant's default position is reasonable and acceptable. Furthermore, the applicant has demonstrated that the application works will not prejudice the implementation of the Strategy proposals.

10.21 For the above reasons it is recommended that permission is conditioned to require the access/ junction improvements to be implemented as approved or a pro rata financial contribution (secured through S06) is made before the occupation of any dwellings.

Highway Authority

10.22 The Highway Authority has no objections subject to conditions.

10.23 The application has attracted considerable concerns relating to traffic congestion and highway safety. The consultation responses from Highways England and Cambridgeshire County Council confirm that there are no highway objections to the proposals. The highway mitigation works in the form of a Travel Plan, junction improvements etc. will be secured through a S106 agreement and conditions as appropriate.

Viability/S106 Agreement

10.24 The NHS seeks a financial contribution of £49,680 to mitigate impact on 3 GP practices in the area which do not have capacity.

10.25 The Housing Enabling Officer recommends the provision of 34 affordable houses out of the 137 dwellings proposed. The tenure mix proposed is: affordable rented -6 x 1 bed flats, 16 x 2 bed houses, and 4 x 3 bed house; intermediate tenure-7 x 2 bed houses, and 3 x 3 bed houses.

10.26 Cambridgeshire County as Education Authority seeks a total of £2,185,305.96 as detailed above.

10.27 NHS: £49,680

10.28 In accordance with Policy LP13 and Appendix B-Open Space Standards the following provision is required:

- Neighbourhood/Town Park: £22,400.
- Natural Greenspace: £28,000.
- Allotments: £5,600.
- Outdoor Space: £44,800.

10.29 The developer has submitted a viability appraisal which has been submitted to and assessed by the Council's Section 106 Officer. The conclusion of the Section 106 Officer is that that the appraisal has demonstrated through evidence supporting Abnormal Costs and External Works that there are viability issues preventing the delivery of Affordable Housing and S106 contributions.

- 10.30 Having established that the scheme is not viable the Section 106 Officer has liaised with the applicant to agree to a contribution of £250,000 towards infrastructure provision which will be allocated in liaison with Cambridgeshire County Council. Given the scheme has been demonstrated to be unviable the Section 106 officer considers the offer of £250,000 as reasonable.
- 10.31 The appraisal has demonstrated that there are viability issues preventing the delivery of Affordable Housing and S106 Contributions. Policy LP5 requires the provision of 25% of the development to be affordable housing (in these instance 34 houses). However, due to the applicant's viability argument this is not being provided. Clearly this is contrary to Policy LP5 but accords with advice within the NPPG regarding viability and brownfield sites. However, it is considered appropriate to include the option of providing affordable housing should other funding sources become available, such as the Combined Authority funded route (or possibly funded by the Council itself). This would not obligate the developer to provide, but would enable the provision of Social Housing should the opportunity arise. The scale and location of the development is likely to be appropriate for affordable housing and the possibility of achieving funding.
- 10.32 The development cannot meet the substantial education request or provide any affordable housing. Despite the viability arguments of the scheme the applicant is prepared to offer a financial contribution of £250,000. This sum would be evenly shared with Cambridgeshire County Council, and secured through a Section 106 Agreement. The County Council allocation will be put towards the provision of education. Where limited resources have to be prioritised and given the pressing affordable housing needs, and demands for health provision vis a vis the benefits provided by 'Green' infrastructure it is recommended below that £75,320 is utilised towards the provision of off-site affordable housing with the remainder for the NHS (£49,680).

To summarise, the S106 agreement will include the following requirements:

- NHS: £49,680.
- Off-Site Affordable Housing: £75,320.
- Education: £125,000.
- Provision of LEAP.
- Highway improvement works.

Ecology

- 10.33 A Phase 1 Habitats Assessment and a site specific bat survey has accompanied the planning application.
- 10.34 The site is not covered by any statutory or non-statutory wildlife designations, neither is it close to a designated site. Planting on the site is identified as being of low value, no plant species of ecological or biodiversity value was found.

- 10.35 The supporting information has been considered by the Wildlife Officer who welcomes the incorporation of additional planting and habitats on the western area of the site. The revised survey does not indicate the presence of bats. The Wildlife Officer recommends a number of conditions relating to the provision of bat and bird boxes/tiles, lighting and native species of planting - requirements which are included in the list of conditions below .

Flood Risk

- 10.36 The application is accompanied by a Flood Risk assessment and a Drainage Strategy. The application site is located within Flood Zone 1 and therefore is considered to be at low risk of flooding and should not give rise to flood related impacts either on or off the site.
- 10.37 In relation to surface water drainage the site is partly bounded by open water courses along its northern and southern boundaries which flow into another watercourse which runs along the eastern boundary and forms part of the Kings Lynn Internal Drainage Board's (IDB) system. The original proposal to contend with surface water disposal by unattenuated discharge into the IDB watercourses was considered unfavourably by the IDB. A revised solution, where disposal of surface water drainage is proposed to be dealt with through an attenuation pond sited in the north-eastern corner of the site meets the IDB requirements in principle.
- 10.38. There is capacity in the public foul sewer under Ramnoth Road and the West Walton Water recycling Centre to server the proposed development.

Air Quality Impact Assessment

- 10.39 The Council has allocated four Air Quality Management Areas (AQMAs). Part of the proposed development site is located within AQMA No.3. The pollutant declared in relation to this AQMA is Nitrogen Dioxide (NO₂) which is produced as a result of road traffic and the fuel combustion process.
- 10.40 The Assessment concludes that NO₂ concentration at the development site should not exceed the relevant air quality objectives. It should also be noted that the Environmental health Officer has not raised any concerns on the matter as part of the consultation process.

Local Equipped Area of Play (LEAP)

- 10.41 A Local Equipped Area of Play (LEAP) is located along the north western corner of the site near its access with Ramnoth Road. If this area is not to be adopted by FDC or Wisbech Town Council its maintenance will need to be through a residents' management agreement secured by the S106 agreement.

Statement of Community Involvement

- 10.42 A community involvement exercise in the form of a public exhibition at the Boathouse Centre in Wisbech took place on 28 April 2016. The exhibition was attended by 190 people. Feedback was received from 52 respondents, 59% of comments were supportive, 24% undecided and 14% not supportive.

Pre-commencement conditions

- 10.43 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).
- 10.44 The applicant has been consulted on the proposed conditions and has confirmed their agreement to them in writing. Therefore, should the application be approved and the consent granted with the proposed conditions after 1st October 2018, it is considered that the requirements of section 100ZA(5) have been met.

11 CONCLUSIONS

- 11.1 This application relates to a brownfield site located in proximity to Wisbech Town Centre and good transport links. The proposal accords with national and local policy which seek to promote the development of previously developed land in sustainable locations.
- 11.2 The design and layout of the proposed development is considered to be acceptable, as is the impact of the development on the residential amenities of the occupiers of neighbouring dwellings and of occupiers of the proposed development.
- 11.3 The proposal is acceptable in highway safety terms with modifications to the access to the site and improvements to infrastructure and the provision and implementation of a Travel plan. The site has been demonstrated as not being viable, but a developer contribution of £250,000 towards infrastructure will be secured through a S106 agreement. Development of the site is acceptable in terms of ecological, landscaping and flood risk matters.
- 11.4 It is for members to consider the benefits of the development set against the harm arising from not providing affordable housing or education contributions. It is officer opinion that, in this instance, the benefits outweigh harm and recommend that permission is granted subject to the conditions listed below and the completion of a S106 agreement on the terms detailed above.

12 RECOMMENDATION

Grant subject to the completion of a S106 agreement and the following conditions:

1. The development 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.

2. Development above slab level shall not begin until full details of the materials to be used for the external walls and roof are submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved particulars and retained in perpetuity thereafter.

Reason - To safeguard the visual amenities of the area in accordance with Policy LP16 of the Fenland Local Plan, 2014.

3. Development above slab level shall not begin until full details of both hard and soft landscape works are submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-
 - a) proposed finished levels [earthworks to be carried out]
 - b) means of enclosure
 - c) car parking layout
 - d) vehicle and pedestrian access and circulation areas
 - e) hard surfacing, other hard landscape features and materials
 - f) existing trees, hedges or other soft features to be retained
 - g) planting plans, including specifications of native species, sizes, planting centres number and percentage mix.
 - h) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife
 - i) details of siting and timing of all construction activities to avoid harm to all nature conservation features
 - j) location of service runs
 - k) management and maintenance details
 - l) (others as may be necessary to be detailed by officer)

Reason - The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policy LP16 of the Fenland Local Plan, 2014.

4. All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased 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.

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.

5. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order with or without modification), planning permission shall be required for the following developments or alterations:
 - i) the erection of freestanding curtilage buildings or structures including car ports, garages, sheds, greenhouses, pergolas, or raised decks (as detailed in Schedule 2, Part 1, Classes A and E);
 - ii) the erection of house extensions including conservatories, garages, car ports or porches (as detailed in Schedule 2, Part 1, Classes A and D);
 - iii) alterations including the installation of additional windows or doors, including dormer windows or roof windows (as detailed in Schedule 2, Part 1, Classes A and B);
 - iv) alterations to the roof of the dwellinghouse (as detailed in Schedule 2, Part 1, Class C);
 - vi) the erection of any walls, fences or other means of enclosure to all boundaries/the boundary of the site (as detailed in Schedule 2, Part 2, Class A).

Reason:

To prevent overlooking of neighbouring properties, in the interest of the protection of residential amenity and to safeguard the visual amenities of the area to accord with Policy LP 16 of the Fenland Local Plan (2014).

6. No occupation or use of the development shall take place until a Travel Plan has been submitted to and approved by the Local Planning Authority. The Travel Plan shall be implemented before commencement of first use of the development hereby approved and in line with provisions and timescales set out with the Travel Plan and shall include the following:

The identification of targets for trip reduction and modal shift;

- The methods to be employed to meet these targets; and
- The mechanisms for monitoring and review;
- The mechanisms for reporting;
- The penalties to be applied in the event that targets are not met;
- The mechanisms for mitigation;
- Implementation of the travel plan to an agreed timescale of timetable and its operation thereafter;
- Mechanisms to secure variations to the Travel Plan following monitoring and reviews.

The completed development shall be occupied in accordance with the approved Travel Plan which shall be retained in place thereafter unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority.

Reason: To provide sustainable transport measures for visitors and staff and to ensure that the impact of the proposal on the free and safe flow of traffic on the highway is kept to a minimum to accord with Policy LP15 of the Fenland Local Plan.

7. Development above slab level shall not begin until the following details shall be submitted to and agreed in writing by the local planning authority, and the development shall thereafter be carried out in accordance with the approved details.
 - a) All external lighting proposals to be baffled downwards and pointed away from retained areas of woodland and trees.
 - b) Details of integral bat boxes and bat tiles, and bird boxes.
 - c) Overnight trench protection for hedgehogs.

Reason: In the interests of biodiversity enhancement and mitigation of the impact of the development in accordance with Policy LP19 of the Fenland Local Plan.

8. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.

Reason - To control pollution of land and controlled waters in the interests of the environment and public safety to accord with Policy LP16 of the Fenland Local Plan (2014).

9. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The construction Management Plan shall include the following:-

- Hours of working
- Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles
- Site compounds/storage areas
- Details of wheel cleaning or road cleaning equipment;
- A noise management plan including a scheme for the monitoring of construction noise;
- A scheme for the control of dust arising from building and site works
- Details of remedial measures to be taken if complaints arise during the construction period.

The development shall thereafter take place in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenity of the area and highway safety, in accordance with policies LP15 and LP16 of the Fenland Local Plan 2014.

10. 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.

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.

11. Development above slab level shall not begin until a detailed surface water drainage scheme for the site, based on the agreed Revised Drainage Strategy Report (v3.0) prepared by Stirling Maynard dated 9 May 2018, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

12. Details for the long term maintenance arrangements for the surface water drainage system (including all SDs features) to be submitted and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The permitted details should identify runoff sub-catchments, SDs components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

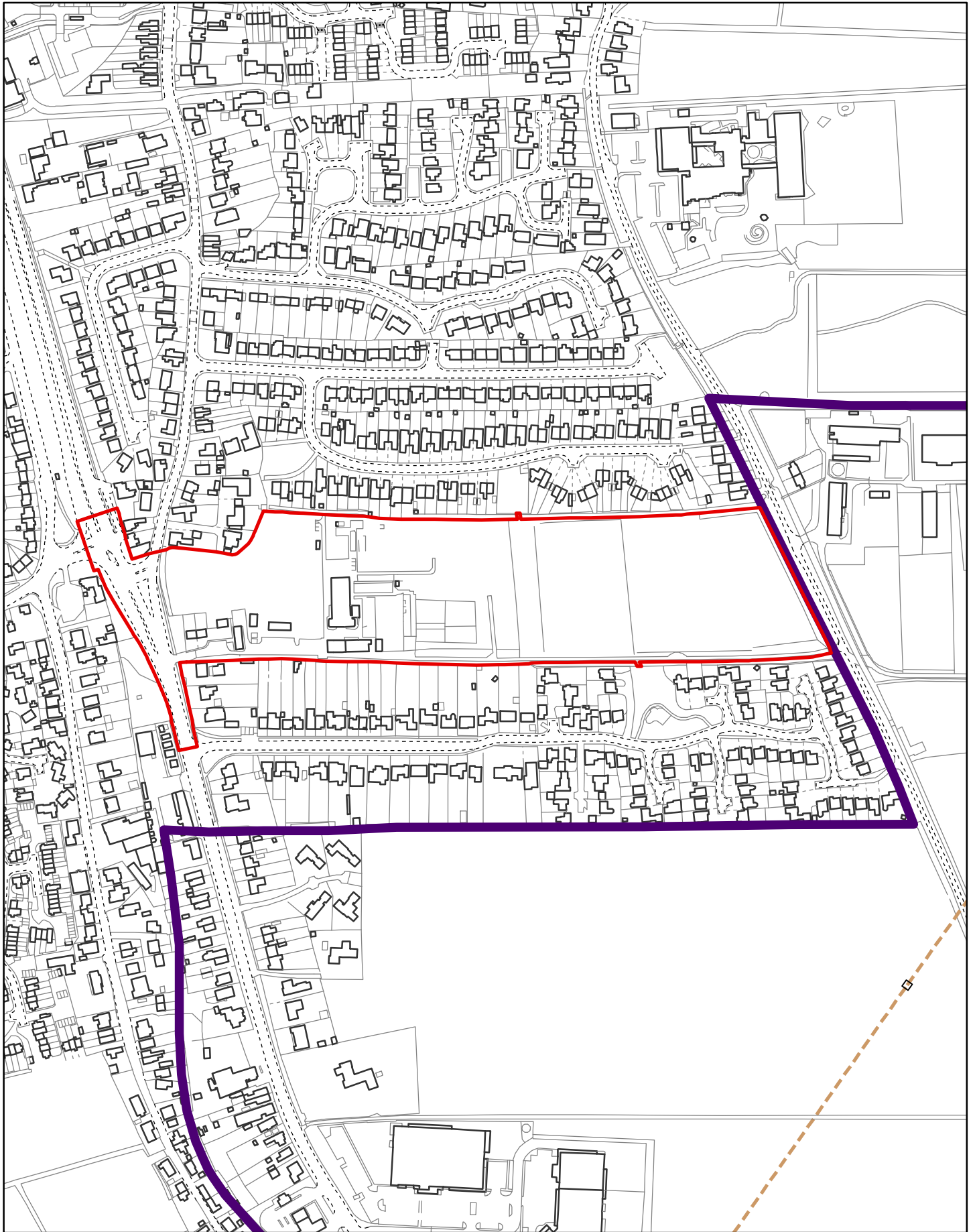
13. Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved on AIN in writing by the Local Planning Authority.

Reason: To ensure a satisfactory means of access in accordance with policies LP15 and LP16 of the Fenland Local Plan.

14. No part of the development shall be occupied until details of the proposed arrangements for future management and maintenance of the proposed estate roads and private drives within the development have been submitted to and approved by the local planning authority. The estate roads and private drives shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

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

15. Approved drawings.



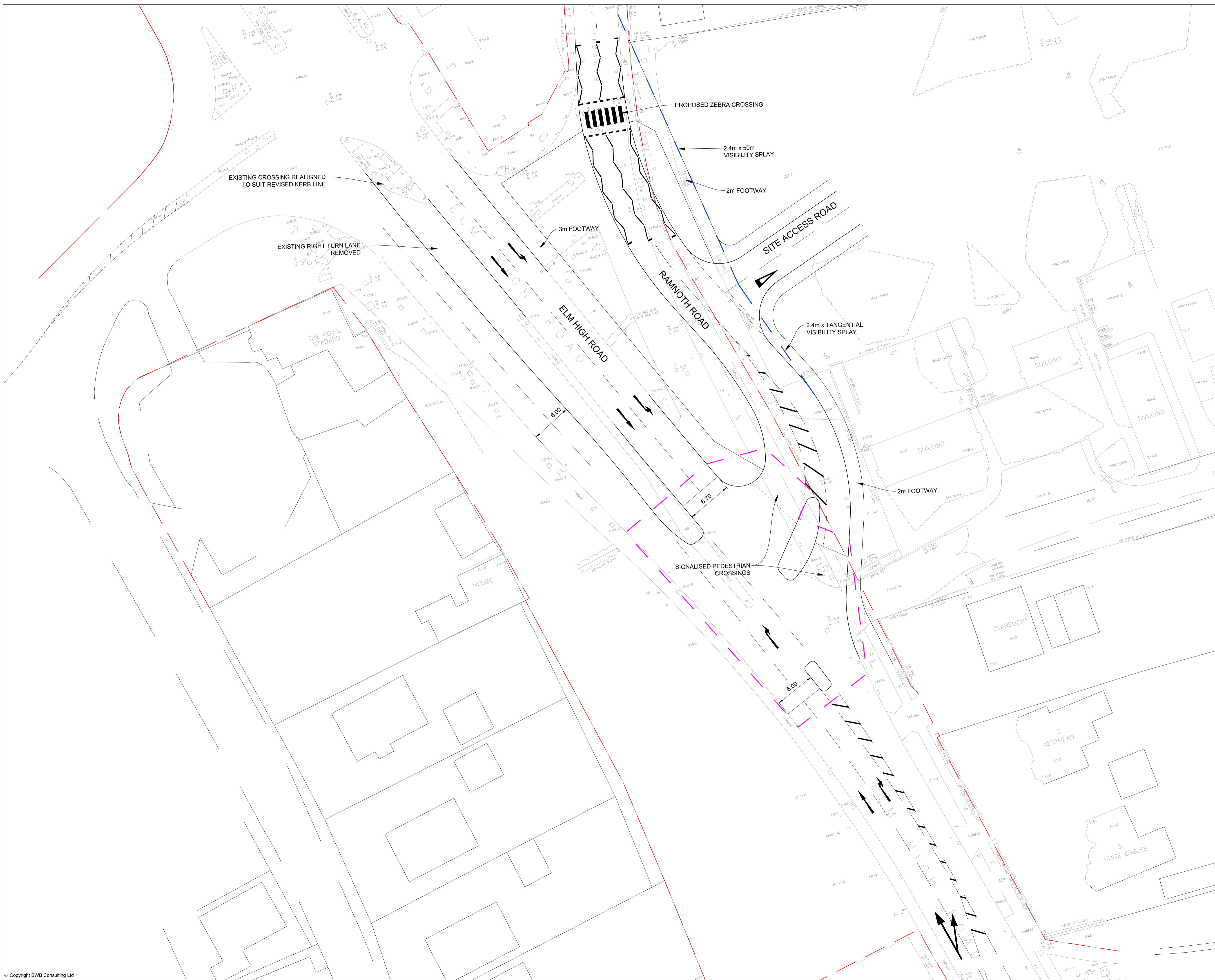
Created on: 14/09/2016

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F/YR16/0792/F

Scale = 1:4,000





- Notes**
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 - Proposed site junction access complies with Manual for Streets 2 requirements
 - This drawing has been prepared for the Section 278 technical approval of the preliminary design

- Key to Symbol**
- Existing Highway Boundary
 - Proposed access visibility splay
 - Proposed signalised junction intervisibility zone

P1	18.12.15	Preliminary Issue	SRH	PW
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Client

FOSTER PROPERTY DEVELOPMENTS (FENLAND) LTD

Project Title

SECTION 278, ELM HIGH ROAD/ RAMNOTH ROAD JUNCTION IMPROVEMENTS, WISBECH

Drawing Title

GENERAL ARRANGEMENT & SITE ACCESS

Drawn:	S. Hilditch	Reviewed:	P. Wilson
BWB Ref:	NTT2422	Date:	18.12.15
Scale:	A1: 1:250		
FOR APPROVAL			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
COWA-BWB-HML-XX-DR-D-100	S4	P1	

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Revisions:

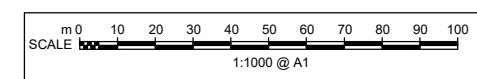
PA	26.07.16	Submission Issue	CR
PA-1	03.02.17	Drawing updated and issued at A1	CR
PA-2	08.05.17		
PA-3	14.07.17	MISC PLAN UPDATES - SCHEDULE UPDATED	CR
PA-4	06.10.17		KZ
PA-5	03.11.17		KZ

- BENDS BY HOUSES 005 - 010, 016,017,056,074,027,028,076,077,072,073,064,072,050,057,065-067,032-034, 120-123 IMPROVED
- JUNCTION KERB RADIUS CHANGED TO 6m THROUGHOUT
- GIVE WAY ROAD MARKING ADDED TO JUNCTION BETWEEN HOUSE 075 - 081
- PLOT 005 - PARKING SPACE ROTATED PERPENDICULAR TO ROAD
- PLOT 007 - HOUSE MOVED BACK, GARAGE AND PARKING SPACE ACCESSED FROM REAR
- PLOT 008 - PARKING SPACE ROTATED PERPENDICULAR TO ROAD
- PLOT 009 - PARKING SPACE AND BOUNDARY MOVED EAST TO INCREASE DISTANCE OF DRIVEWAY TO MAIN JUNCTION
- PLOT 034/35 - TREE REMOVED
- PLOT 054 - BEND RADIUS CHANGED
- PLOT 064 - TREE REMOVED
- PLOT 065 - TREE REMOVED, BEND RADIUS CHANGED
- PLOT 120 - BEND RADIUS CHANGED
- PLOT 121 - BEND RADIUS CHANGED
- PLOT 127 - TREE REMOVED
- FOOTPATH ON THE SOUTH EAST CORNER ADJACENT TO HOUSE 049 RELOCATED
- SPEED TABLE ADDED TO SOUTH EAST CORNER
- DROPPED KERB ADDED TO ALL DRIVEWAYS
- FOOTPATH MODIFIED WITHIN WESTERN PUBLIC OPEN SPACE
- EASTERN FOOTPATH TO EASTERN ROAD WITHIN 9m IDB EASEMENT
- NO STRUCTURES OR LANDSCAPING TO BE MORE THAN 600mm HIGH FROM FINISH GROUND LEVEL WITHIN VISIBILITY SPLAYS

PA - 6 04.05.18 KZ

- PLOT 098 - BEND RADIUS CHANGED
- PLOT 082/083 - HOUSES MOVED BACK
- PLOT 081/082/083 - BEND RADIUS CHANGED
- PLOT 120 / 121 - PLOTS AND HOUSES REMOVED
- PLOT 027/028 - HOUSES MOVED BACK, BEND RADIUS CHANGED
- PLOT 117 - HOUSE TYPE CHANGED FOR HANDED
- PLOT 117/118/119 - NEW ACCESS FROM REAR ADDED
- PLOT 009 - BEND RADIUS CHANGED
- PLOT 065 / 066 BEND RADIUS CHANGED
- ATTENTION POND CHANGED
- OPEN SPACE BETWEEN PLOT 080 AND 099 - PATH AND BRIDGE REMOVED
- JUNCTIONS BETWEEN 050 & 052, 064 & 072 SMOOTHED
- PLOT 049 - GARAGE ADDED, HOUSE MOVED AND ROTATED
- PLOT 056 - CHANGED FOR PLOT 120
- PLOT 008 - 1No GARAGE AND 1No CAR SPACE OMITTED
- PLOT 005/006 - BOUNDARY MOVED ON GARAGE WALL LINE
- PLOT 009 - 1No CAR SPACE OMITTED AND 1No GARAGE ADDED
- PLOT 005 - HOUSE ROTATED
- PLOT 056 - HOUSE, GARAGE AND CAR SPACE ROTATED, HOUSE TYPE CHANGED FOR HANDED
- HOUSE TYPE W GIA REDUCED

- GARAGE
- CAR PARKING SPACE
- EXISTING TREE AND ROOT PROTECTION ZONE TO BE RETAINED
- PROPOSED NEW TREE
- DRAINAGE CHANNEL
- LAND DRAIN
- DENOTES HANDED HOUSE TYPE



Status
PLANNING

Project
 FORMER COWA SITE
 WISBECH

Drawing
Masterplan

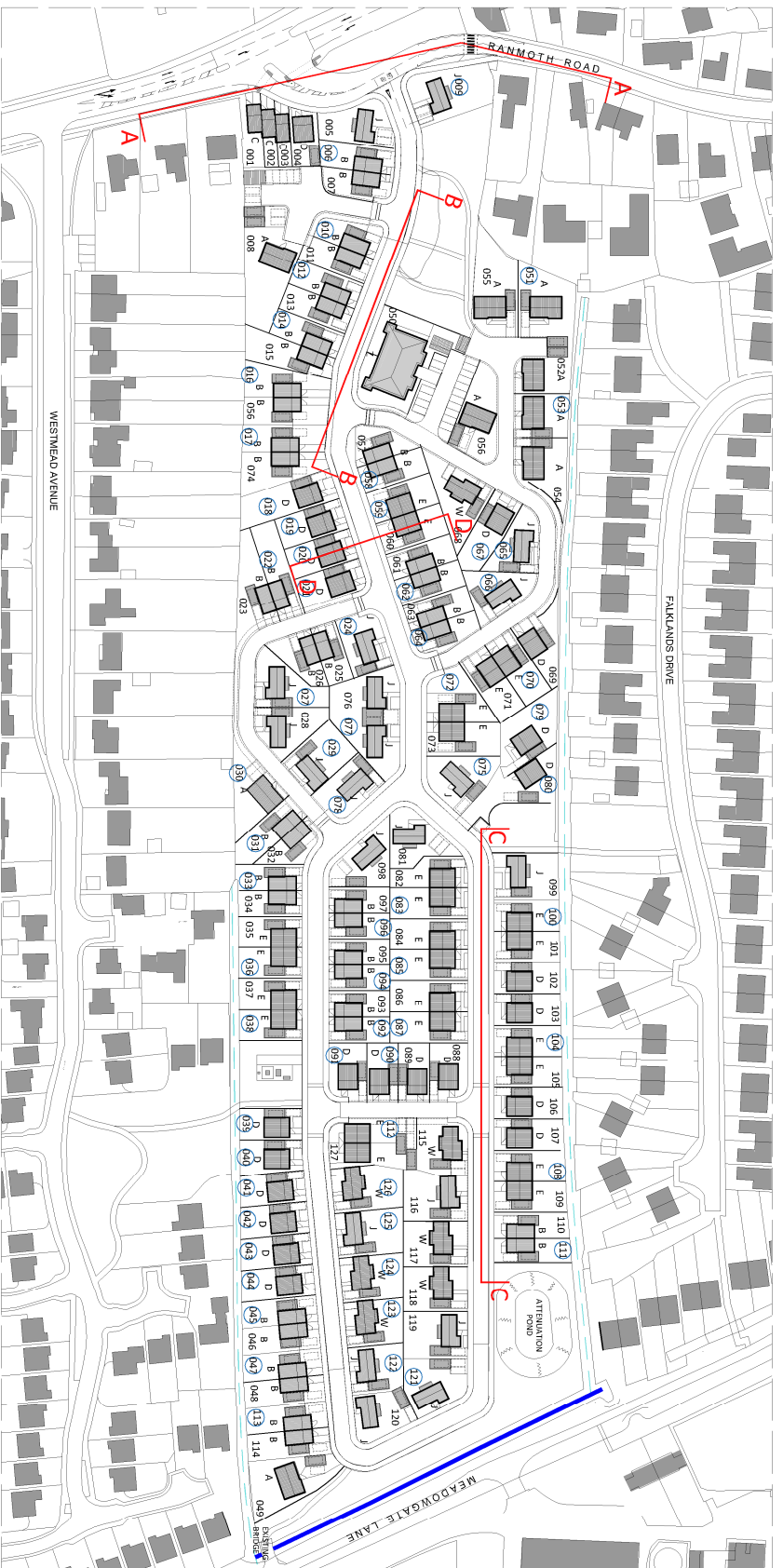
Project Ref : 1629
 Scale @ A1 : 1:1000
 Drawing No : 1629-A002

Scale @ A3 : 1:2000
 Revision : PA-6

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HOUSE TYPE SCHEDULE		
HOUSE TYPE	NO. PROVIDED	APPROX GIA (m ²)
1 BED		
1 BED FLAT (Z)	6	56
2 BED		
2 BED FLAT (Z)	6	76
A	9	72
B	40	80
C	3	80
D	24	103
E	24	103
J	18	112
W	7	114
TOTAL	137	



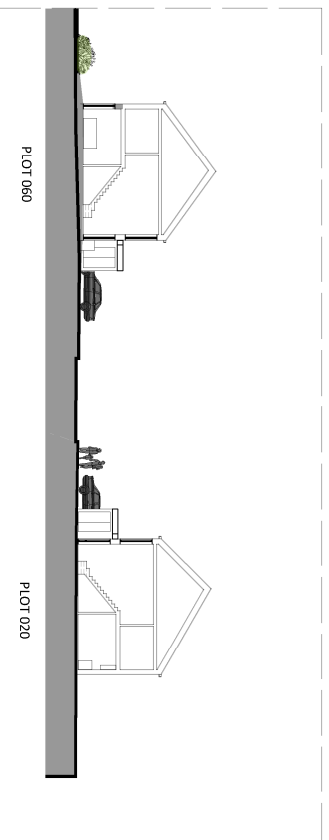


01 LOCATION PLAN (not to scale)



02 STREET SCENE ELEVATION CC

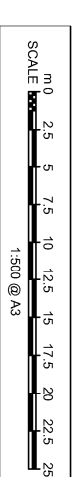
(Note: 1.5m approx. overall existing level drop across site retained)



03 STREET SCENE - STREET SECTION DD

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 Revisions:

PA	15.07.16	Submission Issue	CR
PA	23.08.16	Scale revised to 1:250/500	CR
PA	01.09.16	Not a scale note added to location plan title	CR
PA2	26.07.17	UPDATED	K2



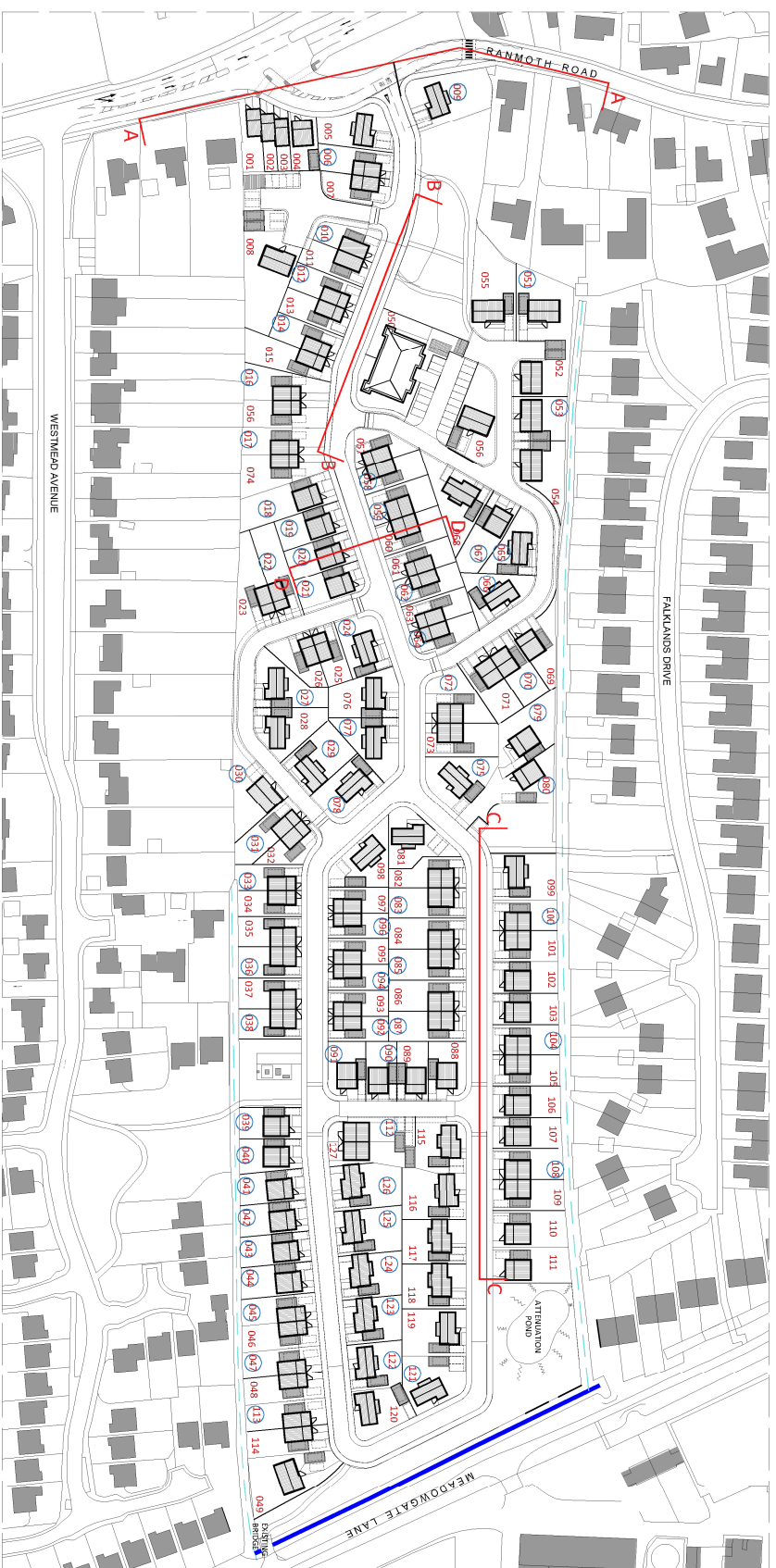
Status
PLANNING

Project
**FORMER COWA SITE
 WISBECH**

Drawing
Street Scene Elevations

Project Ref : 1629
 Scale @ A1 : 1:250
 Drawing No : 1629-A203
 Scale @ A3 : 1:500
 Revision : PA2

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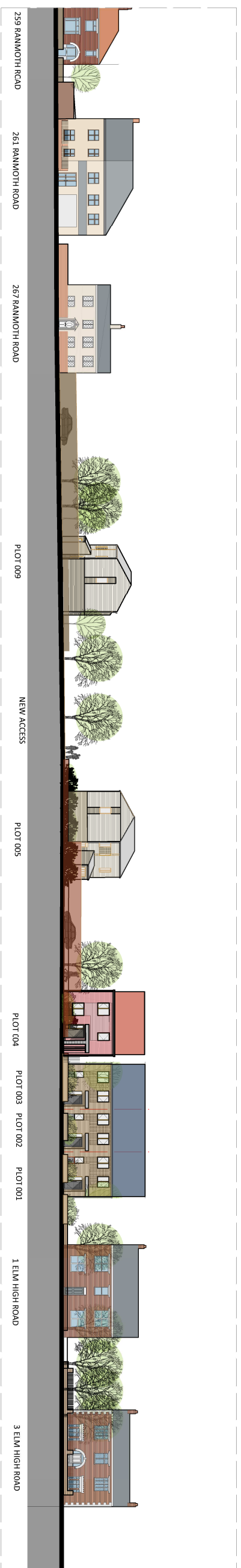


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Revisions:

PA	15.07.16	Submission Issue	CR
PA	23.08.16	Scale revised to 1:250/ 1:500	CR
PA	01.09.16	Not a scale note added to location plan title	CR
PA2	11.07.17	UPDATED	K2

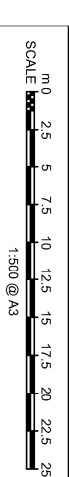
01 LOCATION PLAN (not to scale)



02 STREET SCENE ELEVATION AA (ELM HIGH ROAD)
 (Note: 1.5m approx. overall existing level drop across site retained)



03 STREET SCENE ELEVATION BB



Status
PLANNING

Project
 FORMER COWA SITE
 WISBECH

Drawing
 Street Scene Elevations

Project Ref : 1629
 Scale @ A1 : 1:250
 Drawing No : 1629-A202

Scale @ A3 : 1:500
 Revision : PA2

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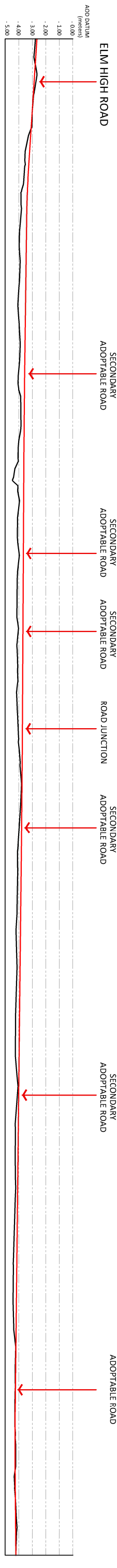


KEY:

- 1 STOREY
- 2 STOREY
- 3 STOREY

NOTE:
NO SOFT LANDSCAPING SHOWN

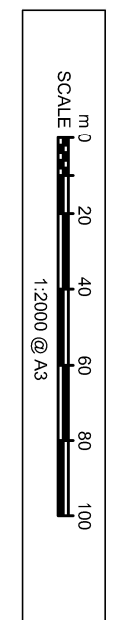
STOREY HEIGHTS PLAN



KEY

- PROPOSED GROUND LEVEL (ROAD SURFACE)
- EXISTING GROUND LEVEL

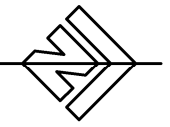
SITE LEVELS SECTION THROUGH SITE - SECTION A-A



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Revisions:

PA	22.07.16	Submission Issue
PA	23.08.16	Scale revised to 1:2000
PA	01.09.16	Scale bar updated
PA2	26.07.17	MISC UPDATES



Project Title
**FORMER COWA SITE
WISBECH**

Purpose of Issue
PLANNING

Drawing Title
STOREY HEIGHT PLAN AND SITE LEVELS SECTION

Project No : 1629
Scale @ A3 : Plan 1:2000/ Section NTS
Drawing No : 1629-A301 Rev: PA2

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Status
PLANNING

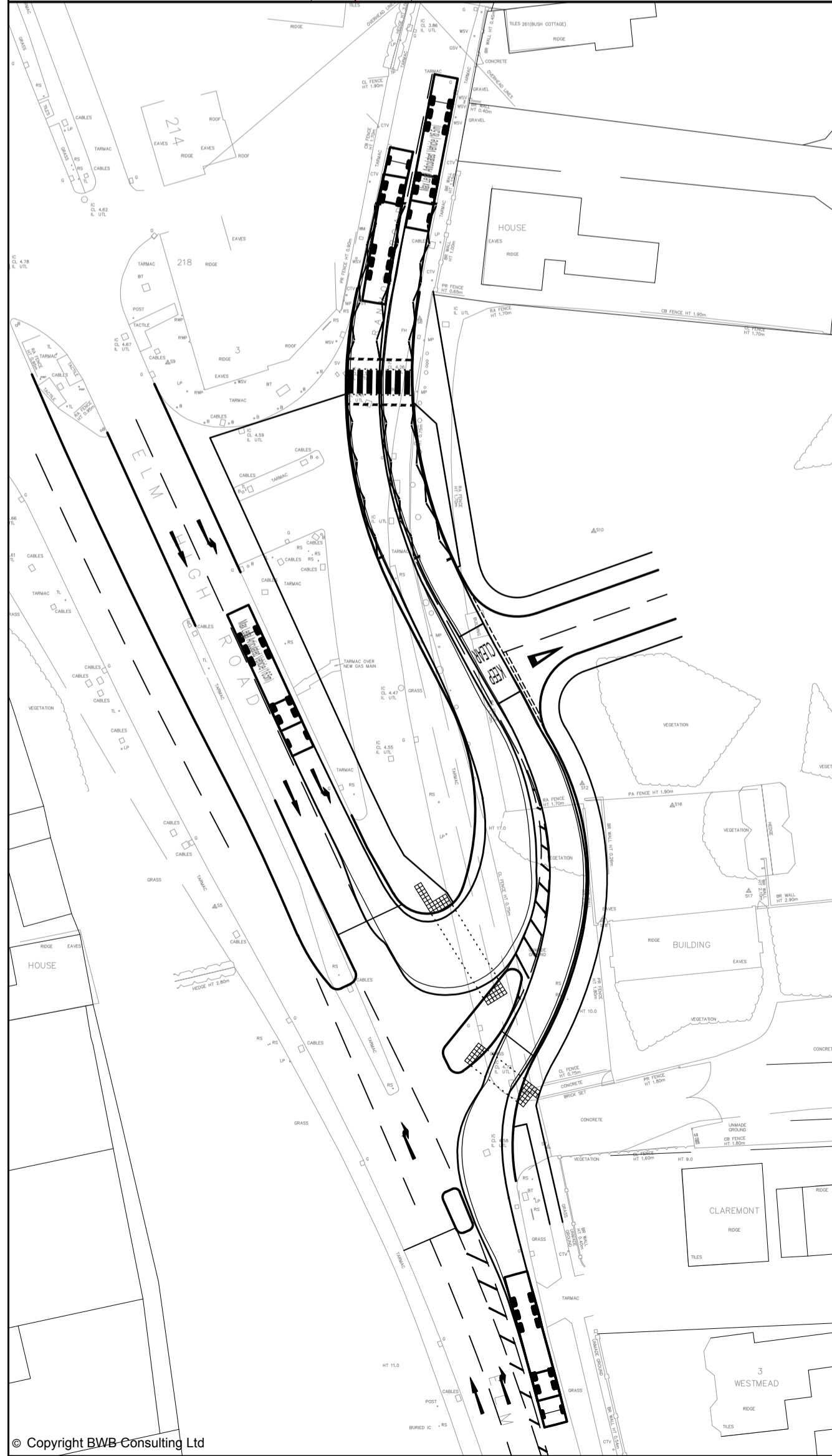
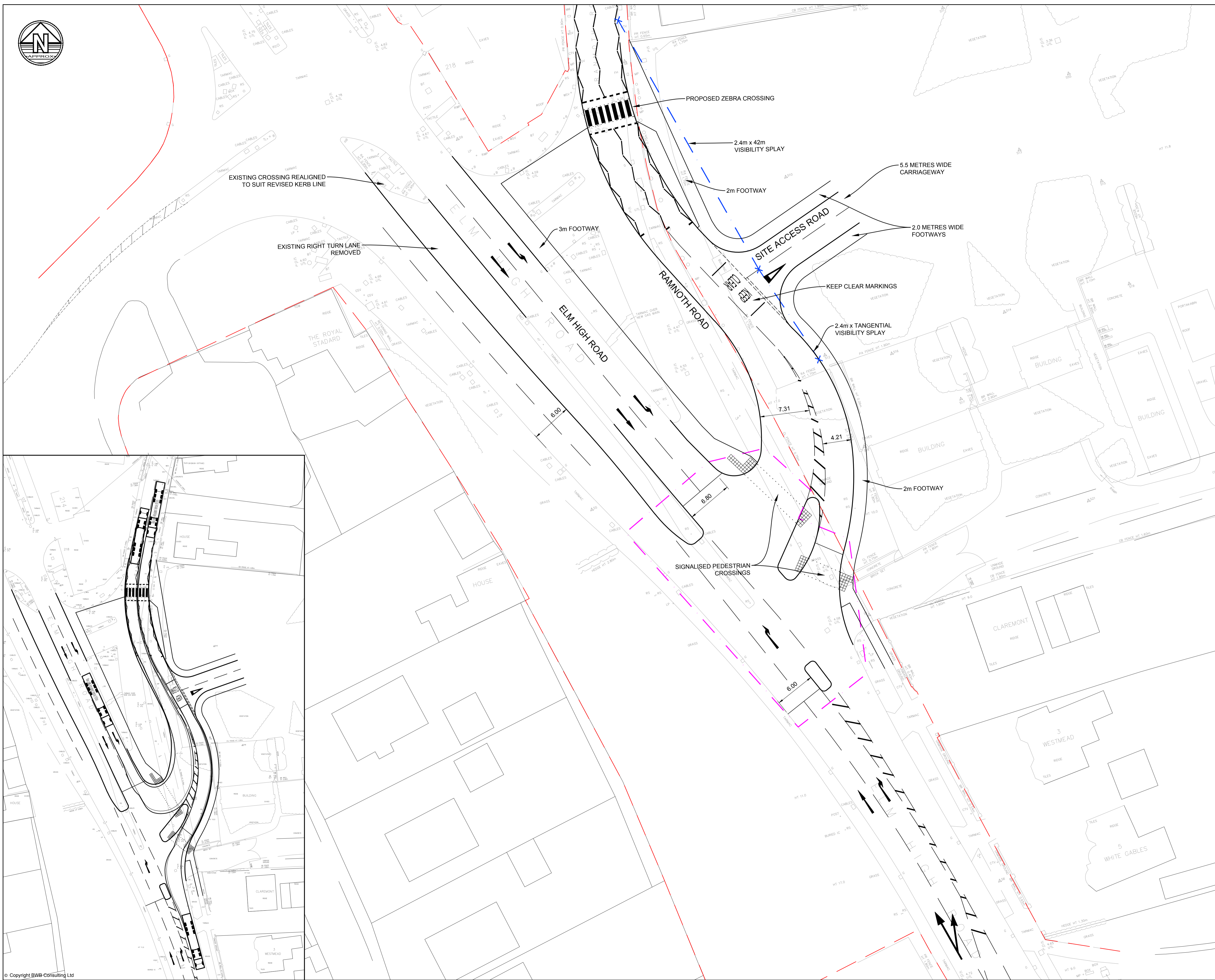
Project
FORMER COWA SITE
WISBECH

Drawing
Type Z - Visualisation

Project Ref : 1629
Scale @ A1 : 1:50
Drawing No : 1629-Z-A501

Scale @ A3 : 1:100
Revision : PA

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- Key to Symbol**
- Existing Highway Boundary
 - Proposed access visibility splay
 - Proposed signalised junction intervisibility zone

Rev	Date	Details of issue / revision	Drw	Rev
P3	22.07.16	Site access road width amended	AJO	PW
P2	26.05.16	Title block updated	AJO	PW
P1	07.04.16	Preliminary Issue	AJO	PW

Issues & Revisions

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Client
FOSTER PROPERTY DEVELOPMENTS

Project Title
LAND AT THE (FORMER) COLLEGE OF WEST ANGLIA HORTICULTURAL COLLEGE, ELM HIGH ROAD, WISBECH, CAMBRIDGESHIRE

Drawing Title
PROPOSED SITE ACCESS ARRANGEMENT AND ELM HIGH ROAD/RAMNOTH ROAD JUNCTION IMPROVEMENTS

Drawn:	AJ Oakes	Reviewed:	P.Wilson
BWB Ref:	NTT2422	Date:	07.04.16
Scale:	A1: 1:250		

Drawing Status
FOR APPROVAL

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
COWA-BWB-GEN-01-DR-TR-101	S1	P3

