

Borough Council of  
**King's Lynn &  
West Norfolk**



Cambridgeshire  
County Council



Broad Concept Plan

# East Wisbech

May 2018





Figure 1: East Wisbech Broad Concept Plan Area (outlined in red)

## Contents

Section	Name	Page
<b>1</b>	<b>Introduction</b>	5
<b>2</b>	<b>Baseline Summary</b>	10
<b>3</b>	<b>Design Evolution</b>	11
<b>4</b>	<b>Evidence to support the Broad Concept Plan</b>	16
	• Archaeology and Heritage	16
	• Education	19
	• Health	19
	• Housing	19
	• Landscape Character	20
	• Ecological Assessment	23
	• Trees	25
	• Open Space	26
	• Flood Risk	28
	• Surface Water Drainage	29
	• Movement and Transport Framework	37
	• Retail and Community Facilities	46
	• Utilities	47
	• Land Use Framework	47
<b>5</b>	<b>Place-making Principles</b>	50
<b>6</b>	<b>Infrastructure Framework and Delivery Strategy</b>	55
<b>7</b>	<b>Overall Conclusions and Recommendations</b>	59

## Figures

Figure	Name	Page
Figure 1	East Wisbech Broad Concept Plan Area (outlined in red)	2
Figure 2	Key Diagram from the Fenland Local Plan - May 2014	5
Figure 3	Key Diagram for Wisbech from the Fenland Local Plan	8
Figure 4	Allocated area in the SADMP	9
Figure 5	Composite approach of the three Groups from the first workshop	12
Figure 6	East Wisbech and its wider setting	18
Figure 7	Features of landscape importance	22
Figure 8	Summary of ecological assessment	25
Figure 9	Environment Agency Flood Map	29
Figure 10	Internal Drainage Board and other Surface Water Drains	31
Figure 11	Indicative SuDS Attenuation Basins and Positions	32
Figure 12	Walking and cycling distances to key destinations in Wisbech	38

Figure 13	Main walking and cycling routes	38
Figure 14	Walking and cycling points surveyed	39
Figure 15	Walking and cycling desire lines	40
Figure 16	Walking and cycling routes within BCP area	41
Figure 17	Zones considered for Vehicular Access	45
Figure 18	Indicative Schedule of Areas, Densities and Accommodation	49
Figure 19	BCP Main Diagram	54
Figure 20	Land ownership plan	57

## Tables

<b>Table</b>	<b>Name</b>	<b>Page</b>
Table 1	Combined FDC and BCKLWN Open Space Minimum Requirements for the BCP Area	27
Table 2	Indicative land use framework	48

## Appendices

<b>Appendix</b>	<b>Name</b>	<b>Page</b>
Appendix 1	Report of Public Consultation - December 2016 to January 2017	61
Appendix 2	East Wisbech Affordable Housing - Fenland and BCKLWN Standards – May 2017	76
Appendix 3	East Wisbech Open Space - Fenland and BCKLWN standards – April 2017	78
Appendix 4	List of Evidence Sources	83

# 1. Introduction

## 1.1 Background to the Broad Concept Plan

This Broad Concept Plan (BCP) will provide a template for development in East Wisbech. Fenland District Council (FDC) has a pro-active approach to growth as witnessed by its flexible Local Plan and together with the Borough Council of King's Lynn and West Norfolk (BCKLWN) is keen to ensure delivery happens. Partnership working is an essential part of this process and by producing this document with all stakeholders it is intended this will assist developers, landowners and agents to deliver their sites in a timely way.

A Steering Group has been formed to develop a BCP for the East Wisbech area. A BCP is a high level masterplan that aims to set out the main requirements for the site. The Steering Group is made up of a range of public and private sector organisations that have an interest in the development of the site. They are:

- Anglian Water
- Cambridgeshire County Council
- College of West Anglia
- Fenland District Council
- Highways England
- King's Lynn and West Norfolk Borough Council
- King's Lynn Internal Drainage Board
- Maxey, Grounds and Co
- National Health Service – Cambridgeshire and Peterborough Clinical Commissioning Group (CCG)
- Norfolk County Council
- Peter Humphrey Associates Ltd.
- Swann Edwards Architects Ltd

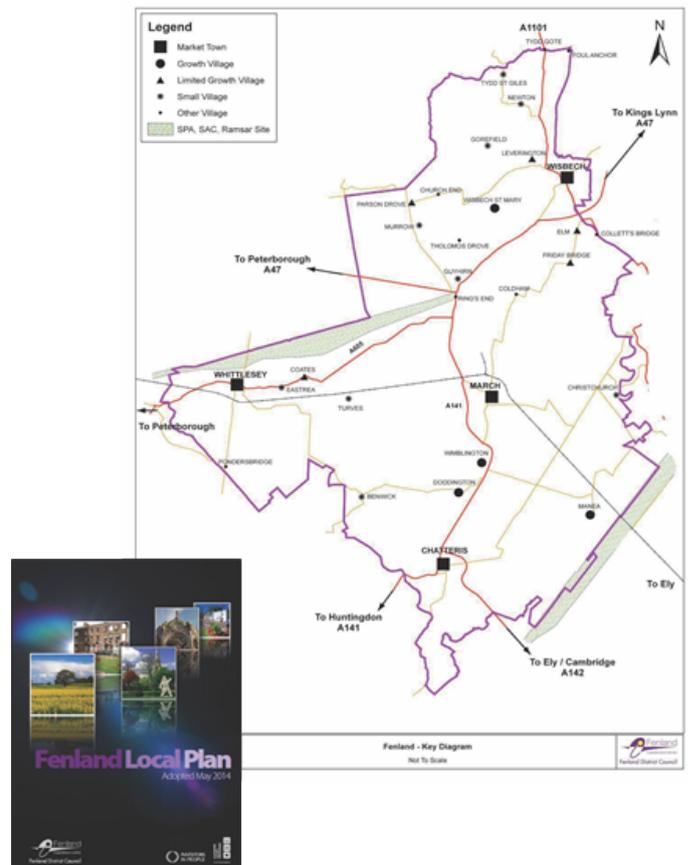


Figure 2: Key Diagram from the Fenland Local Plan - May 2014

The Advisory Team for Large Planning Applications (ATLAS) have also provided assistance. ATLAS were part of the Government's Homes and Communities Agency (HCA) prior to a re-structure of services in 2017.

## 1.2 Strategic Context – Wisbech Garden Town

Whilst not part of the East Wisbech BCP it should be noted that proposals for a wider Garden Town for Wisbech are in the early stages of consideration. The emerging idea proposes up to 10,000 additional homes (in addition to the 3,550 homes already allocated in the Fenland and King's Lynn and West Norfolk Local Plans) effectively doubling the size of the town. The Cambridgeshire and Peterborough Combined Authority has recently committed £6.5million to assess the feasibility for such a proposal.

However, it should be emphasized that the East Wisbech BCP as set out in this document does not form part of Wisbech Garden Town proposal.

## 1.3 Planning Policy Context

### Fenland District Council (FDC)

The Fenland Local Plan - May 2014 (FLP) provides for eleven urban extensions to be provided in and around the four market towns of Chatteris, March, Whittlesey and Wisbech. These areas will provide a significant number of the homes and jobs for Fenland up to 2031. The large scale urban extensions comprise either a Strategic Allocation or a Broad Location for Growth as shown in the Key Diagrams for each town in the Local Plan (see Figure 3). See link to the FLP.

<http://www.fenland.gov.uk/CHttpHandler.ashx?id=12064&p=0>

Policy LP8 – Wisbech, of the FLP explains:

***East Wisbech (strategic allocation): this area is identified on the Policies Map and is proposed to be of a predominantly residential nature. Prior to the consideration of detailed planning applications, a broad concept plan for the area will need to be agreed jointly by both Fenland District Council and Kings Lynn and West Norfolk Borough Council (KLWNBC). Indicatively, around 900 dwellings should come forward in the Fenland area and 550 dwellings in the KLWNBC area (with the final latter figure to be determined via the KLWNBC Site Specific Allocations and Policies Local Plan). The proposed access(es) to serve the development must ensure that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity. This will require a significant upgrade to the junction of the A47 with Broad End Road (within the KLWNBC area), probably in the form of a new roundabout, with the arrangements for delivering such upgrade being agreed as part of the broad concept plan for the allocation. Existing areas of high quality woodland, including some mature orchards, and the disused railway should be retained and enhanced to serve as multifunctional public open space areas with amenity, biodiversity and community food value.***

Policy LP7 – Urban Extensions, sets out a range of criteria that new urban extensions will need to consider and should be read alongside other policies in the Local Plan. It explains that ***“urban extensions must be planned and implemented in a coordinated way, through an agreed overarching Broad Concept Plan (BCP), that is linked to the timely delivery of key infrastructure.”*** The policy precludes

piece meal development coming forward in these areas that is not in accordance with the agreed Broad Concept Plan.

The BCP approach is to ensure that the Fenland market towns are planned in a coordinated way. It allows development to be delivered in a timely manner along with the necessary social, green and physical infrastructure. Landowners and developers will be expected to work together to bring forward areas for development in a way that embraces sound planning principles, provides benefits to new and existing residents and allows the delivery of sites in a logical and coordinated manner.

The policy requires all stakeholders to work together to produce a BCP for the whole area. Once approved the BCP will provide the basis for how the area develops and subsequent planning applications are considered. Phasing is likely to be a key part of development in these areas. The completion of each phase will allow the BCP to be reviewed regularly and if necessary revised to take on a change in circumstances.

#### **Borough Council of King's Lynn and West Norfolk (BCKLWN)**

**Policy CS09 - Housing Distribution**, of the BCKLWN's Core Strategy - July 2011, identifies at least 550 new dwellings to the east of Wisbech.

[https://www.west-norfolk.gov.uk/downloads/download/68/core\\_strategy\\_document](https://www.west-norfolk.gov.uk/downloads/download/68/core_strategy_document)

**Policy F3.1 - Wisbech Fringe (including Walsoken)** of the Site Allocations and Development Management Policies Plan - September 2016 (SADMP) establishes an allocation of land East of Wisbech (west of Burrettgate Road). This land adjoins the allocated land set out in the Fenland Local Plan under Policy LP8 (see Figure 4). See link to the SADMP.

[https://www.west-norfolk.gov.uk/info/20220/site\\_allocations\\_and\\_development\\_management\\_policies\\_plan/514/adopted\\_plan](https://www.west-norfolk.gov.uk/info/20220/site_allocations_and_development_management_policies_plan/514/adopted_plan)

**Criteria e) of F3.1** requires: ***"A broad concept plan / masterplan for the wider development area (including the adjacent Fenland allocations) showing how the various considerations and requirements can be integrated and delivered. This is to be agreed jointly by both Fenland District Council and the Borough Council"***

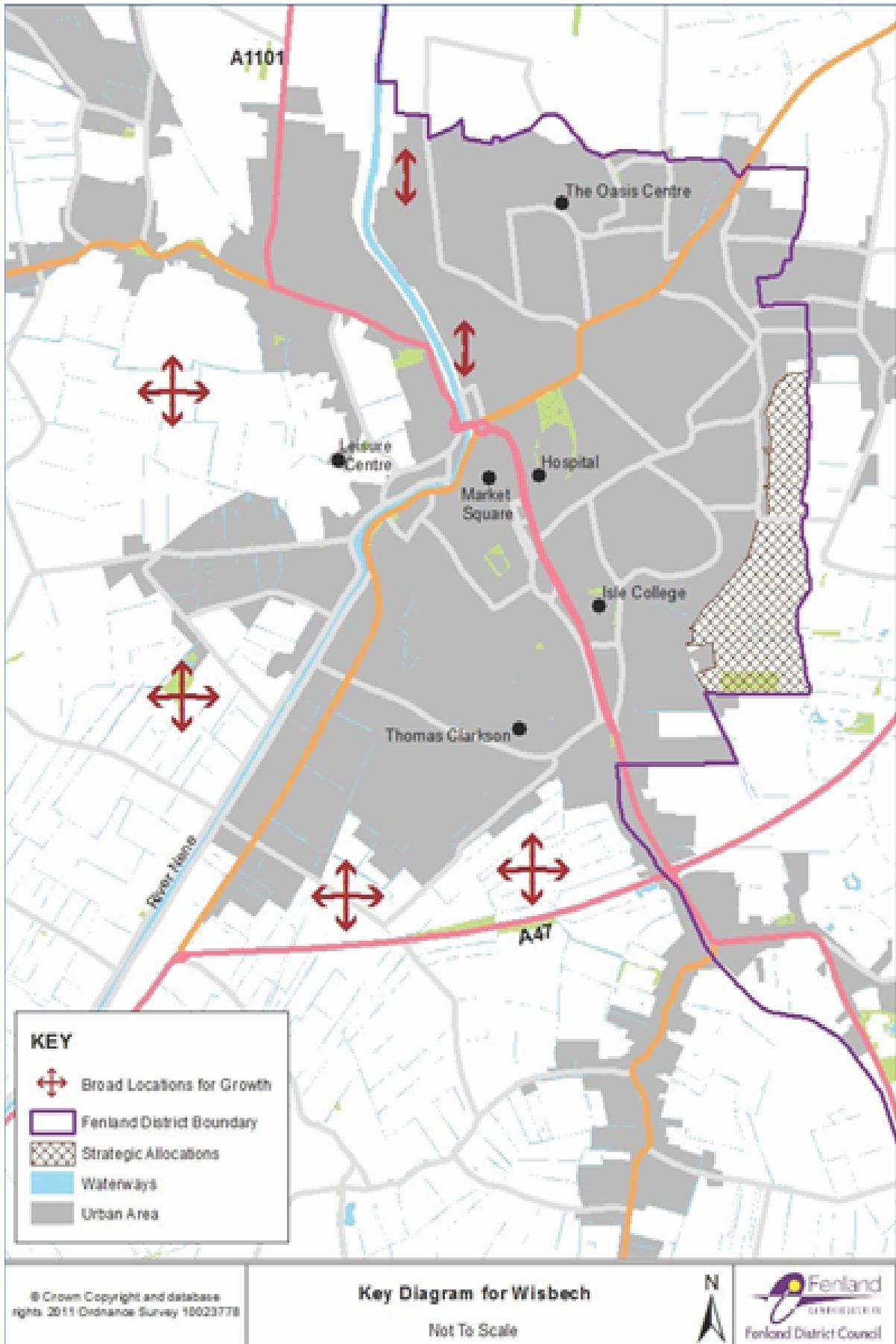


Figure 3: Key Diagram for Wisbech from the Fenland Local Plan

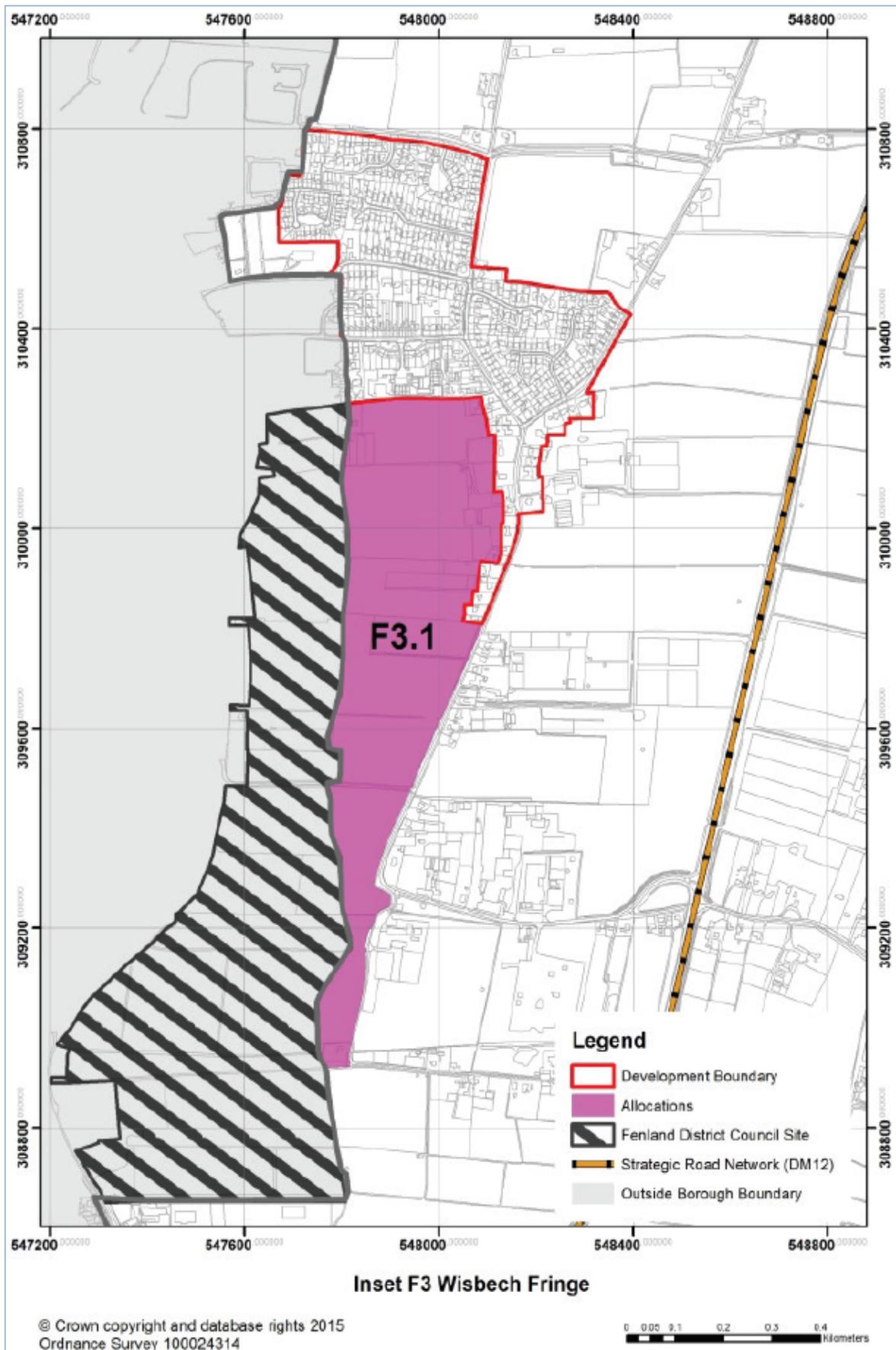


Figure 4: Allocated area in the SADMP

## 2. Baseline Summary

Wisbech is a rural market town in north Cambridgeshire bordering Norfolk. It extends outwards from its historic core in and around the River Nene and unimpeded by topographical constraints the level low-lying land has produced a generally radial street pattern resulting from incremental extensions to the town over time.

The East Wisbech site is situated adjacent to the established eastern edge of the town and lies to the south of the Walsoken area (see Figure 6).

The site is low lying, fairly flat and consists of a number of orchards and mainly open, arable countryside. In addition there is substantial woodland to the south and a number of groups of mature trees throughout the site including a former orchard in the central area. Allotments and paddocks are situated adjacent to the northern boundary of the area. A network of open drainage channels crosses the site.

To the west and north of the site two storey housing and bungalows predominate. To the south is an area of woodland and land and buildings associated with horticulture activities of the College of West Anglia.

To the east is a string of more generously spaced houses extending south of Walsoken and also along Green Lane with a variety of commercial and farm buildings on the east side of Burrettgate Road.

The Cambridgeshire and Norfolk border runs through the site and consequently both Fenland District Council and the Borough Council of King's Lynn and West Norfolk are the local planning authorities for the area.

The site is set back from the A47 Trunk Road which passes to the south and east of the site and links the larger centres of Peterborough, King's Lynn and Norwich.

The College of West Anglia (CWA) and a range of local employment opportunities are situated to the west and south-west of the site. The town centre is about a 10 - 15 minute walk to the west.

The local street pattern has evolved incrementally which has resulted in limited main road access to the town centre. Elm High Road/Churchill Road (A1101) some distance from the site provides the main access through the town and to the town centre. However, its intersections at its southern end with the A47, Ramnoth Road and Weasenham Lane become congested in peak periods. Norwich Road, again not directly adjacent to the site, provides a well-used east west route vehicular route between the town centre and Walsoken. There is though direct access between the site and the A47 via Broad End Road but the existing staggered junction and service road arrangements have capacity constraints.

Two public rights of way (PRoW) cross the site in an east-west direction with part of the southernmost PRoW following the alignment of the former Wisbech to King's Lynn railway track. Green Lane to the east and Stow Lane to the west are also public rights of way, the latter comprising a quiet enclosed country lane well used by pedestrians and cyclists.

A number of the adjacent streets to the west comprise cul-de-sacs but they do provide links for pedestrians and cyclists via cut-throughs.

Although the site is adjacent to the eastern built up part of Wisbech, a mix of mature tree belts, hedgerows and woodlands ensure that it is well screened in views from the town, the A47 and surrounding areas.

## 3. Design Evolution

### 3.1 Visioning & Options Development – First Stakeholder Workshop

In November 2015, a Vision and Objectives Workshop to start to develop the Broad Concept Plan was held with the key stakeholders (see paragraph 1.1) for the East Wisbech site. The purpose of this was to:

- Develop a shared understanding of the social, economic and environmental issues facing East Wisbech
- Agree how the new development would become part of a sustainable community
- Develop a set of early objectives/a draft vision to guide future development. The draft vision has been subject to public consultation and remains unchanged as set out below. This has formed the basis for the development of the draft final BCP now being considered.

#### The Vision for East Wisbech:

***“East Wisbech will provide a new high quality urban extension with a focus on sustainable transport connectivity with the town centre and principal local education, employment and retail centres which promotes a distinctive local identity, sense of place and social cohesion for the new community (and its neighbouring ones of Walsoken and to the immediate west) and promotes health, well-being and quality of life.***

***A range of house types and tenures will be pursued to address the variety of established and projected housing demographic and needs, to respond positively to successfully integrate a new urban edge to the countryside setting which reflects its Wisbech context.***

***The new neighbourhood will be delivered through a structural landscape framework which promotes green corridors and a sequence of open spaces and enhanced existing water features to promote attractive internal cycle and walking routes between homes and a central community hub. The neighbourhood centre will form an attractive focal point benefitting from sustainable links and proximity to local services, shops, a primary school and public formal and informal recreational open space.”***

### 3.2 Conclusions of the First Workshop

The workshop’s conclusions (including those of the three groups’ separate break-out sessions shown overleaf) demonstrated a strong correlation of a common vision, objectives and spatial interpretation of the attendees’ aspirations for East Wisbech.

These included:

- A town-centre-oriented residential area;
- A new neighbourhood served by high quality sustainable travel linkages to principal nodes of education, higher education, retail and employment opportunities; together with
- Close linkages with the neighbouring communities to the west and at Walsoken; and with the latter’s established local community facilities.
- A new neighbourhood structured by existing landscape features and drainage patterns and a sequence of linked green spaces

- The need for new development to assist in promoting healthy lifestyles through sustainable patterns of movement and address educational attainment through a strong educational offer that attracts families.

- A strong educational offer is central to the overall vision for East Wisbech and making it a great place to live

- Local identity should be promoted through a high quality design of layout, buildings and green infrastructure (incorporating enhanced drainage water features). There was also an enthusiasm to maintain allotments on the site and optimise the informal recreational use of the woodland inside the southern site boundary.

- Social cohesion, and health and activity, should be promoted through locating the site's principal services, together with formal and informal recreation, in such a distribution within the site as to encourage cycle/walking from East Wisbech residents; and access and use by the established neighbouring communities (with associated green corridor connectivity). There should be a mixture of housing types, densities and tenures to meet local demands and a variety of demographics.

Areas for **further investigation and clarification** were flagged as a focus for future discussion and engagement with the local community and other stakeholders:

- Defining the location of the local centre - the issue of a single concentrated cluster of local facilities, primary school and recreational open space, against with the option of the more generous 'village green' centre and more dispersed facilities.

- Defining the housing mix and 'offer' against local need - there was an absence of consensus established between: (a) maintaining a housing mix skewed towards the existing top-heavy older demographics (e.g. opportunities for bungalows); and (b) pursuing opportunities for positive growth, with a view to changing the demographics of demand (e.g. employment growth and family housing).

- Defining the nature and type of open space provision – the overall balance of Green Infrastructure relative to built form was also discussed along with the suggestion of a sequence of green spaces linked by the drainage network and walking/cycling routes. However, the exact quantum, nature and type of open space needed require further exploration based on an audit of existing open space provision in the area. The community's views on existing provision in the area and the type of space needed locally would be particularly beneficial.

- Developing character areas - the issue of the principle of distribution of the built development densities across the site, together with the need for further investigation into the advantages of retention of the old orchard (in the centre of the site) shall also require further development and clarity. Some participants also raised the possibility of creating character areas using different housing types such as self/custom-build.

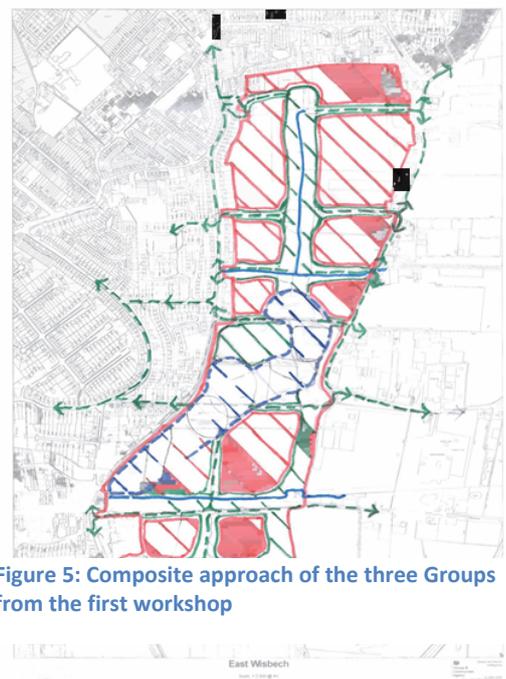


Figure 5: Composite approach of the three Groups from the first workshop

The ideas from the three groups at the workshop are set out below.



### Group 1

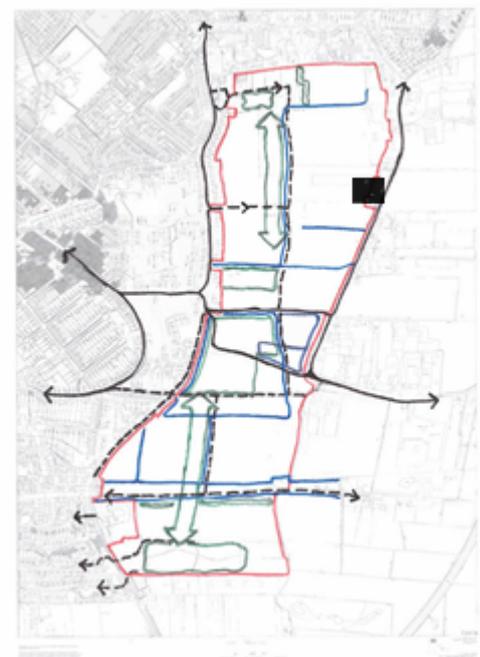
Group 1 provided a spatial pattern which emanated from consideration for the most appropriate priority linkages with the town centre, principal employment and education centres, and the acknowledgement of the north of the site's close proximity to the established community hub at Walsoken (village hall and post office). The opportunity of East Wisbech's position with its juxtaposition of open countryside, to the east, and extant rights of way and bridleways; was also influential in identifying the opportunity for additional external linkages, to relatively open countryside, to promote health, wellbeing and quality of life.

### Group 2

Group 2 developed a spatial strategy which reflected many similarities to Group 1. These included priority external linkages, which emphasised principal linkages to the east (A47), from the mid-site to the town centre and northwards. Group 2 encouraged cycling/walking linkages to the school, college and employment opportunities to the south west. Group 2 also highlighted a principal transport route, through the centre of the site (by the central facilities hub),



between principal western links to the town centre/north Wisbech; and to the north east and direct eastern access to the A47).



### Group 3

The Group 3 Spatial Concept reflected many similarities with those produced by Groups 1 and 2. These included the importance of connectivity links with Wisbech town centre and its other principal local nodes of attraction (e.g. education/further education, employment and retail). The Spatial Concept also reflected the others' use of green/blue corridors along existing drainage features, east-west

linkages through the site; and enhancement of the southern woodland for retention as amenity open space.

### **3.3 Public Engagement – December 2016 to January 2017**

The draft BCP Plans and Vision were subject to public consultation from 12th December 2016 to 9th January 2017. The purpose was to gain an input into the proposal from local people as the BCP was being developed rather than presenting it as a ‘finished product’ at the end.

Individual letters were sent out to 900 residences in the immediate vicinity of the site and posters were displayed at numerous local venues around Wisbech and online.

Local residents were invited to attend a public exhibition event at Walsoken Village Hall on Monday 12th December between 2pm and 8pm.

Those attending had the opportunity to view the proposals for the development and provide their thoughts and suggestions for the next stages of the Broad Concept Plan. Key stakeholders were on hand to answer questions and engage with local residents.

The following is a summary of the main responses received from the consultation:

- Most respondents live in East Wisbech or Walsoken
- The top three things they like about East Wisbech are 1) access to the countryside, 2) good access into the town centre and 3) it is considered a safe place to live
- In respect of how it could be improved the top three items were 1) a GP Surgery, 2) street lighting and 3) pedestrian and cycle links to the town centre
- There were significant comments about managing traffic to create a people friendly environment
- Lack of infrastructure to support the development
- Most people suggested the local centre should be in the central part of the site
- The main items they would like included in the local centre are a GP Surgery, food shopping and a community hall/meeting space
- Most people suggested the primary school should be in the central part of the site
- Many people at the public exhibition event wanted the open space to be on the periphery of the site with the overall preference though the consultation being a central location
- Need a roundabout to replace the current staggered junction at Broad End Road on A47
- Lack of clarity on the proposals
- Objections to the scale of growth, specifically a development of 1,500 homes
- Need for cycling and walking areas
- A range of comments about affordable and social housing

A full report of the consultation is at Appendix 1.

### **3.4 Second Stakeholder Workshop – January 2018**

A second stakeholder workshop was held at The Boathouse in Wisbech on 8th January 2018 to finalise proposals for the BCP. This was attended by most of the same stakeholders as the first workshop in 2015. Participants were mindful of the Vision for East Wisbech, feedback from public consultation and consideration of further evidence reports produced to support the BCP. The workshop was facilitated by FDC and independent consultants Shiels Flynn.

Since then Shields Flynn have produced a number of iterations of a Main Diagram which were subject to further scrutiny and discussion by key stakeholders. Following agreement this resulted in a final draft Main Diagram and document being prepared for a second round of public consultation.

### **3.5 Public Consultation – April – May 2018**

A second round of public consultation was held between 12<sup>th</sup> April and 3<sup>rd</sup> May 2018 which included another exhibition event at Walsoken Village Hall on the 23<sup>rd</sup> April 2018 between 2.00pm and 8.00pm. The purpose was to present the final draft of the BCP for consideration and comment. It was also available on FDC's website. About 250 members of the public attended the exhibition event and 17 individual representations were received as a result of the consultation. These responses have been considered and the BCP updated to take into account the matters raised where possible and appropriate. The main points are summarised below:

- Oppose principle and size of development
- Ruin quiet location next to countryside
- Increased traffic which is already bad
- Stow Road now treated as a race track from Lynn Road – unsafe
- Lack of adequate road infrastructure in Wisbech now
- Lack of parking in Wisbech
- Road improvements will not solve problems
- Existing streets unable to cope with additional traffic – lack of capacity
- Pollution will increase
- Oppose closure of Sandy Lane
- Meadowgate Lane should not be used as an access
- Orchard Drive unsuitable as an access
- New access onto Burrettgate Road needed
- Lack of doctor and dentist surgeries in Wisbech
- Lack of educational facilities
- Emergency services overstretched/non-existent
- Few work opportunities in Wisbech
- Wisbech is in decline – new housing won't bring jobs or revive town
- Infrastructure delivery uncertain and unrealistic
- Devalue property
- Should not have a secret public meeting
- Add to more flooding
- Adverse impact on valued wildlife and habitats
- Seek clarity on whether final draft
- Insufficient details in plan
- No mention of park homes or 28 dwelling applications
- Support plans for new homes
- Support comprehensive concept design including extend of green space, environmental issues and cycle paths
- Pleased woodland and disused railway are to be retained – need to also keep grassland between them as part of comprehensive eco-system
- Should consider road link to Weasenham Lane for new/future growth (through redundant CWA site)

## 4. Evidence to support the Broad Concept Plan

### Archaeology and Heritage

A recent study of Anglo-Saxon Fenland<sup>1</sup> highlights the importance of the administrative boundary of Norfolk and Cambridgeshire as the established political division between the Wisbech Hundred (in present-day Cambridgeshire) to the west and the Leet of Marshland, a slightly different form of administrative unit, in Norfolk to the east. The boundary followed the ancient course of the Old Well Stream, which flowed northwards from Littleport to the port of Wisbech.

The evidence points to a historic landscape pattern that is influenced by this ancient water course that is aligned north-south within the BCP site (broadly along the present-day county boundary) and movement of people along droveways that are aligned east-west within the site to exploit common resources such as pasture, fishing, hay, peat and sedge within the 'fen basin'. For instance, the territories of Walsoken and Emneth were connected with the vast marshlands of West Fen in Norfolk to the east, while those of Wisbech and Elm travelled westwards to common resources in the Wisbech St Mary area.

This understanding of the historical north-south boundary and east-west pattern of movement has been utilised to influence the location of the multi-functional green infrastructure within the site. (see BCP Main Diagram - Figure 19). Figure 6 shows the BCP site and its wider setting in Wisbech.

Initial discussions between the Cambridgeshire and Norfolk County Council Archaeology Units advised that no pre-planning application investigations would be required at this high level strategic BCP stage.

More recently evidence indicates that some parts of this former salt marsh area retained opportunities for settlement beyond the main historic core of the town and was potentially subjected to periodic tidal inundations. The town centre itself is known to have been inundated by numerous tidal events sealing archaeological occupation evidence by up to 4.0 m of silt in some locations.

In addition historical maps indicate the presence of a moated feature to the south of Hall Field footpath and aerial photographs indicate the potential presence of linear structures close by. The southern part of the proposed development site in Norfolk may contain the site of a former manor house of possible medieval to post-medieval date.

To gain a fuller understanding of the archaeological potential of the site it will be important at the pre-planning application stage that in addition to any desk based assessment that a deposit model developed by a geoarchaeologist is commissioned with advice from the Cambridgeshire and Norfolk County Council Archaeology Units. Such a deposit model would be developed from a bespoke borehole survey. Should land surfaces be found in the cores, these areas would become targets for evaluation works sufficient in scale to confirm the archaeological character of such remains.

---

<sup>1</sup> Anglo-Saxon Fenland, Susan Oosthuizen, Wingather Press, 2017

The evidence will be used to inform a planning application(s) and assist a developer in managing financial risks to the project. Should significant archaeological remains be revealed this may result in the need to re-visit the location of proposed land uses within the BCP area.

There are no Scheduled Ancient Monuments (SAMs) or listed buildings within the site boundary.

The Wisbech and Bowthorpe Conservation Areas contain a range of listed buildings but are some distance from the site. Similarly the villages of Leverington (to the north west of Wisbech) and Elm (to the south) are also designated Conservation Areas. The historic village of Walsoken, to the north of the site, has become amalgamated with Wisbech. The parish church of All Saints is a Grade I listed building and the remaining base of a medieval cross in the churchyard is a scheduled monument.

Austin House on Burrettgate Road is a Grade II listed building which is adjacent to the BCP site on its north eastern boundary. In developing the BCP and future planning applications care is required to ensure that development (including access points) does not have an adverse impact on its structure or setting.

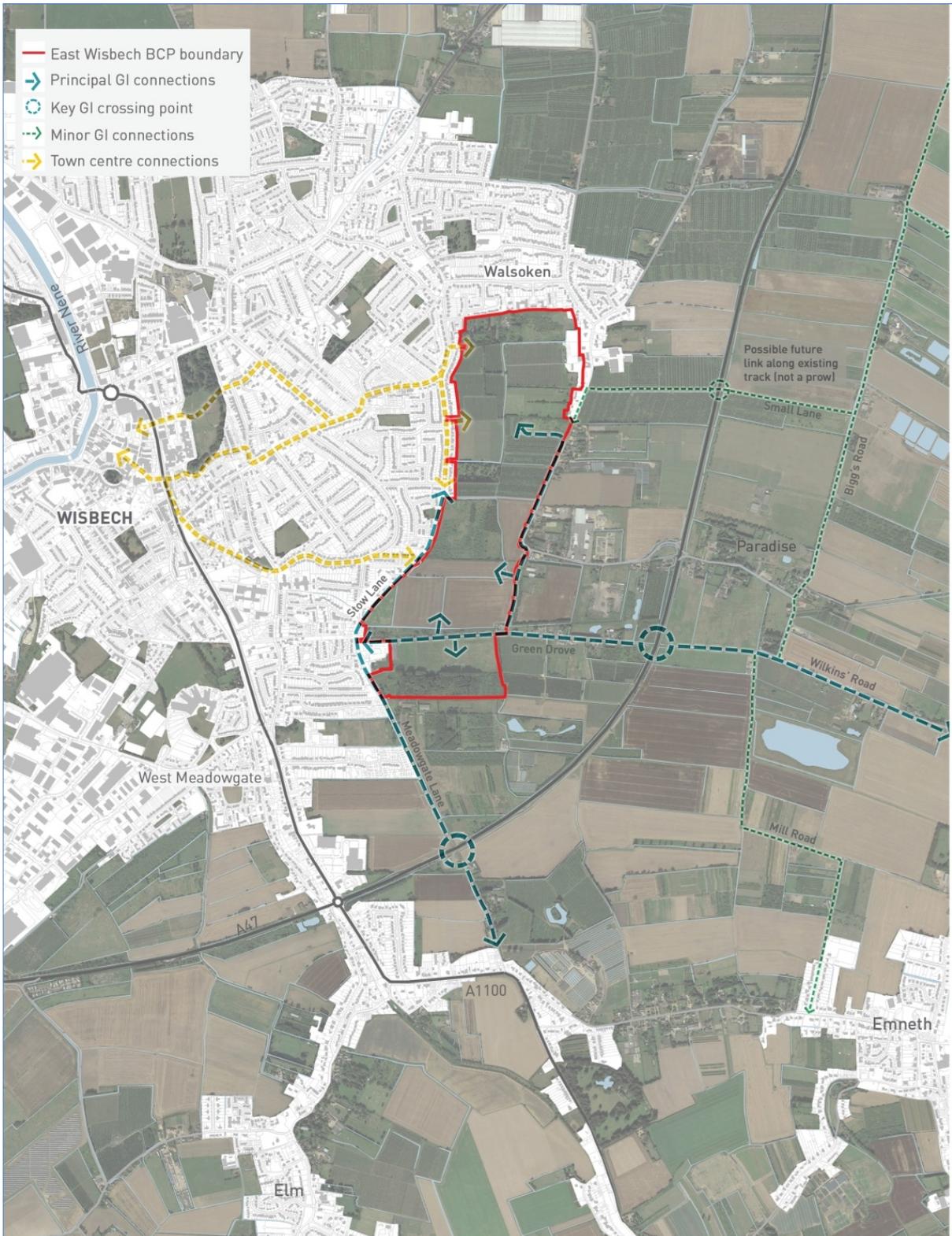


Figure 6: East Wisbech and its wider setting

## Education

Due to demographic pressures likely to arise from the development a new primary school is required for the BCP site. This is to be centrally located and comprise around 3.0ha. In time it is likely to have three Forms of Entry (FE) which amounts to around 630 pupils. The site will include an area of playing fields which may be available for wider community use in time but this would be dependent on the future management of the school. The building facilities may also be available for community use but again this is dependent on the future management of the school.

Whilst the BCP site falls within both Norfolk and Cambridgeshire, Norfolk County Council Education has advised that due to its proximity to Wisbech, any school should come under the standards and requirements specified by Cambridgeshire County Council Education department. The draft final Main Diagram shows the primary school located within the central community hub area and should this be provided on the Norfolk side of the boundary this principle would still apply.

Cambridgeshire County Council has been reviewing secondary education provision within North Cambridgeshire in the last two years or so. This indicates that another secondary school will be needed in Wisbech within the next 5-10 years but will not be sited within the East Wisbech BCP area.

The College of West Anglia campus on Ramnoth Road is in close proximity to the site and forms part of the secondary and tertiary education offer in this part of Wisbech which should assist in bringing forward development of the BCP area.

## Health and Wellbeing

Policy LP2 of the Fenland Local Plan sets out the Council's goal of its residents achieving the highest attainable standard of health, irrespective of their race, religion, political belief, economic or social condition, sex or age. The BCP should contribute to this goal by providing a development with a full range of accommodation in close proximity to the town centre which should encourage walking and cycling as modes of transport, as well as providing significant areas of public open space with biodiversity, recreation, and amenity value.

There is a strong link between access to green space and health and wellbeing. Provision of green space and infrastructure supports health through bringing with it the co-benefits that occur when accessing it e.g. physical activity and social interaction. Contact with nature has a positive impact on blood pressure, cholesterol, outlook on life and stress reduction.<sup>2</sup>

The NHS is currently reviewing future health care requirements for Wisbech. If there is a requirement for provision within the BCP site, it is expected to be in land provision only and most likely in, or in close proximity, to the local centre.

## Housing

Local authority housing officers, site landowners and agents have been considering the type of housing for the site. It is expected that a mix of housing (including varying sizes, private, affordable

---

<sup>2</sup> CABE. Future health: sustainable places for health and well-being. s.l. : CABE, 2009.

and starter homes) will be provided on the BCP site which will reflect the types of accommodation already available in the area.

The full mixture of accommodation will range from 1 bed apartments to substantial detached homes. Varying styles of accommodation within different locations across the whole site should be provided; some will be quite dense whilst others will retain a more “countryside” environment, ensuring that there is suitable new quality accommodation for everyone. There should also be scope for self-build and custom built housing.

Currently there are a number of different types of accommodation along the four boundaries of the site: -

- Southern Boundary – Low density farm and other buildings and open space.
- Eastern Boundary – Open fields, farm buildings, commercial buildings and low density dwellings and properties.
- Northern Boundary – A range of mixed residential properties - some private and some public comprising a mixture of houses and flats with terrace, semi-detached and detached properties.
- Western Boundary – A selection of bungalows along Stow Road until Sandy Lane, when the accommodation changes to a mixture of detached and semi-detached accommodation.

It is important to recognise these differences to ensure that the new development relates acceptably to existing properties and can thereby be successfully incorporated into the existing fabric of the town.

The provision of affordable housing as part of new development is required through the Local Plan Policies of both FDC and KLWNBC. Depending on the development, the amount of provision will be agreed at the planning application stage. The local authorities have different standards of affordable housing requirements. Fenland’s requires 25% of dwellings to be affordable whilst King’s Lynn and West Norfolk require 20%. In order to reconcile the difference it has been agreed that developments within the BCP site for more than 10 dwellings will require a provision of 23% affordable housing. The details are set out in the document “East Wisbech Affordable Housing - Fenland and BCKLWN Standards – May 2017” which is available at Appendix 2.

The viability of new development has become a key issue in recent years when assessing proposals. It may be that the provision of affordable housing financed by development may be challenging. However, both LPAs would expect other funding sources to be explored (such as possible support from the Cambridgeshire and Peterborough Combined Authority) to establish whether the level of affordable housing sought can be achieved.

## Landscape Character

A Landscape Character Appraisal of the site has been produced by Sheils Flynn consultants (see Appendix 4).

This identifies that there are a number of locally distinctive landscape elements and features which form the context to the site namely:

- The mixed wooded shelterbelts, which provide enclosure, a distinctive local skyline and backdrop to views;
- The geometric pattern of hedgerows, which subdivide the landscape and provide a relatively strong sense of enclosure that is valuable in the context of this busy urban fringe location;
- The regular, inter-connected network of straight drainage ditches, which reflects the historic pattern of drainage;
- The concentration of fruit orchards on the eastern fringes of Wisbech;
- Pockets of tranquillity emphasizing the rural character;
- Long, straight tracks and roads, which connect settlements and fen 'compartments' and which are a distinctive aspect of Wisbech's landscape setting;
- Historic landscape pattern, with slightly irregular north-south county boundary and a strong east-west pattern of fields, roads and tracks.

These landscape elements are shown in Figure 7. They are considered to be the most sensitive and vulnerable of the landscape components and are also important in conserving the site's inherent character and identity. The characteristic landscape elements and features are also valuable aspects of the landscape setting for Wisbech as a whole.

It will be important for planning proposals to seek to retain as many of these features as possible at the application stage. It is acknowledged that some loss may occur through the need, for example, for new roadways but this should be kept to a minimum. Those features that are particularly valued and important in creating a locally distinctive sense of place are indicated with a red diagonal hatch.

The concentration of sensitive and distinctive landscape features within the BCP area also contribute to the landscape setting of Wisbech overall. As a result, the landscape character sensitivity of the site to development is relatively high and critically important to local identity. This has been recognised within the BCP which seeks to provide a green infrastructure framework for high quality development that has been constructed to retain and strengthen these key aspects of landscape character.

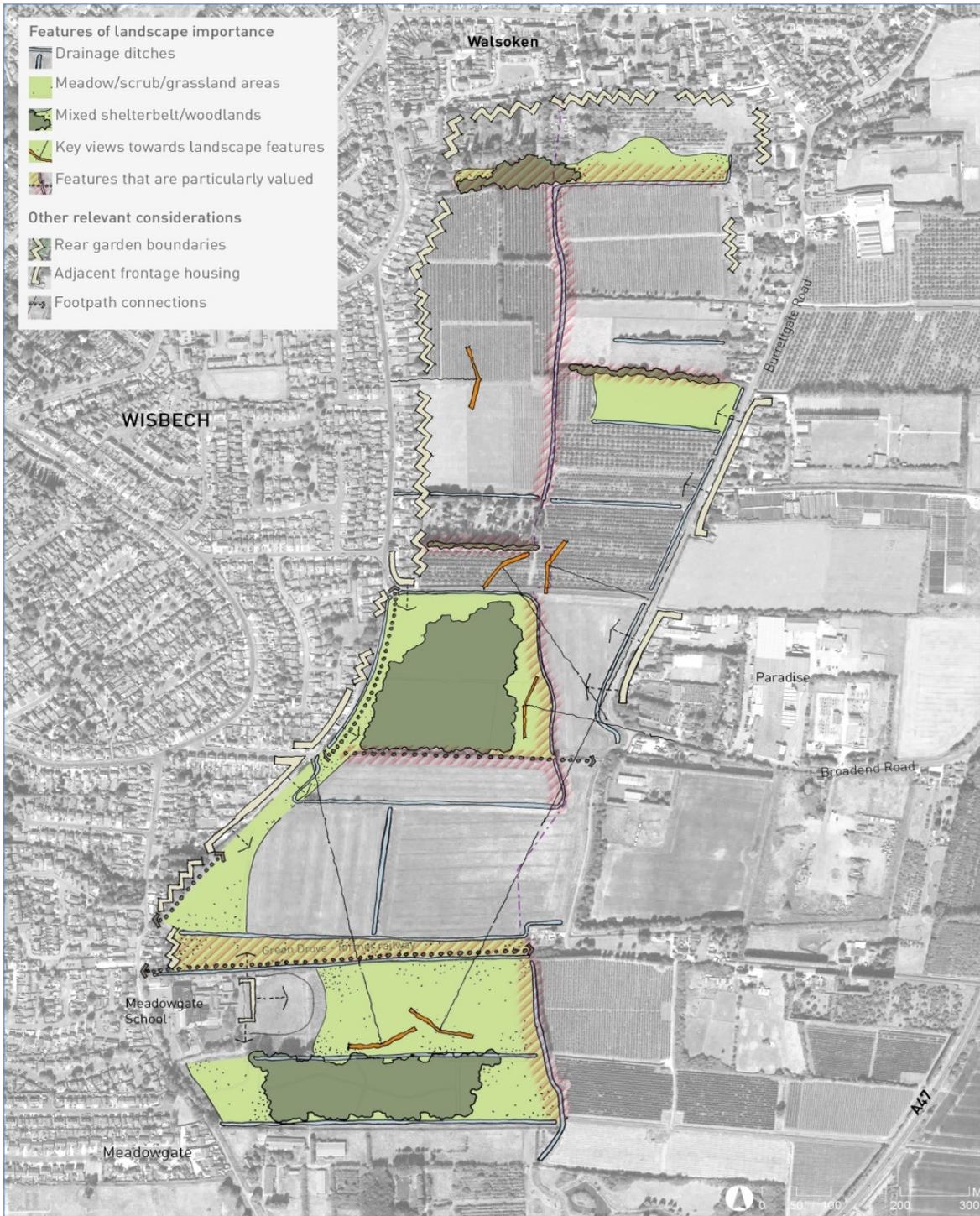


Figure 7: Features of landscape importance

## Ecological Assessment

A Preliminary Ecological Appraisal was carried out by The Ecology Consultancy which comprises a high level assessment of the main ecological features on the site (see Appendix 4).

The BCP site is not subject to any statutory nature conservation designations and there are no European or national statutory sites within a 5km radius although it is partially located within the Impact Risk Zone (IRZ) for the Nene Washes Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar which is located approximately 9.5km south-west of the site at its closest point.

The site is also not subject to any non-statutory nature conservation designations. Three non-statutory sites designated as County Wildlife Sites (CWS) are present within 5km of the site, including the River Nene CWS (1.4km west), Honington House Farm CWS (4.6km north-west) and Leverington Gull CWS (4.5km north-west).

No direct impacts are therefore envisaged on statutory or non-statutory designated sites due to their distance from the BCP site. However, given that the site partially falls within the IRZ for the Nene Washes SSSI/SAC/SPA/Ramsar, consultation with Natural England is recommended to determine whether or not screening as part of a Habitats Regulations Assessment (HRA) is necessary as part of any proposals at the planning application stage.

An Extended Phase 1 Habitat Survey was carried out and Figure 8 summarises the results. The site primarily comprises managed orchard and arable land with areas of unmanaged orchard, woodland, semi-improved, improved and amenity type grassland, scrub, horticultural planting and tall ruderal vegetation. These habitats are interspersed by a network of hedgerows and drainage ditches, as well as a number of scattered trees.

The ecological features with particularly high retention value are considered to be the hedgerows, broad-leaved woodland and drainage ditches. The hedgerows have high retention value given that they represent important green corridors and habitat for wildlife in a predominantly arable landscape. All eighteen hedgerows surveyed, with the exception of two which do not meet the definition of native woody species, are considered to qualify as Habitats of Principal Importance, making them a material consideration in the planning process. The BCP seeks to retain all hedgerows in principle due to their ecological, wildlife and amenity value and provide additional green corridors (including new hedgerows) where possible, locations for which will be determined at the planning application stage.

Based on the results of the desk study and observations made during the survey, the habitats on the site are considered suitable for a range of protected and note-worthy species, including Species of Principal Importance, and both Norfolk, and Cambridgeshire and Peterborough Biodiversity Action Plan (BAP) species, as follows:

- bat species, such as brown long-eared bat and soprano pipistrelle;
- great crested newts;
- otter;
- yellowhammer and other widespread but declining species of birds that are also species of conservation concern;
- slow worm and other widespread species of reptile;
- water voles;
- invertebrates associated with widespread habitats such as small heath butterfly and wall butterfly;

- badger;
- brown hare;
- harvest mouse; and
- hedgehog.

Further protected species surveys including for bats, great crested newts, otter, birds, reptiles, water voles, invertebrates and badger will be need to be completed prior to the submission of a planning application(s) to establish the value of the site for these species and to enable the design of any appropriate mitigation and compensation measures.

Given the likely presence of protected species (e.g. water voles along the water courses, reptiles & amphibians in rough grassland/ hedgerows etc.) it will be important to provide appropriate undeveloped habitat buffers to these features.

There may be a requirement to trans-locate protected species and so suitable receptor sites may be required within the broad area.

Overall the BCP seeks to achieve an overall net gain in biodiversity.

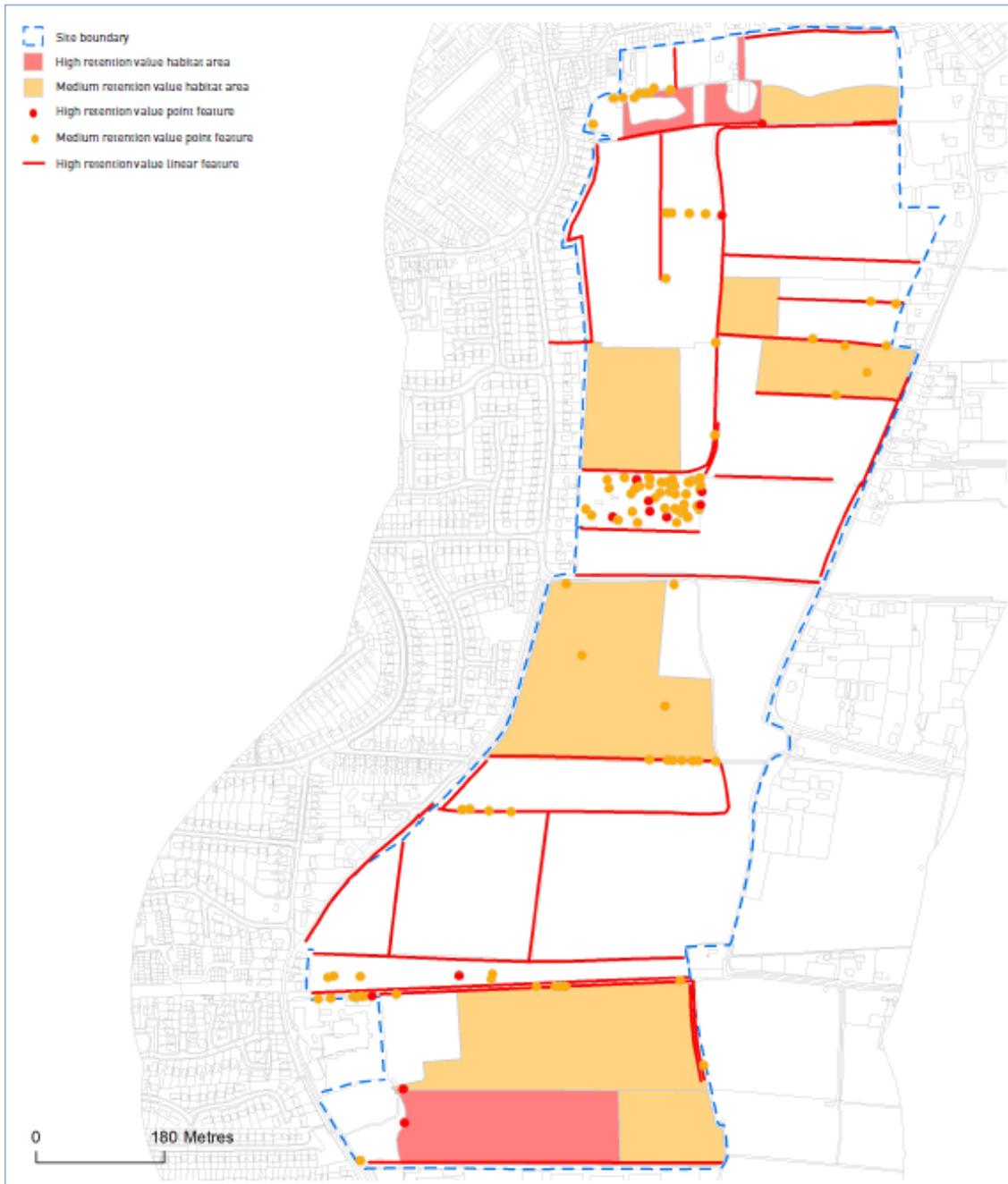


Figure 8: Summary of ecological assessment

## Trees

The Ecology Consultancy also produced an Arboricultural Survey which identifies the number, type and quality of individual and groups of trees.

The survey recorded 298 individual live trees, three dead trees, 66 tree groups, ten orchard blocks and four woodland stands which could potentially be affected by future development. There are about 40 different species on the site with the larger numbers being Alder, Ash, Blackthorn, Eucalyptus, Hawthorn, Lawson’s Cypress , Lombardy Poplar, Oak, Plum, Silver Birch and Sycamore.

A qualitative assessment of each tree was carried out according to British Standard BS 5837:2012, Trees in Relation to Design, Demolition and Construction– Recommendations, focusing on arboricultural values (categories A1, B1, C1) and landscape values (categories A2, B2, C3).

A total of 13 individuals and 5 groups were attributed Category A status, 98 individuals and 18 groups were attributed Category B status, 187 individuals and 43 groups were attributed Category C status and 3 individuals were attributed Category U status.

Of the woodland blocks surveyed, one was attributed Category A status, two were attributed Category B status and one was attributed Category C status. A full copy of the Arboricultural Report is available online (see Appendix 4).

The BCP seeks to retain as many trees as possible. Trees to be retained are shown within the Main Diagram (Figure 19) and will contribute to the green infrastructure network and landscape character of the site.

A number of trees within the site, including groups of trees and the woodlands on the southern boundary have been identified as being of high amenity value and are protected by Tree Preservation Orders (TPOs). The removal of these specific trees would therefore need to be authorised by the Local Planning Authority. The purpose of the TPOs is to ensure that these trees are not removed from the site in an unplanned manner. The impact of individual development proposals on the protected trees will be considered on a case by case basis with appropriate design solutions being required or, where necessary and justified, the planned removal of trees with appropriate mitigation being sought.

## Open Space

The provision of good quality public open space is a key part of the Vision for East Wisbech which seeks to provide a structural landscape framework with green corridors and a sequence of open spaces and enhanced existing water features to promote attractive internal cycle and walking routes. Various types of open space can have multi-functional uses such as for sustainable drainage provision, sustainable movement, ecological benefits and amenity. People's health can be significantly enhanced and improved by the provision of open space.

Policy LP8 of the Fenland Local Plan requires the retention and enhancement of existing areas of high quality woodland including some mature orchards as well as the disused railway for any BCP to provide multifunctional open space, areas with amenity, biodiversity and community food value.

The Local Plans for both FDC and BCKLWN specify requirements of open space for such things as formal sports, natural green space, parks, children's play and allotments.

However, the standards used by both authorities differ in the types and amounts of open space that is required to be provided as a minimum for the BCP site. FDC standards are based on the area of the site to be developed whilst KLWNBC standards are based on the dwelling numbers to be provided and the resultant population.

To have a common approach for new developments within the BCP area, the adopted open space standards for each authority have been applied to the site area within each district and a combined

total provided. The specific types required have then been reconciled by a proportionate calculation. Details of the method of calculation are set out in the document 'East Wisbech Open Space - Fenland and KLWNBC standards – April 2017' which is at Appendix 3.

In short the minimum amount of open space required for each type is shown in Table 1.

Combined FDC and BCKLWN Open Space Requirements in Hectares						
	Neighbourhood / Town Park	Children's Play	Natural Greenspace	Allotments	Outdoor Sports	Total
FDC	2.16	1.92	2.40	0.48	3.84	10.80
KLWNBC	0.52	0.92	0.58	0.12	0.94	3.08
<b>Total ha</b>	<b>2.68</b>	<b>2.84</b>	<b>2.98</b>	<b>0.60</b>	<b>4.78</b>	<b>13.88</b>
% of Total (rounded)	19.3%	20.5%	21.4%	4.3%	34.4%	100%

Table 1: Combined FDC and BCKLWN Open Space Minimum Requirements for the BCP Area

In developing the BCP it is acknowledged that the provision of open space and green infrastructure is an essential element of a successful sustainable community. All stakeholders are also aware that the amount of open space provided can impact on the land available for other development such as housing with consequent viability issues which may impact of the deliverability of schemes. In formulating the final draft BCP both the necessary provision of open space and available land for housing have been key considerations.

Taking into account policy requirements and evidence produced for the BCP, areas of natural greenspace already exist on the site. These include the woodland areas on the southern boundary and the disused railway line (excluding existing cultivated allotments) which amount to 5.6ha and which will be retained. Quantities of the other types of open space (park, children's play, allotments and outdoor sports) will be determined through detailed design work. By taking a flexible approach it is expected that the minimum amounts required will be achieved, based for example, on potential dual use of Sustainable Drainage Systems (SuDS) areas and/or the utilisation of the primary school playing field for formal community use.

The section on 'Land Use Framework' later in the document provides details on amounts of open space to be provided based on an indicative land use schedule of 50.0 ha for housing. The figure of 14.44 ha shown in Table 2 reflects the retained natural greenspace landscape features and the need to provide for the other types of open space. It is possible that the dual use of SuDS and the primary school playing fields will allow all of the minimum requirements for open space to be met.

The open space framework for the site incorporates existing areas of woodland, individual trees, some mature orchards and the disused railway line and provides a strong north-south green spine and east-west corridors following the existing drainage pattern with formal sports and a park in the central community hub area and new linkages between them. The Main Diagram (Figure 19) indicates the green infrastructure framework for the area linked by a central green corridor.

## Flood Risk

The BCP site is situated predominantly within Flood Zone 1. This is land which has a low probability (less than 1 in 1,000 annual probability) of flooding from the river or sea. There are small pockets of higher flood risk land (Flood Zones 2 and 3) on the eastern edge of the BCP site which may also be subject to surface water pooling. Details are shown on the Environment Agency's Flood Map in Figure 9.

The risk from all sources of flooding (including ground water, surface water and from the existing drainage network) will need to be taken into account at the planning application stage. Details of surface water mapping are available online without charge.

Proposals in the BCP area will not be subject to the Sequential or Exception Tests but a sequential approach will be required to ensure land in the higher flood risk categories is used for purposes compatible with its flood risk status. Individual planning applications are also likely to require a site-specific Flood Risk Assessment (FRA) which must take into account the risk from all sources of flooding and should accord with the agreed Drainage Strategy for the area.



Figure 9: Environment Agency Flood Map

## Surface Water Drainage

A high level report to consider surface water drainage of the site has been produced by Create Consulting Engineers Ltd which is available on FDC's website (see Appendix 4). This concludes that to be in line with local and national policy a variety of Sustainable Drainage Systems (SuDS) should be provided within the BCP site. SuDS seek to reduce the risk of flooding by dealing with surface water (such as rainfall) at source, in a more natural way than the traditional piped network. The existing drains and watercourses are to be retained with SuDS lagoons and swales provided in close proximity. Overall this will amount to about 5.0 ha of land take but will also be able to be used for other purposes such as walking and

cycling routes, biodiversity enhancements and recreation. The central green 'spine' of the development will be based around SuDS provision but will have multifunctional purposes.

Key findings from the report that have been taken forward with additional comments from the Norfolk and Cambridgeshire Lead Local Flood Authorities (LLFA) in developing the BCP include:

- The BCP site is located predominantly within Flood Zone 1, (as shown in Figure 8) which is assessed by the Environment Agency as having a 1 in 1000 or less (<0.1%) probability of flooding from rivers or the sea in any one year.
- A series of agricultural drains located on the site that generally drain the land in an easterly direction towards Burrettgate Lane and the A47.
- These drains are a mix of Ordinary Watercourses and IDB controlled watercourses, which form three separate drainage systems centered on Baxter Drain, Green Lane Drain and College Drain (see Figure 10). Flows eventually meet up at the Islington Pumping Station about 10.0km to the north-east and then pumped along a short length of dyke to the River Great Ouse and The Wash.
- The ground water table level is about 1.8m below ground level which is considered relatively high.
- To follow national and local policy sustainable drainage systems (SuDS) should be provided.
- Off-site provision to deal with surface water drainage would not be in accordance with national or local policy or be practically possible to provide due to the three separate drainage systems involved.
- With the exception of the majority of infiltration systems and below ground storage in cellular systems (due to the high water table) most SuDS systems can be used on the BCP site with a preference for swales and attenuation basins/lagoons. Shallow infiltration such as permeable pavements may also be possible however.
- Each development parcel should provide for SuDS with the amount to be ascertained depending on the type of development and its extent. Each parcel is likely to be restricted to an agreed discharge rate (if a positive connection was necessary) and minimum storage volume to be provided within the parcel (as referenced above). This will enable an overall site drainage strategy to be determined and agreed at the earliest possible stage. Figure 11 shows indicative SuDS attenuation basins and positions.
- SuDS provision should form part of a strategic network for the whole site.

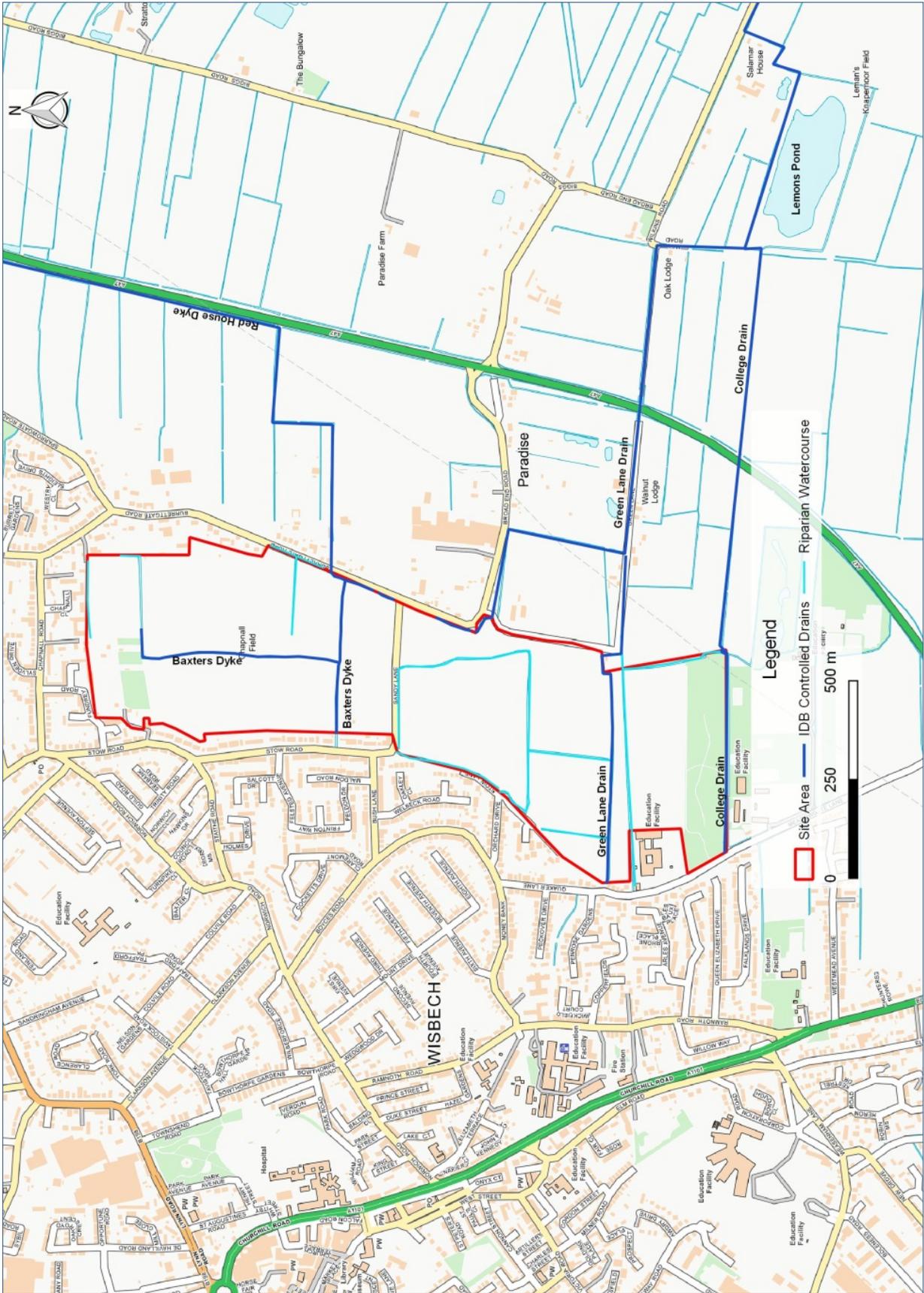


Figure 10: Internal Drainage Board and other Surface Water Drains



2. **Approach** – Best practice for the design and implementation of SuDS is contained in the CIRIA publications C753 and C687 as well as in the SuDS national standards. In general terms, to achieve best practice, where it is reasonably practical to do so:

- surface water run-off should be managed at its source;
- surface runoff should be managed on the surface;
- public space should be used and integrated with the drainage system, where it serves more than one property; and
- systems should be cost effective to operate and maintain over the design lifetime of the development, in order to sustain the standard of flood risk protection they provide.

3. **Design Principles** - The following principles should guide the design of the strategic SuDS system:

- The phasing of strategic SuDS within a development must be considered at the earliest design stages to ensure that a comprehensive strategy for flood protection can be delivered at the appropriate time and identify early opportunities to allocate spaces for multiple benefits such as landscape character, gateways to the site, biodiversity and recreation. This will require a SuDS strategy to be designed and tested at the master-planning stage of the outline planning application process. Should full planning applications be submitted these will need to show how SuDS provision will inter-relate with the wider strategic SuDS.
- The design of movement, green infrastructure, and drainage strategies should be fully integrated from the outset, with surface water attenuation to manage flood risk providing associated amenity and biodiversity benefits. At the pre-planning application stage cross-discipline discussions between the consultants advising on these topics and consultees who are specialists in these disciplines are required to ensure that multiple environmental benefits are designed into the scheme(s) from the outset.
- The topography of the site (i.e. the surface water catchment) should dictate the location of flood flow paths (exceedance routes) and SuDS. This area is generally the area of topography draining to an outlet although a larger development site may be served by a number of small sub-catchments draining in different directions. These catchments should also inform the layout of the development, the landscape design and the alignment and gradient of the roads to ensure a satisfactory SuDS solution.
- Surface water conveyance should (wherever practicable) be at the surface, to minimise maintenance requirements, and maximise the potential for wider biodiversity and amenity benefits.
- Consideration of exceedance routes needs to be at the master plan layout stage to ensure homes do not block exceedance routes and that roads and/or open spaces are designed to function as exceedance routes in extreme events.
- Use of pumps should be avoided due to their unsustainable nature. Gravity systems should be utilised wherever possible and if pumps are proposed a full justification and risk assessment would be required.
- Basements are not advisable, and building thresholds should always be above surrounding ground (Design vision).

- Wherever possible positioning homes lower than adjacent roads should be avoided – where land on one side of road is lower these locations can accommodate public open space/SuDS or SuDS/overland flow areas.
- On more level ground, verge drainage and roadside swales can be employed
- Under drainage to swales should be provided where grass is to be cut regularly or where vehicles might enter to prevent rutting caused by vehicles. Avoid reliance on underground drainage and crates i.e. use very shallow channels wherever possible.
- Speed bumps / tables etc. should be located at high points in roads wherever possible, to avoid unintentional increases in runoff and the need for extra gullies.
- Open span bridges should be used wherever possible to cross open drainage features in order to ensure adequate capacity and to reduce maintenance requirements. Where roads or driveways cross swales or basins, the use of pipes/under drainage to control flows may be considered.
- Water quality should be considered throughout the design process to ensure there are sufficient surface water treatment stages in line with the CIRIA SuDS Manual C753.
- Allowable discharge rates (where infiltration is not possible) will be subject to detailed appraisal and based on this the required volume of attenuation should be provided.
- Any detailed designs and calculations should use FEH rainfall data rather than FSR, as this is the most up to date.
- Seek betterment opportunities to actively reduce the overall flood risk in the area and beyond through a wide network of drainage features.

4. **Local Plan Policy** - At the Local Plan level both Fenland District Council and the Borough Council of King's Lynn and West Norfolk have district wide policies related to flood risk and drainage (see Appendix 4). These are primarily FDC's Policy LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland and BCKLWN policies on Sustainable Development (CS08), Environmental Assets (CS12) and Infrastructure Provision (CS14). FDC has also adopted the Cambridgeshire Flood and Water Supplementary Planning Document (SPD). The requirements of these policies and guidance should be taken into account when developing SuDS details in the BCP area.

5. **Risk Management Authorities (RMAs) including King's Lynn Internal Drainage Board (IDB)** – RMAs have a key role in enabling sustainable development and reducing flood risk to people and property. IDBs are local public authorities that manage flood risk and land drainage within areas of special drainage need in England. IDBs exercise a general power of supervision over all matters relating to water level management and drainage within their statutory area. This is undertaken through the use of permissive powers that enable them to regulate works on, or affecting, the watercourses within their area. For the BCP area the relevant IDB is the King's Lynn Internal Drainage Board.

6. **IDB Consent** - Within the BCP area all the principle watercourses that convey water away from the developable area are 'en-mained' watercourses under the jurisdiction of the King's Lynn IDB. The implication for development is that under statute and byelaws, written consent should be sought prior to undertaking certain types of activities within the Board's

Drainage District. As a rough guide, the following activities would in most circumstances require the Broad's prior written consent:

- Alteration of a watercourse by culverting, bridging, installing a control structure, filling-in or changing its existing course;
- Discharging surface water flows (an increase in rate or volume) into any watercourse within the Board's Internal Drainage District;
- Discharging significant flow (rate or volume) into the Board's Drainage District from outside of the Board's District
- Discharging treated foul water into the Board's maintained watercourse;
- Building, planting or working within 9 metres of the edge of the Board's maintained watercourse

7. **Key Standards** - To meet the approach, design principles and national and local guidance, key standards and requirements have been identified for the BCP area which are set out below:

i) Within any given residential area there will need to be an adequate capacity for localised swales and basins to attenuate flow. To achieve this Council(s) require at least 10% of land within all residential areas to be provided as amenity greenspace for SuDS purposes. This should be clearly demonstrated at the Reserved Matters or Full Application stage.

ii) Drainage will be achieved through a series of swales and attenuation basins, which will be designed into the landscape and public open space. In addition, where topography and layout provide an appropriate opportunity for roadside swales as part of a "SuDS train", these will be preferred in place of pipes, manholes and gullies.

iii) Where opportunities exist to enable development through the improvement of the attenuation capacity of the watercourse network these should be identified and agreed at the strategic master-planning with both the relevant LPA and the IDB. Given the dependence of the wider area on the capacity of these networks it is unlikely that the requirements of such improvements could be met at the individual parcel or phase level.

8. **Requirements for Outline Applications** - In general the national and local guidance documents referred to above require drainage strategies supporting outline planning applications for new development to:

- Assess the current drainage provision serving the site.
- Assess and evidence levels of local flood risk affecting the development site including from IDB drains and ordinary watercourses or that could arise from the proposed development or development outside the site (urban creep).
- Clearly demonstrate an appropriate strategy to mitigate against the impact of the development.
- Demonstrate how preference has been given to the drainage hierarchy set out in National Planning Practice Guidance ("PPG") that promotes shallow (<2 m deep) infiltration drainage ahead of alternative drainage methods. Due to the potential for high groundwater and underlying geology on the BCP site testing will be required to

confirm the viability of soakaways. After shallow infiltration PPG states preference should be given to discharge to a watercourse ahead of any connection to a sewer.

- Assess and evidence the surface water run-off arising from the development and that proposed runoff rates comply with the non-statutory technical standards for sustainable drainage systems that require development on greenfield land (i.e. not previously developed) to discharge at rates no greater than the existing greenfield rates for the 1 in 1 year and 1 in 100 year rainfall events. Development on brownfield land should aim to discharge at rates no greater than the equivalent greenfield rates for the site, but as a minimum should discharge at no greater than the existing rate.
- Include appropriate allowances in the design for climate change.
- Set out the long-term arrangements for the adoption, management and maintenance activities required to sustain the standard of protection provided by the drainage system over the lifetime of the development. Please note residential developments are considered to have a minimum lifetime of 100 years. Adoption options should be discussed with the IDB and LLFA at an early stage.
- Evidence how any residual risk is managed to minimise risk to people, property and infrastructure.
- Demonstrate that they can meet the regulatory requirements of relevant water regulators such as the Environment Agency and King's Lynn IDB including but not restricted to the easement requirements for maintenance strips alongside designated watercourses.

9. **Basis for a detailed drainage plan** - The assessment work outlined above will inform the detailed master plan for the site. Results of the assessment and mitigation measures will be contained within any Environmental Statement (where required) submitted as part of the application. The findings will form the basis for a detailed drainage plan, to be agreed with the Councils.

10. **Further details** - Details on the precise requirements of the Lead Local Flood Authorities (Norfolk County Council and Cambridgeshire County Council) can be found at the following links;

- <https://www.norfolk.gov.uk/rubbish-recycling-and-planning/flood-and-water-management/information-for-developers>
- <https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water/surface-water-and-sustainable-drainage-systems-suds-planning/>

## Movement and Transport Framework

### **Walking and Cycling**

The Vision for East Wisbech sets out that a strong walking and cycling network is a key element of the BCP. This includes identifying new opportunities within the site and also maximising links to existing routes where they are available.

East Wisbech is located a short distance from the town centre and the southern employment area and near to secondary and further education facilities. Walking and cycling are therefore very strong travel options and a very strong focus for the BCP. Details of distances to key venues in Wisbech by walking and cycling are shown in Figures 12 and 13.

There are a number of routes that already exist and are well used. The National Cycle Network (NCN) Route 63 runs south to north along the Elm High Road and Churchill Road corridor relatively close to the site. Similarly NCN Route 1 is close to the northern edge of the BCP site crossing Clarkson Avenue and Lynn Road. Links to these and other routes are important and any necessary infrastructure will need to be provided at the detailed design stage and planning application stage.

In addition the existing street network particularly to the south-west of the site comprises a number of cul-de-sacs with available cut-throughs for pedestrians and cyclists which provide good access to Quaker Lane and Meadowgate Lane and permeability to and from the site. Good opportunities therefore exist for walking and cycling routes to key facilities such as to the town centre, College of West Anglia (CWA) and the employment area in south Wisbech and these will need to be maintained and enhanced.

There are a number of existing Public Rights of Way (PRoW) around the edge and within the BCP site that are important to retain and enhance for use as main movement routes for pedestrians and cyclists. Stow Lane in particular is already well used and should be safeguarded and enhanced where possible to ensure that pedestrians and cyclists can continue to use this route safely and conveniently for north-south movement on the west side of the BCP site. There is also an existing public footpath (Hall Field Path) across the width of the site linking Orchard Drive and Green Lane. Similarly a Byway Open to All Traffic (BOAT) which follows the disused railway line to King's Lynn, is situated across the width of the site in the south (Green Drove). This joins with Green Lane and provides a quiet route to the footpath network in the countryside and to Emneth to the east of the A47.

This list shows examples of walking or cycling times and distances to key venues in Wisbech from the marked point (★) on the walking and cycling map.

Shopping/Retail				Education				Healthcare			
Location	Distance	Walk	Cycle	Location	Distance	Walk	Cycle	Location	Distance	Walk	Cycle
1. Newsagent (Quaker Lane)	0.2 miles	3 mins	1 mins	5. Meadowgate School (Meadowgate Lane)	0.3 miles	6 mins	2 mins	19. North Cams Hospital/Trinity GP Surgery (Churchill Road)	1.1 miles	21 mins	7 mins
2. Morrison (Churchill Road)	1.1 miles	21 mins	7 mins	6. CoWA (Ramnoth Road)	0.5 miles	9 mins	3 mins	20. Clarkson GP Surgery (De Havilland Road)	1.3 miles	25 mins	8 mins
3. Tesco (Cromwell Road)	2.1 miles	42 mins	14 mins	7. Thomas Clarkson Academy (Corporation Road)	0.8 miles	17 mins	6 mins	21. North Brink Surgery (North Brink)	1.3 miles	27 mins	9 mins
4. Asda (North End)	1.4 miles	29 mins	10 mins	8. Wisbech Grammar School (North Brink)	1.4 miles	28 mins	9 mins	22. ACES Eye Clinic (Cromwell Road)	2.5 miles	48 mins	16 mins
Industrial/Employment				Fitness/Wellbeing							
Location	Distance	Walk	Cycle	Location	Distance	Walk	Cycle	Location	Distance	Walk	Cycle
15. Weasenham Lane (Existing industrial area)	1.0 miles	20 mins	7 mins	9. Ramnoth Junior School (Ramnoth Road)	0.5 miles	10 mins	3 mins	23. Town Park (Lynn Road)	0.8 miles	17 mins	6 mins
16. Cromwell Road (Existing retail and industrial area)	1.8 miles	36 mins	12 mins	10. The Nene School (Elizabeth Terrace)	0.8 miles	15 mins	5 mins	7. Thomas Clarkson Academy (Corporation Road)	0.8 miles	17 mins	6 mins
17. Area South of New Drove (Proposed site for industrial development)	1.0 miles	20 mins	7 mins	11. Clarkson Infant School/St Peters Junior School (Turnpike Close)	0.8 miles	15 mins	5 mins	3. 247 Fitness (Cromwell Road)	2.1 miles	42 mins	14 mins
18. Town Centre	0.8 miles	16 mins	5 mins	12. Orchards Primary School (St Michaels Avenue)	1.5 miles	29 mins	10 mins	24. Playing fields (Harecroft Road)	1.8 miles	28 mins	9 mins
4. North End (Existing retail and industrial area)	1.4 miles	29 mins	10 mins	13. Peckover School (Leverington Road)	1.7 miles	34 mins	11 mins	25. Hudson Leisure Centre/Wisbech Tennis Club (Harecroft Road)	1.7 miles	33 mins	11 mins
				14. Elm Road Primary School (Elm Road)	0.9 miles	18 mins	6 mins	26. The Spinney (Ollard Avenue)	1.3 miles	25 mins	8 mins
								27. Wisbech Town Football Club (Lynn Road)	1.2 miles	23 mins	8 mins
								28. Shapers Fitness Centre (North Street)	1.3 miles	26 mins	9 mins

Figure 12: Walking and cycling distances to key destinations in Wisbech

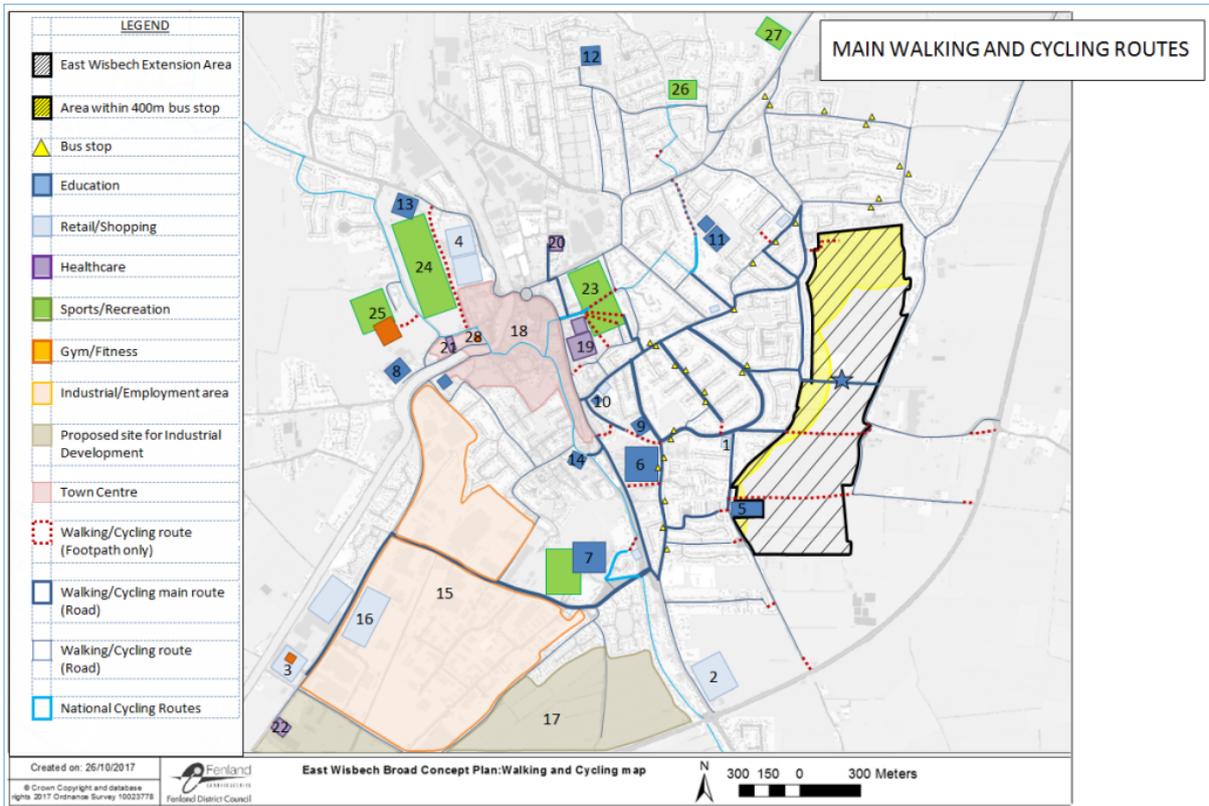


Figure 13: Main walking and cycling routes

A detailed assessment of all potential walking and cycling access points for the site area was undertaken in late 2017. This identified the following access point locations for the site (See Figure 14).

- Stow Road – site of former nursery
- Stow Road – north of Bush Lane
- Orchard Drive and Stow Lane (Hall Field Path)
- Quaker Lane and Stow Lane (Green Drove)
- Meadowgate Lane by Arles Avenue
- Green Lane

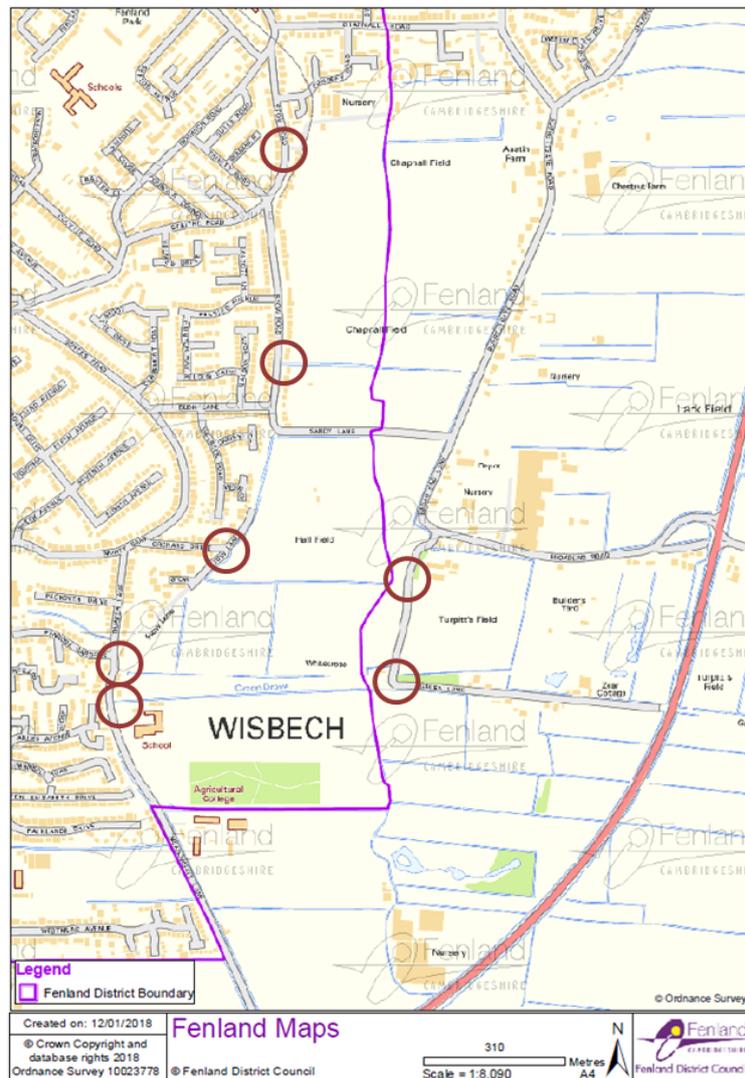


Figure 14: Walking and cycling points surveyed

In addition opportunities for pedestrian and cycle accesses are available in other locations, such as from existing and as yet undeveloped open land as well as alongside new vehicular accesses as development of the site comes forward. Where there is currently no obvious provision further investigations at the planning application stages should explore the possibility of providing new access(es) and routes to the wider area, including in the form of permissive pathways. The access points currently identified are shown in the Main Diagram.

Connectivity with existing access points and to the wider walking and cycling network beyond the site, including the PRow network to the east of the A47, should be recognised and maximised. As an example Fengate Road to the north-east of the site provides a potential link to the wider footpath network east of the A47 which should be investigated in addition to other locations.

Within the site the walking and cycling network needs to ensure that key desire lines are recognised and catered for in the final detailed design including through the built up housing areas. Key destination points are likely to be to the central community hub which will include the local centre, primary school, park and formal sports pitches as well as the woodland area to the south. The likely walking and cycling desire lines are shown in Figure 15.

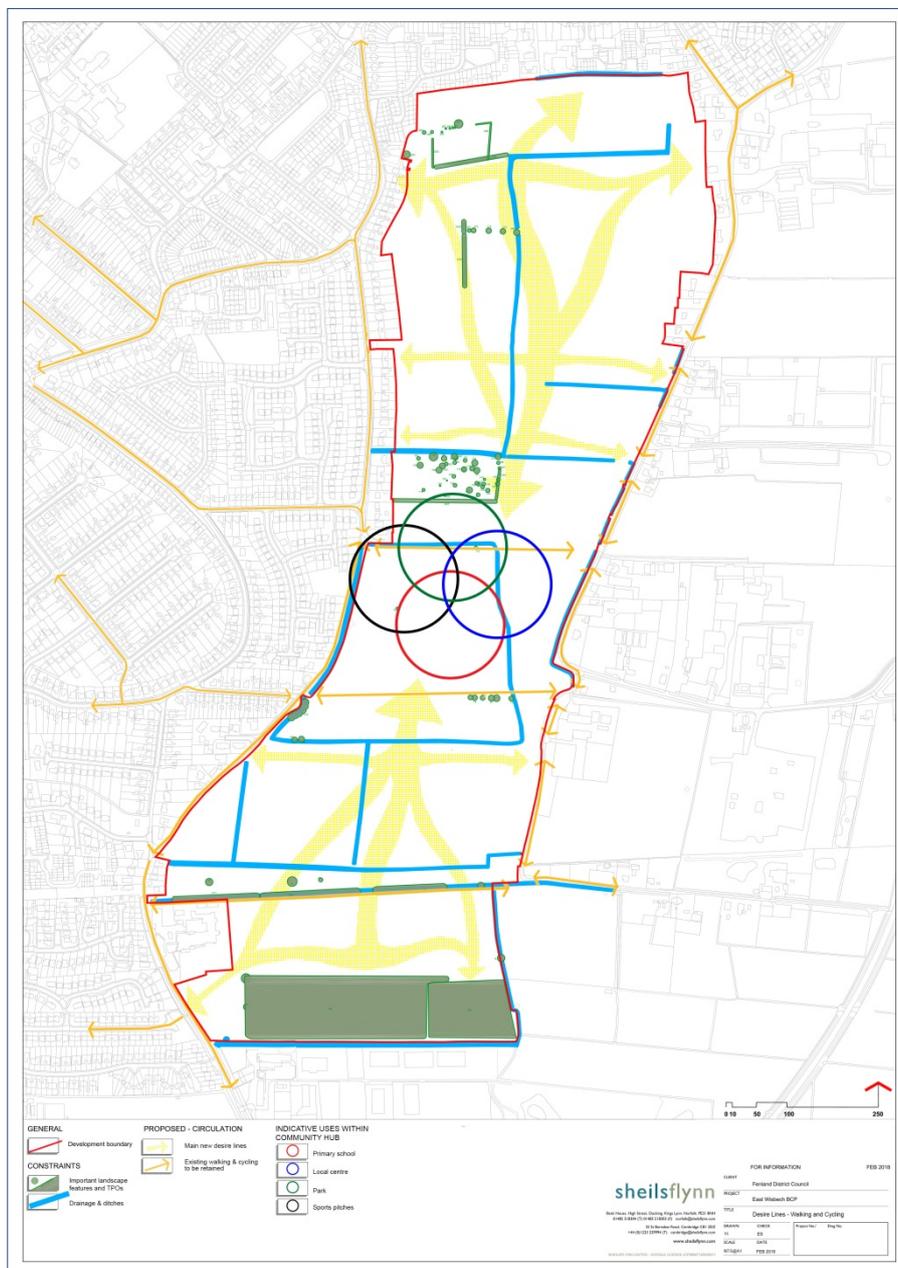


Figure 15: Walking and cycling desire lines

The BCP site includes a number of open surface water drains which provide important opportunities for multi-functional green corridors and connectivity with key destinations and housing areas by walking and cycling. Figure 16 indicates how the existing drainage network will be utilised for sustainable movement by providing a central green corridor running north-south through the site following the historic boundary of the Old Well Stream as well as a number of east-west routes. This will be separate from the main road layout thereby contributing to amenity and more pleasant and safer journeys (see Figure 19: BCP Main Diagram).

The specific walking and cycling infrastructure requirements both within and outside the site will be assessed in more detail at the planning application stage.

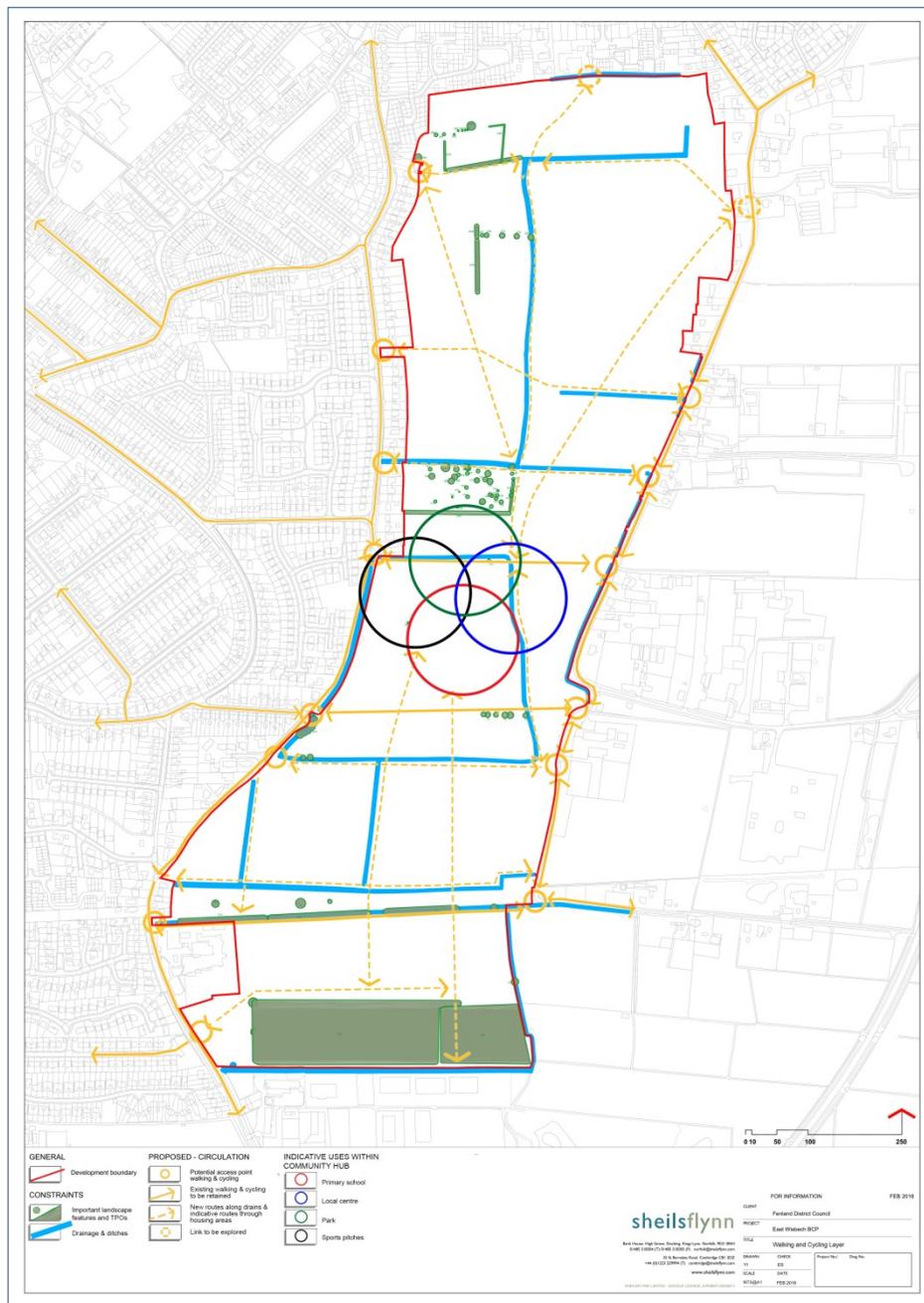


Figure 16: Walking and cycling routes within BCP area

## **Roads**

There are challenges for vehicular access to link East Wisbech with the rest of the town. The existing built up area of East Wisbech includes significant housing with limited opportunities for new accesses. There is also congestion on key local roads that need to connect to the site.

Detailed transport work for the whole of Wisbech, known as the Wisbech Access Strategy (WAS) is currently nearing completion following public consultation in October and November 2017. In 2014, through Local Growth Deal Funding, £1 million was allocated to the WAS. The announcement from Government stated:

*“£1m has been allocated to Greater Cambridge Greater Peterborough LEP (Local Economic Partnership) to support the development of a package of measures to support growth and regeneration, improve accessibility and address congestion in and around the town of Wisbech. Government will provide up to a further £10.5m for scheme delivery for the Wisbech Access Strategy, on condition that the development work results in an acceptable and deliverable package of transport measures.”*

The link below provides further details of the Wisbech Local Growth Deal:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/398855/13\\_Greater\\_Cambridge\\_Greater\\_Peterborough\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf)

The WAS is concerned with unlocking potential in the transport network by developing a package of transport improvement schemes which will facilitate the housing growth identified in the Local Plans. This includes the East Wisbech site which will require a number of vehicular routes to distribute traffic and its effects across the existing network. The WAS improvement schemes key to the delivery of the East Wisbech site include upgrades to the Broad End Road/A47 junction as well as junction improvements on Elm High Road at the junctions with Weasenham Lane and the A47.

### **Broadend Road/A47 Junction:**

The A47 is part of the national trunk road network linking Peterborough to Norwich and Great Yarmouth and is owned and managed by Highways England. They have advised that in order to facilitate the delivery of around 1,500 new homes in East Wisbech improvements are needed to the existing staggered junction on the A47 at Broadend Road. Significant work has been undertaken to consider options for a scheme and has concluded a roundabout solution is needed to facilitate the growth. Details about the WAS option work for the A47 Broadend Road Junction can be found at this link:

<http://www.fenland.gov.uk/CHttpHandler.ashx?id=14294&p=0>

The preferred scheme that has been designed through the WAS is shown at this link:

<http://www.fenland.gov.uk/CHttpHandler.ashx?id=14276&p=0>

### **Elm High Road Corridor:**

The main transport corridor within the town closest to East Wisbech is the A1101 Churchill Road and Elm High Road. Churchill Road is dual carriageway along its length from Freedom Bridge in the town

centre to the junction with Ramnoth Road and Weasenham Lane. At this point the road becomes Elm High Road and is single carriageway to the roundabout with the A47. The single carriageway section in particular suffers significant traffic congestion at peak times.

Evidence to support the adoption of the Fenland Local Plan in 2014 identified the Elm High Road junction with Weasenham Lane and Ramnoth Road, and the Elm High Road junction with the A47 as priority areas for improvement. Significant work has since been undertaken through the WAS to consider options for both these locations. Details of these options for the Elm High Road corridor can be found at this link:

<http://www.fenland.gov.uk/CHttpHandler.ashx?id=14292&p=0>

The WAS has identified that a solution has to be provided in both locations on the Elm High Road corridor otherwise the traffic problems will simply be transferred elsewhere on the road network.

Details about the WAS solution for the Elm High Road junction with Weasenham Lane and Ramnoth Road can be found here:

<http://www.fenland.gov.uk/CHttpHandler.ashx?id=14275&p=0>

The WAS solution for the Elm High Road junction with the A47 can be found here:

<http://www.fenland.gov.uk/CHttpHandler.ashx?id=14274&p=0>

All junction improvements identified through the Wisbech Access Study were to be subject to final agreement by the financing body and originally intended to be in place by 2021. Whilst it does assist significantly, the work undertaken for the WAS does not negate the need for planning proposals for the BCP area to provide their own detailed Transport Statement or Transport Assessment and Travel Plan to evaluate the impact of the specific development on any critical junctions. Indeed, it is essential that each development produces this at the Outline or Full planning application stage. These will indicate what, if any, infrastructure improvements are required to enable development to come forward.

### **Vehicular Access Points**

Policy LP8 of the Fenland Local Plan makes it clear that acceptable access(es) to the BCP site need to be established. It recognises the importance of providing an upgrade to the Broad End Road /A47 junction and also explains:

***“The proposed access(es) to serve the development must ensure that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity.”***

Transport consultants Skanska undertook modelling work in late 2017 on behalf of FDC to look at development trips and impacts on development accesses for the East Wisbech site.

This considered a variety of destinations in and around Wisbech from the BCP site which would be generated by the development of potentially around 1,700 homes. Of the main destinations highlighted almost half (49%) were eastwards towards the A47. Ten access points were tested in a

variety of ways and the report concluded that in the AM and PM peak hours for all scenarios the increase in junction flows would not have a significant impact on the operation of the junctions on both the eastern and western sides of the development. Around four/five junctions would be needed to provide sufficient capacity for the development in purely highway terms.

Full details of Skanska's Technical Note are available online at this link:

[www.fenland.gov.uk/eastwisbechBCP](http://www.fenland.gov.uk/eastwisbechBCP)

The vehicular movement for the site includes a number of access points to enable traffic to move to and from the development across the rest of the town, although care is needed to ensure that the area does not suffer from rat running along particular routes.

The BCP strategy is to ensure that a range of vehicular accesses will enable traffic to distribute across the network. Choices of routes are needed to ensure that no one specific access point takes all of the traffic thereby providing a more even distribution across the road network.

The detailed assessment undertaken by Skanska highlighted the need for four/five access points to accommodate traffic successfully in highway terms. Given the importance of dispersing the traffic to prevent congestion and an adverse impact on residential amenity, the BCP sets out that a total of six access points are required. This should ensure sufficient capacity for the development whilst at the same time helping to safeguard residential amenity. Three accesses are to be provided on the eastern side and three on the western side.

In establishing appropriate vehicular accesses points bearing in mind both planning and highway constraints a number of Zones around the BCP site were considered. These are shown in Figure 17.

The assessment concluded that no vehicular accesses could be provided in Zones 1, 2, 4, 5 and 6 due to a range of reasons including existing built development; absence of, or substandard, links; the likely impact on residential amenity; and the existing character of the area.

Possible accesses in Zone 3 are the existing eastern junction of Sandy Lane and a new access at the corner of Broad End Road adjacent to Green Lane. The precise location for the third access will need to be identified at the planning application stage.

On the western side Zone 7 produced potential for three possible accesses. Sandy Lane will provide one access to the site and two further accesses will be required from Stow Road. However, due to current unknowns regarding the availability of land, further investigation will be required to ascertain specific access locations.

These will be identified through further detailed assessment to support planning applications. Both areas for future assessment in Zones 3 and 7 are shown as 'banana' shapes on the Main Diagram.

The full Transport Planning Report and the Traffic Model Technical Note can be found online (see Appendix 4).

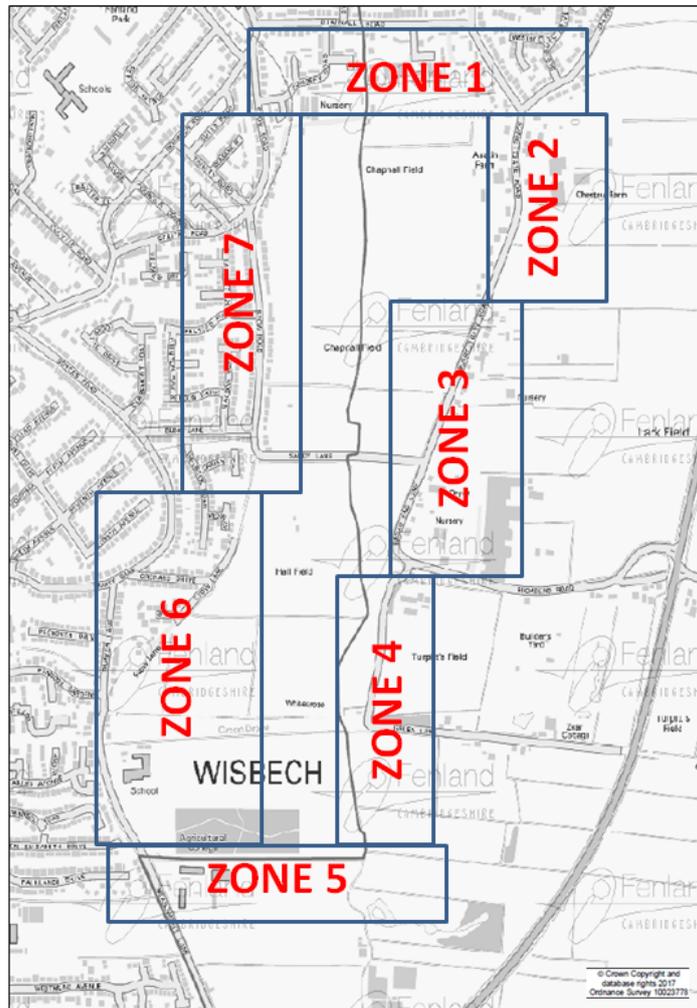


Figure 17: Zones considered for Vehicular Access

### **Internal Road Layout**

The concept of the road layout for the BCP site (see Main Diagram) has been developed as a result of there being no arterial route to connect directly into the strategic highway network within the town. The approach seeks to minimise opportunities for rat running across the site. This indicates a ‘looped’ road configuration as the main artery of vehicular movement around the site. Detailed design should ensure that the layout accords with guidance in Manual for Streets as far as practicable and that the main ‘loop’ road is set out in such a way to ensure traffic movement and speeds are appropriate for a residential area. The existing through road (Sandy Lane) is proposed to be stopped-up to reduce its appeal as a ‘short cut’ from the A47 to the rest of the town but is still likely to be used to access key facilities in the community hub area such as the primary school and local centre. The looped arrangement will also assist in discouraging traffic from using the A47 as a means to travel to other parts of Wisbech for what would be considered to be short journeys and which would otherwise risk increased congestion on the trunk road network.

Consideration at the planning application stage will also need to be given to the impacts on air quality (both positive and negative) in changes to the local and strategic highway network.

## **Bus Services**

During the preparation of the Fenland Local Plan (2014) specific work was undertaken to consider options for a new bus service for East Wisbech. A preferred route was developed connecting key places within the town that could also serve the East Wisbech development. Part of this route is already in operation through S106 funding connected with the new Tesco store.

A paper titled Technical Note C can be found on the website page below which provides the specific evidence on bus service routes.

<http://www.fenland.gov.uk/article/7085/Wisbech-Area-Transport-Study>

The walking and cycling map (Figure 13) also highlights existing bus stops closest to the BCP area. New bus stops will be provided within the site area for buses to serve the new development. The looped internal road layout will assist bus companies to introduce suitable routes to serve the site.

## **Retail and Community Facilities**

The local centre is to be located within the community hub towards the centre of the site with the exact location to be determined at the planning application stage (see Main Diagram). It will comprise approximately 0.80 ha (1.98 acres) and is intended to provide a range of shops and community facilities. It is not intended to compete with the town centre but rather be complimentary. It is intended to provide convenience for local residents (both new and existing) and enable community development. The local centre should provide a variety of facilities commensurate with the new development's population.

The inclusion of the local centre within the early stages of the proposed development is vital to provide health and wellbeing for new residents and to avoid situations documented elsewhere in new developments in Cambridgeshire.<sup>3</sup>

At the very minimum, a convenience store and community facility should be included at the outset to supply the immediate demands that will come from the new residents occupying properties within the first phases.

The centre will grow in line with the new community and their requirements for the location. It is envisaged that the convenience store(s) and community centre will be the first to be constructed. The community facilities should be multi-functional and provide a space for many different uses in the early part of the project.

---

<sup>3</sup> From the New Housing Developments and the Built Environment JSNA  
<https://cambridgeshireinsight.org.uk/wp-content/uploads/2017/08/New-Housing-Developments-and-the-Built-Environment-JSNA-2015.pdf>

## Utilities

### Electricity

UK Power Networks believe that major upgrades to the electricity infrastructure network will not be required. It is expected that there is current capacity available for the number of dwellings associated with this development.

### Gas

National Grid has confirmed that there is currently sufficient capacity within their system to accommodate the East Wisbech development.

### Water Supply and Foul Drainage

This is the responsibility of Anglian Water. The water supply and foul drainage infrastructure, including any upgrades required, will be provided as part of the new development as it proceeds.

### Electric Vehicle Charging (EVC) Points

As the build out of the BCP site will take a number of years it is likely that the current demand on electricity will change. Therefore with the increase in electric vehicles, provision will need to be made both at an individual house level and at the community infrastructure level to enable vehicles to be charged.

### Broadband

All new dwellings and commercial enterprises will be expected to have easy access to suitable superfast broadband connections or any up-to-date technology that is subsequently developed.

## Land Use Framework

The total area of the BCP allocated site is 73.24 hectares (180.98 acres).

Policies set out in the two Councils' Local Plans require the site to be developed for housing and to include a primary school, local centre and a variety of open space types which include: park, children's play, allotments, natural green space (including the woodland and disused railway i.e. Green Drove) and outdoor sports, as well as providing for sustainable drainage systems (SuDS).

The provision of a local centre (0.8 ha), primary school (3.00 ha), SuDS (5.00 ha) and open space including outdoor sports (14.44 ha) mean that 50.0 ha should be available for housing (provided that some of the SuDS infrastructure and open space provision is found to be capable of being provided on a dual use basis e.g. some play provision being accommodated in the natural green space and/or some sports provision being provided within the primary school). This will comprise a variety of dwelling types and densities (high, medium and low) and include elderly care accommodation. An indicative land use framework is shown in Table 2.

<b>Principal land uses</b>	<b>Area/Ha</b>
Primary school	3.0 ha
Local centre	0.8 ha
Open space	14.44 ha
SuDS	5.0 ha
Housing	50.0 ha
<b>TOTAL area of Site</b>	<b>73.24 ha</b>

Table 2: Indicative land use framework

Work undertaken by Colliers International for both Councils has indicated that with 73.24ha available (50.0 ha for housing) overall up to around 1,730 units could be able to be provided on the site. Overall this equates to about 25 dwellings per hectare across the whole site with a residential density of about 34 dwellings per hectare within the actual housing areas. This is an indicative assessment and details of the calculations are shown in Figure 18.

The amount of land available in any outline (or full) planning application may vary from the allocated site shown in the Local Plans. For instance an extension for Meadowgate School means that the total amount of available land is reduced which will have a knock-on effect on the amount of land available for other uses such as open space and housing. In addition it is possible some of the landowners may not wish to make all (or any) of their land available for the development. However, it is also possible that changes in circumstances in the future mean that the entire allocated area will be developed. In addition there are likely to be opportunities to ‘double-up’ the use of land for various purposes. For instance, it may well be possible to incorporate some SuDS into the required open space provision which may free up more land for housing. However, this will only be determined through further detailed assessment and design at the planning application stage.

**WISBECH MASTER PLAN - SCHEDULE OF AREAS, DENSITIES AND ACCOMMODATION**

TOTAL GROSS AREA OF THE SITE		73.24	Ha	180.98	Acres
Education - Primary School		3.00	Ha	7.41	Ac
SuDS		5.00	Ha	12.36	Ac
Open Space and Sports		14.44	Ha	35.68	Ac
Housing - High Density		17.50	Ha	43.24	Ac
Housing - Medium Density		18.00	Ha	44.48	Ac
Housing - Low Density		9.50	Ha	23.47	Ac
Housing - Apartments (Local Centre)		0.80	Ha	1.98	Ac
Elderly Housing / Extra Care		5.00	Ha	12.36	Ac
Check	0.00	73.24	Ha	180.98	Ac

High Density	45.00	Units per hectare	18.21	Units per acre
Medium Density	35.00	Units per hectare	14.16	Units per acre
Low Density	12.00	Units per hectare	4.86	Units per acre
Apartments	90.00	Units per hectare	36.42	Units per acre
Elderly	25.00	Units per hectare	10.12	Units per acre

Overall	24.64	Units per hectare	9.97	Units per Acre
Residential Density	34.07	Units per hectare	13.79	Units per Acre

TOTAL RESIDENTIAL UNITS		1,731
High Density	788.00 units @	744,500 sq ft
Medium Density	631.00 units @	618,300 sq ft
Low Density	114.00 units @	179,550 sq ft
Housing - Apartments (Local Centre)	72.00 units @	99,050 sq ft
Elderly Housing / Extra Care	126.00 units @	50,400 sq ft
	1,731 units @	1,691,800 sq ft

45.52%	of units on	34.45%	of the land
36.45%	of units on	35.43%	of the land
6.59%	of units on	18.70%	of the land
4.16%	of units on	1.57%	of the land
7.28%	of units on	9.84%	of the land
100.00%			

April 4th 2018

Figure 18: Indicative Schedule of Areas, Densities and Accommodation

## 5. Place-making Principles

The Broad Concept Plan has been developed using evidence from various studies and reports, sound planning principles, the Vision for the site, the need for deliverability and input from a wide variety of stakeholders including the general public. The result is a document and final Concept Plan which will allow future development to come forward in a well-planned and coordinated way.

The following section sets out the key place making principles for the BCP that will need to be taken forward to the planning application stage:

### **Drainage and attenuation**

- Retain the existing drainage network; only minor realignment of riparian (non IDB) drainage ditches is possible
- Aim to position attenuation basins and lagoons so that they are concentrated along green infrastructure corridors towards the centre of the site and alongside the principal vehicular gateways. The wetlands should function as valuable ecological habitats and attractive landscape features which provide a setting for development and opportunities for recreation.
- Design SuDS attenuation basins and lagoons as highly visible, attractive and accessible landscape features which are integrated within the wider open space network. The slopes of the basins and lagoons should have a shallow gradient (max. 1:6 slopes) to enable easy access and views to wetlands from adjacent housing.
- The size and shape of the attenuation basins and lagoons shown in the SuDS section of this document are indicative only and will be subject to detailed topographical survey, infiltration testing and the design development process.

### **Green infrastructure**

- Retain valued landscape features and ecological habitats, which are typically aligned east-west across the site in accordance with the characteristic pattern of local fields, drains, tracks and roads.
- Trees, hedgerows and tree groups that are classified as 'high' retention value in the ecological and arboricultural surveys should be retained. Examples are Hall Field Path, Green Drove (an attractive public footpath along an historic railway line bounded by scrub and mature trees); the block of mature broadleaved woodland on the southern boundary of the site; the Poplar shelterbelt north of Sandy Lane; and the bands of semi-improved grassland, scrub and broadleaved woodland to the north of the Site.
- Create new green infrastructure connections which link the scattered landscape features and valuable habitats to create a multifunctional green infrastructure landscape framework across the site.
- The north-south blue/green spine is a key connector to be provided, but there are opportunities for smaller scale green infrastructure links which ensure functional ecological

networks and provide opportunities for recreational access and distinctive landscape settings at a local scale.

- Create positive 'edge landscape corridors' along site boundaries where existing houses front onto the site. This opportunity occurs along parts of Burrettgate Road and Stow Lane and provides a way to 'knit' the new development into the existing townscape in an integrated way, with an improved, high quality public realm which benefits new and existing neighbourhoods.
- Seek opportunities to create a new community orchard as a distinctive gateway green infrastructure feature at the core of the new development so as to retain this distinctive landscape element which is a particular characteristic of the fen landscapes to the east of Wisbech.

### **Transport**

- Maximise opportunities for pedestrian/cycle access between existing and new communities at numerous points around the site.
- Seek new permissible pedestrian/cycle access particularly on the northern and north-eastern boundaries of the site to integrate the new community with the existing settlement of Walsoken and provide existing residents access to the new green infrastructure and community facilities within the site.
- Utilise the existing drainage network as key routes for pedestrians/cyclists and design in new routes where these accord with desire lines to key facilities and destinations both within and outside the site thereby providing good permeability, ease of movement and sustainability.
- Protect and enhance the existing Public Rights of Way (PRoW) network in and around the site for pedestrians/cyclists.
- Seek new permissive routes to the wider PRoW network and countryside particularly to the east and north of the site.
- Identify suitable highways infrastructure outside the site at the planning application stage to protect and encourage walking and cycling to the town centre and other key destinations
- Comply with the broad design principles of the looped road layout shown on the Concept Masterplan, which is designed to minimise opportunities for rat-running across the BCP site (to and from the A47).
- Provide vehicular access points that have been evaluated by the LPAs. Two additional vehicular access points will need to be provided in the area on the west of the site north of Sandy Lane and one on the eastern side on Burrettgate Road as shown on the Concept Masterplan.
- Sandy Lane to be stopped off to no longer provide direct east-west vehicular access across the site.

- Minimise damage to existing environmental features which have high landscape and ecological value, notably Green Drove, which should be crossed at only one point by a vehicular road.

## Design

- Important views and landscape features to be safeguarded / utilised in the design setting. Consideration should be given to the eastern and southern edges of the site providing a 'soft' transition from rural to urban.
- Dwellings to front open space, landscape features and the public realm to provide natural surveillance, sense of place, and a strong community identity.
- Utilise the existing predominantly grid-like drainage network to provide development blocks that will support the creation of a connected network of streets rather than a reliance on cul-de-sacs. It is acknowledged the various site characteristics, its physical edges and the proposed features of the development will result in different layout design responses.
- Scale and heights of buildings and materials to respect the local context and to be appropriate for their context within the site. For example where buildings are proposed adjacent to existing houses these should respect the scale and appearance of the current dwellings. Within the site and away from existing development there may be the opportunity for some taller buildings to be used, however these would need to be assessed on a case-by-case basis.
- Age Friendly Design – take into account the needs of older people with declining visual, auditory and bodily movement senses to maintain mobility, autonomy, independence, and wellbeing.<sup>4</sup>

## Community facilities

- A Community Hub area should be provided in the central part of the site as indicated in the Concept Masterplan to maximise accessibility by walking and cycling for new and existing residents
- The Community Hub is to provide a new primary school, local centre, outdoor sports pitches and a park which will provide the main bulk of children's plays facilities. An area of mature orchard as required by policy may also be provided in this area subject to further investigation at the planning application stage.
- The exact locations of the various elements of the local centre will be subject to further consideration at the planning application stage. The area with the group of trees in the northern part of the community hub area as shown on the Main Diagram may be appropriate for low density housing or parkland or a mixture of both.

---

<sup>4</sup> From the New Housing Developments and the Built Environment JSNA  
<https://cambridgeshireinsight.org.uk/wp-content/uploads/2017/08/New-Housing-Developments-and-the-Built-Environment-JSNA-2015.pdf>

- The Meadowgate Academy in the south-west corner of the site may require an additional area of land for expansion.

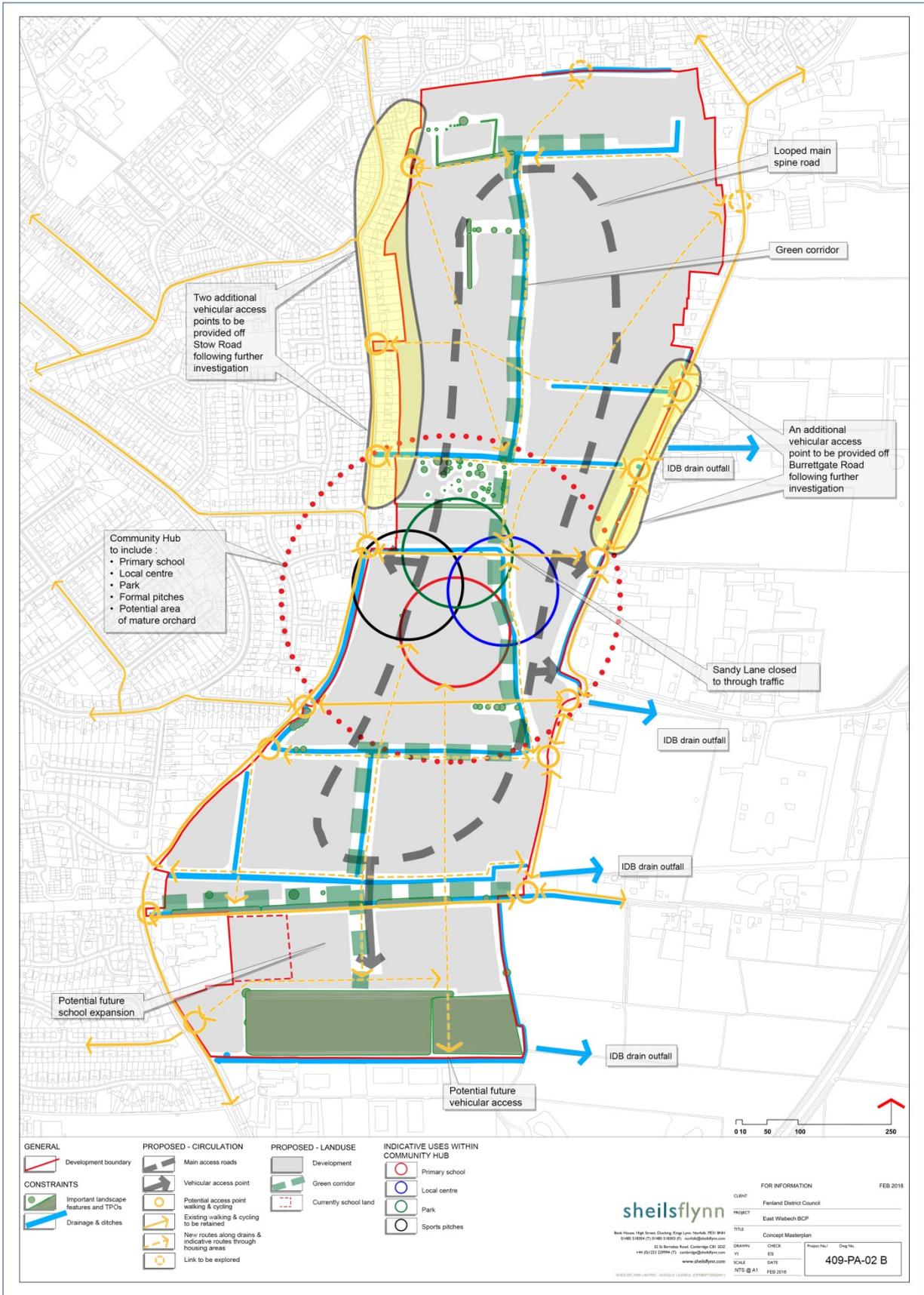


Figure 19: BCP Main Diagram

## 6. Infrastructure Framework & Delivery Strategy

### Infrastructure and Delivery

There are many individual infrastructure projects required to service the site including the primary school and highway improvements to the A47 / Broad End Road junction and the local existing network to ensure connectivity to the existing town. New utilities will be required to serve the dwellings, primary school, the local centre and the wider area and sustainable drainage solutions (SuDS) will be required to ensure that the land drains effectively without increasing flood risk. Access to existing homes and businesses will need to be protected during the construction phases and the whole development will need to be integrated into the existing infrastructure and community.

The development of the East Wisbech BCP site will be a major infrastructure project, on what is effectively a “green field” site. The delivery of any “green field” development requires a strategic approach to development with the design and delivery of the primary infrastructure being vital. Connections and distribution of the main utilities and communication infrastructure must be planned and delivered effectively to ensure co-ordinated connectivity throughout the BCP site and into the wider community.

The “green field” nature of the site also means there will be some high capital costs associated with its delivery at the outset. The whole development is estimated to take between eight and fifteen years to deliver, which will occur through a number of different phases and sub-phases. The pace of construction and delivery will depend upon the local, regional and national economy, the ability to acquire the land, the ability to finance the whole development and the rate of sales, amongst many other internal and external factors.

The delivery results in high costs in the early phases of the project which are recovered during all subsequent phases as the accommodation is sold into the market. Development profit may be non-existent during the early phases when the infrastructure is being delivered and the opportunity for wider social benefit delivered through S.106 obligations is more limited. However, as soon as the sales of the completed accommodation start in the mid to late phases and the infrastructure costs have been recovered, the opportunity for S.106 contributions including affordable housing increases.

The cost of the infrastructure works required to service the BCP masterplan, which includes the acquisition of land required for the development, are significant. This will be paid for from the sales of the residential and commercial accommodation. Once this investment has been recovered, the opportunity for the landowners/developers to “invest” further in social infrastructure, including affordable housing should be made easier.

It is envisaged that individual developments will start in the centre of the site and move outwards in all directions. It may also be possible to provide a number of development ‘fronts’ at different places within the BCP site should this prove feasible and assist with delivery.

Further work as to the delivery mechanisms will be required over time as and when the developers and land owners make their detailed planning applications.

Past work prepared for the Councils indicated that the site had a number of viability challenges. However, the role of the BCP is to help facilitate the development of the site over a number of years and form the basis for the consideration of future planning applications. It is at the planning application stages that the viability of the development will be considered in detail if the applicant considers that the scheme cannot be policy compliant in terms of its delivery for such things as affordable housing and social and community infrastructure. In such circumstances a development appraisal tool in the form of the Homes & Community Agency Development Appraisal Tool would be expected to be used for any assessment.

Whilst it is acknowledged that funding the whole development from the sale of residential and commercial properties may be challenging at this point in time there are a number of possible options to assist with closing any funding gap. For example, funding for the highway infrastructure for the Wisbech Access Study junction improvements will be secured through public funds and opportunities for affordable housing provision may come from the Cambridgeshire and Peterborough Combined Authority. Other funding sources may also be available in time to assist with delivering the necessary social and physical infrastructure for the site.

The success of the development will depend to a large extent on the continued partnership working of the key landowners, the Councils and other key stakeholders to secure delivery of a high quality and sustainable urban extension and supporting infrastructure in a timely way.

#### Land Ownership

It is understood that the BCP site is currently owned by 26 separate landowners. The parcels of land in different ownership are shown in Figure 20. Through discussions with local agents over a number of years the majority have indicated that they would be willing to allow their land to come forward for development and it is possible that all landowners will eventually be willing to release land for development.

It is possible that the land may be sold to a single individual or company who would then be responsible for the overall development of the site. Conversely individual landowners may wish to develop their land separately. In these circumstances some form of equalisation agreement would be required to be in place prior to the granting of planning permission to ensure that the proposal was in accordance with this BCP and that the necessary infrastructure was provided.



### Planning Application(s) Requirements

Planning and development of the area can be secured in a number of ways including:

- A single outline planning application submitted by the landowners/promoters in partnership
- Separate outline planning application compliant with the provisions of the BCP and which make appropriate provision for the strategic infrastructure requirements for the East Wisbech site as a whole.
- Reserved matters applications to follow on from the grant of the outline consent and providing more details on for instance scale, design, layout, access and landscaping.
- Full planning applications which provide all details at the outset as well as providing the necessary infrastructure (either physically or financially).

The Councils wish to avoid submission of any planning applications for development which may prejudice the development of high quality sustainable development underpinned by the local and strategic infrastructure necessary to support it.

Either a single planning application or a number of separate planning applications will be submitted to cover the proposed housing and ancillary facilities proposed. All planning applications will need to take into account all of the infrastructure implications (both on and off-site) for the BCP site for the development proposed. They will also need to show how the proposal(s) will contribute to achieving all of the requirements of this BCP and show how the objectives for the whole area can be met and will not prejudice other developments.

Each individual application will be expected to demonstrate how it will deliver a proportionate contribution to infrastructure (including green infrastructure) such as open space, drainage, walking and cycling routes etc. If not making a physical contribution for the required infrastructure the applicant will be expected to finance its provision in a proportional way.

Should the site come forward as parcels of land from individual landowners some form of equalisation agreement will be required to be in place to ensure that all landowners bear the necessary costs of infrastructure and also reap the rewards from property sales.

It is expected that all planning applications for the BCP site will provide full comprehensive information at the outset to assist in making decisions in a timely fashion.

## 7. Overall Conclusions and Recommendations

This Broad Concept Plan will provide a template for development in East Wisbech for around 1,450 dwellings (as set out in policy) and possibly for an even greater number. It will be the framework on which future planning applications are based. These will be expected to accord with the BCP to bring forward sustainable and comprehensive development with necessary infrastructure provided at the appropriate time.

Fenland District Council and the Borough Council of King's Lynn and West Norfolk have worked proactively with key stakeholders including statutory providers and agents representing landowners and the general public to produce a high level masterplan for the sustainable development of the area.

The Vision for East Wisbech has been a key tool for developing the BCP which is intended to result in an integral and complimentary urban extension to the town to provide improved facilities for both existing and future residents. Connectivity by walking and cycling has been at the forefront of thinking in developing the BCP.

Independent evidence has been commissioned and produced to provide an objective assessment of how the site should be developed taking into account the need to retain important landscape, ecological and drainage features and be in accordance with current local and national policy and guidance.

The need for a full mix of dwelling types to provide for local demand for a range of new housing and importantly, the delivery of the site, have also been paramount in developing the BCP.

Many issues will still need to be resolved at the detailed design stage but this BCP provides an appropriate and positive framework for schemes to be developed and planning applications to be considered. It is a further and important step on the way to providing good quality, comprehensive development for the benefit of Wisbech and local people.

# Appendices

**Appendix 1 - Report of Public Consultation - December 2016 to January 2017**

**Appendix 2 - East Wisbech Affordable Housing - Fenland and BCKLWN Standards – May 2017**

**Appendix 3 - East Wisbech Open Space - Fenland and BCKLWN standards – April 2017**

**Appendix 4 - List of evidence sources**

# Appendix 1

## Report of Public Consultation - December 2016 to January 2017

# East Wisbech Urban Extension

---

## Public Engagement Results Report

### Contents

Introduction.....	Page 1
About the East Wisbech Broad Concept Plan.....	Page 1
Public Engagement 2016/2017.....	Page 2
Survey Results Summary.....	Page 2
Full Survey Results.....	Page 3
Steering Group response.....	Page 13

### Introduction

Fenland District Council's Local Plan (adopted May 2014) and Kings Lynn and West Norfolk's Local Plan (adopted July 2011) identify and confirm East Wisbech as a strategic allocation for around 900 homes and 550 homes respectively.

A steering group has been formed to develop a Broad Concept Plan (BCP) for the East Wisbech area. This BCP is a high level masterplan that aims to set out the main requirements for the site.

The steering group is made up of a range of public and private sector organisations that have an interest in the development of the site.

Public engagement is an essential task the steering group are required to deliver.

### About the East Wisbech Broad Concept Plan

In November 2015, a Vision and Objectives Workshop to start to develop the Broad Concept Plan was held with the key stakeholders for the East Wisbech site. The purpose of this was to:

- Develop a shared understanding of the social, economic and environmental issues facing East Wisbech.
- Agree what East Wisbech might need to become a more sustainable community.
- Develop a set of early objectives/a draft vision to guide future development.
- Draft early spatial concept plans to support a wider public engagement process.

### **The Draft Vision for East Wisbech developed at the workshop is:**

*"East Wisbech will provide a new high quality urban extension with a focus on sustainable transport connectivity with the town centre and principal local education, employment and retail centres which*

*promotes a distinctive local identity, sense of place and social cohesion for the new community (and its neighbouring ones of Walsoken and the immediate west) and promotes health, well-being and quality of life.*

*A range of house types and tenures will be pursued to address the variety of established and projected housing demographic and needs, to respond positively to successfully integrate a new urban edge to the countryside setting which reflects its Wisbech context.*

*The new neighbourhood will be delivered through a structural landscape framework which promotes green corridors and a sequence of open spaces and enhanced existing water features to promote attractive internal cycle and walking routes between homes and a central community hub. The neighbourhood centre will form an attractive focal point benefitting from sustainable links and proximity to local services, shops, a primary school and a public formal and informal recreational open space.”*

## **Public Engagement 2016/2017**

Local residents in Wisbech and Walsoken were invited to attend a public exhibition event for the East Wisbech Urban Extension. Individual letters were sent out to 900 residences in the immediate vicinity of the site and posters were displayed at numerous local venues all over Wisbech and online.

The event was held on Monday 12<sup>th</sup> December at Walsoken Village hall. Those attending had the opportunity to view the proposals for the development and provide their thoughts and suggestions for the next stages of the Broad Concept Plan. Key stakeholders were on hand at the event to answer questions and engage with local residents.

More than 200 people attended the event and provided feedback and responses to the survey questions via the presentation boards on display. It was evident from the sign in sheets from the event that the vast majority that attended were residents of East Wisbech and Walsoken.

In addition to the exhibition event, local residents and other members of the public were able to view the proposals online and complete an online survey. An additional 18 survey responses were received via this method.

The full consultation period was Monday 12<sup>th</sup> December 2016 to Monday 9<sup>th</sup> January 2017.

## **Survey Results Summary**

The consultation asked 12 questions in total. 3 questions were about the individual responding, 2 regarding their opinions on East Wisbech as it is now and the remaining questions related to the proposals for the East Wisbech Site and Broad Concept Plan. The following is a summary of the main responses:

- Most respondents live in East Wisbech
- The top 3 items they like about East Wisbech are access to the countryside, good access into the town centre and it is considered a safe place to live
- In respect of how it could be improved the top 3 items were a GP Surgery, street lighting and pedestrian and cycle links to the town centre. There were significant comments about managing traffic to create a people friendly environment
- Most people did not respond to the question about supporting the draft vision. Of those who did (49 people), 71% did not support the vision. The main key comments about why they did not support the vision are issues relating to a lack of infrastructure, traffic issues and people who do not support the scale of growth (or any growth) for East Wisbech
- Views about the group work from the vision and objectives workshop were mixed with many people stating that there was not enough detail on the plans. There was a clear preference for the design of Groups 2 and 3 and more objection to the Group 1 proposal. Most of the comments were as above in respect of the lack of infrastructure
- Most people suggested the local centre should be in the central part of East Wisbech (62.5%)

- The main items they would like included in the local centre are a GP Surgery, food shopping and a community hall/meeting space
- Most people suggested the primary school should be in the central part of East Wisbech (51%)
- Most people suggested the open space should be in the central part of East Wisbech (46.4%)
- Based on the any other comments section the main issues raised were as follows:
  - There were many objections to the scale of growth, specifically a development of 1,500 homes
  - Lack of clarity on the proposals
  - Lack of infrastructure to support the development
  - Many respondents want a roundabout to replace the current staggered junction at Broad End Road on A47
  - A GP Surgery is needed as part of the development
  - The need for cycling and walking areas including to the school
  - A school needs to be included in the proposals
  - A range of comments about affordable and social housing

## Full Survey Results

The full consultation responses received at the exhibition event and online are as follows:

Please note: Not every participant chose to answer each question and therefore there are a higher number of responses for some questions compared to others.

<b>Your age:</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Under 18	1.1%	2
18 - 30	4.6%	8
31 - 50	13.7%	24
51 - 64	29.1%	51
65+	51.4%	90
<b><i>answered question</i></b>		<b>175</b>

Although not everyone responded to this question a high number of responses were received. The results show a particularly high proportion of respondents are of pensionable age. The majority in attendance were local residents and therefore this reinforces the comments received stating this area has a large number of older residents and retirees.

<b>How long you've lived in the area:</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
5 years and under	9.8%	14
6 - 10 years	8.4%	12
11 - 15 years	12.6%	18
16 - 20 years	11.9%	17

21+ years	57.3%	82
<i>answered question</i>		<b>143</b>

These responses indicate that while the local population seems to be made up of a high number of older people it is likely they have lived in this area for some time.

<b>Where you live:</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
East Wisbech	27.7%	46
Walsoken	58.4%	97
North Wisbech	0.6%	1
West Wisbech	5.4%	9
South Wisbech	2.4%	4
Leverington	0.0%	0
Elm	0.6%	1
Other (within the Fenland District)	0.6%	1
Other (within the Kings Lynn and West Norfolk District)	4.2%	7
Other (elsewhere)	0.0%	0
<i>answered question</i>		<b>166</b>

This reiterates the evidence from the exhibition events' sign in sheets that shows most of the people that attended were from the immediate vicinity.

<b>What do you like about East Wisbech? Please select your view about each statement.</b>				
<b>Answer Options</b>	<b>Agree</b>	<b>Disagree</b>	<b>Neither agree or disagree</b>	<b>Response Count</b>
A developing sense of community, which is active and includes a range of age groups	15	22	45	82
Safe place to live	56	22	19	97
Schools and village hall	40	16	24	80
Affordable property	49	10	22	81
Range and types of housing	53	10	14	77
Good access into the town	59	20	6	85
Good access to the whole of Wisbech	43	27	16	86
Shops and Local Centre	35	28	9	72
Recreational open space	35	27	12	74
Access to countryside	67	10	6	83
Wildlife habitats	55	11	13	79
<i>answered question</i>				<b>97</b>

Most of these responses are positive as all options achieved a low percentage of participants disagreeing with the statements. A higher number of attendees responded positively to access to countryside, access into town and a safe place to live. This suggests these are commonly the highest priorities for local residents.

How could East Wisbech be improved? Please select your view about each statement				
Answer Options	Agree	Disagree	Neither agree or disagree	Response Count
Pedestrian and cycle links to the town centre	70	7	9	86
Pedestrian and cycle links to the employment areas in other parts of Wisbech	48	4	14	66
Manage traffic and vehicle speeds to create a more people friendly environment	68	1	3	72
Street lighting	73	7	8	88
Green infrastructure and open space networks (for recreation routes and to support and enhance wildlife and bio-diversity)	51	3	3	57
Open spaces for formal and informal recreation	58	10	3	71
Facilities for young people e.g play area and sports facilities	59	8	5	72
Allotments	30	7	18	55
Broadband provision	41	9	5	55
Faith buildings	6	16	18	40
Cemetery	14	12	14	40
Wide range of house types	33	4	9	46
Community Hub	24	6	7	37
Bus services	58	4	7	69
Doctor's surgery	77	10	5	92
Veterinary surgery	24	7	16	47
<i>answered question</i>				<b>92</b>

The top three items respondents indicated they felt should be improved are GP Surgery, pedestrian and cycle links, and street lighting. There were higher apathetic and negative views for the inclusion of faith buildings and a cemetery compared to the other items on the list.

Do you support the draft Vision for East Wisbech?		
Answer Options	Response Percent	Response Count
Yes	28.6%	15
No	71.4%	34
Key comments:		42
<i>answered question</i>		<b>49</b>
<b>Key comments:</b>		

I moved to Walsoken early in 2013 because it was more rural than Buckinghamshire where I lived previously. Part of the charm of the area is its separation from Wisbech and its more rural feel than the town. This proposal would absorb Walsoken as a suburb of Wisbech rather than a village in its own right. In addition, I don't believe the high volume of traffic generated by building 1500 houses can be accommodated on Burrettgate Road, potentially causing a "rat run" via Sparrowgate which is one-way

at its narrowest point. The number of houses should be halved with better sustainable links!

Wisbech cannot cope with the amount of traffic in and around the area already without adding extra houses and cars to the terrible congested roads. There needs to be more invested in solving this problem and the 2 bridges cannot cope now with the traffic.

But road infrastructure needs to be improved going into Wisbech. Roads at present will not cope with extra traffic. Where will roads lead out of new development

This response is based on the lack of information on how any proposed development will be accessed given the size of local roads and lanes. Access onto the A47 should be via Broadgate Road but only if the junction is improved significantly. Cambridgeshire is amongst the least wooded counties in England and the current wild spaces should be preserved and not completely destroyed by building.

The idea is sound, but the reality is quite different. There is NO mention of the installation of a Roundabout at the A47 Broadend Road Staggered Junction. Until a Roundabout is in place, Health, Well-being and Quality of Life will continue to be affected.

It only talks of internal cycle and walking routes. Many people will be discouraged from cycling without integrating it into a safe cycle network covering anywhere they want to go. Cycling needs to be encouraged to help the congestion in the town and promote active lifestyles.

The congestion issue could be exacerbated by all the roads between into the town centre and east Wisbech being small residential roads so other modal options must be encouraged.

It's not at all clear to know what is proposed and where. Definitely needs much improved infrastructure.

It will back directly onto my home, of which I purchased on the one of the conditions that it backed onto countryside and a peaceful space. This will now de-value my home if I wish to sell and possibly cause me to lose a lot of money!!!

The town needs to grow together.

Where will the people served by the new housing be employed? What work will be required to highways to deal with the increased traffic flow? Wisbech is already gridlocked for much of the working day.

Agree (above) - There is hardly any work/job options now!

Schools. NHS. Employment. Roads congested already!!!

Duelling of A47? & access. Provision of major supermarket on north/east of Wisbech!

Yes a new access is needed off A47 and the town should go for a new road & rail links to support growth in South Cambs which will increase wealth in the north for Wisbech.

1500 means at least 3000 extra cars at 2 rush hours. Wisbech infrastructure is already inadequate. This will make town traffic intolerable.

Obviously this presentation is an exercise in communicating what is going to happen. My fears are all around the infrastructure. The traffic congestion will be in tolerable to start with.

The infrastructure and additional monies owed to our area per child for their education should be in place first, before anything else happens. Access to the A47 is still very dangerous and gridlocked at Elm Hall at 4:30pm during the week. All needs resolving.

The infrastructure needs to be put in before any houses are built. Money for education. Extra money owed to the children of Cambs. Money for schools.

Road network in/around Wisbech is ridiculous. Town Centre gridlocked due to amount of crossings/traffic lights. Roads east of Walsoken will not support extra cars trying to get onto A47. Elm Hall roundabout struggles to cope. Schools in area already expanded due to population boom. Extra houses = extra tax for council - will they put this into services?? Rather than cutting them.

Roads in the area need massive improvement. Some areas around development are no more than country lanes not designed for the level of traffic the extra housing will demand. Schooling needs to be improved as it is difficult for local children to get places in local schools already. The North Cambs Hospital requires better services to accommodate extra demand. If not this will put extra strain on QE Hospital in Kings Lynn.

Support subject to improvements in roads, even to A47 - A47 improvements + increased public transport capacity. Needs traffic restrictions on rat runs, especially Sparrowgate Rd - Wheatley Bank.

Infrastructure needed. Lack of green open space. Money for education for child needs. Money for schools. Doctors surgery.

Subject to necessary infrastructure.

Very good.

If things are thought through thoroughly & the local peoples comments are fully taken into account.

Good idea. Rail to be put in & A47 to be upgraded.

To intense housing one end (on Group 1).

Too built up, disaster again for Wisbech.

Too built up already, another cock up.

Do not want building works down the bottom of my garden for years.

1500 houses = 4500 wheelie bins = 1500+ cars = 1500+ children (1 Primary School?) = increase in salary for local government CEO?

What is happening about healthcare and education?

Why here? High density housing! Many older people live in this area, why put a school near where there is already one? This will be chaos. This is NOT for the benefit of Wisbech and the people. It is purely for overspill from Cambridge and Ely.

Social housing provision?

No infrastructure i.e. schools, surgeries, local hospital. Environmentally unfriendly to existing residents on green fields.

Definite NO. I bought my home because it was not in a town. Now it will be lost in a building jungle!! Pressure on doctors, hospitals & schools, local amenities also more rubbish & traffic. Wisbech was a retirement haven & a quiet place to live away from crowds & noise!!! Our roads can't take the traffic we do have now!

With proper consideration for a separate road system away from Elm High Road.

Desperately short of housing. These must be built somewhere. Too much NIMBY.

Most people did not respond to the question about supporting the draft vision. Of those who did (49 people), 71% did not support the vision. The main key comments about why they did not support the vision are issues relating to a lack of infrastructure, traffic issues and people who do not support the scale of growth (or any growth) for East Wisbech.

**The pictures above give some ideas for the development of the East Wisbech area. They were produced by three groups in the Vision and Objectives Workshop, which included local stakeholder representatives. If you have any comments about the proposals suggested in these Group Plans, please give them here:**

**Answer Options**

**Response Count**

26

*answered question*

**26**

**Response Text**

I cannot support a development which sends traffic away from the area via Sparrowgate.

First comment is that a key should be provided on each map as it's incredibly difficult to work out what is what. Secondly at least some road names would be helpful. It seems as though these maps, far from providing information, are attempting to hide it. Our personal preference would be to use map 3 as a starting point as it recognises that this is still part of the countryside ie a semi-rural area where town meets country. Why is there a need for a primary school when existing primary schools are within 10 minutes walking and could be extended should they lack capacity?

A provision needs to be left to continue the reinstated railway to Wisbech forwards to King's Lynn. All of these plans show development over the old alignment. A successful project must look to the long term.

I like the idea of retaining a traditional orchard to preserve the history of the area.

The plans rely too much on connections to Money Bank and Stow Road these roads do not seem fit for carrying the extra traffic safely. Especially as Money Bank is essentially a single lane road with cars parked along both sides.

I don't see any plans to provide housing or facilities for disabled people, why not?

It appears from all 3 plans, that my standard of living will be reduced significantly compared to those who will be housed on the site

Awful! My standard of living will have a negative impact if these plans are implemented.

Group 1 Plan - definitely no. Construction traffic must enter from A47. Traffic calming down Burcroft Road/Burrett Road/Sparrowgate Road. Put high density housing in centre of Walsoken. Group 2 Plan more acceptable provided housing is good quality housing (or self-build)

Perhaps we could have seen better drawings!! (What qualifications did the person who drew these plans have?) It is quite difficult to understand the 3 different plans.

Group 2 Plan:- More acceptable:- Provide traffic calming at Sparrowgate + Burrettgate Road:- Better drawings must be provided:- Detailing outlay for community services:- Numbers for local schools?? Street lighting, footpaths, drainage???

Group 2 would be preferable. As long as width restrictions and weight restrictions apply during the build period as a safety aspect with people using the existing open spaces i.e. dog walking & horse riding. No HGV should use village roads.

Dubious about the value of a local centre as so many of these deteriorate very quickly and it would draw business away from the town centre.

Group Plans 2 + 3 acceptable. Gives more to the community. Group Plan 1 too intensive regarding too many houses.

What about the parts of Wisbech already here. They are in need of improvement. Do we need more ghettos and no go areas?

Is there any intention to include social housing in any of the plans?

Access roads from development go into currently overcrowded roads with too many cars double parked.

1500 dwellings approx. 3400 people. 1960s - Total population Wisbech area in 1960 approx. 1700. Fully operational hospital 24hrs also police station and court house and railway. 2010 - Approx. 30000 people - none of above facilities (area completely flooded in 1950, much loss of life, also minor floods in 1970s in Mount Pleasant & Harecroft Rd) AWA have put a wall along river. With all the dwellings removing trees and agricultural land will all drainage go out in wash or be delayed as it has always been delayed at regular past periods of time (1950s-1970s)?

Quaker Lane and Meadowgate Lane are most unsuitable to develop houses or schools.

Consider second secondary school to be built on west side of Wisbech. Not logical to have 2 schools within a mile of each other.

This is an opportunity to ensure that access and egress for East Wisbech are suitably planned & improved.

Restricted traffic flow. North along Burrett Rd & Wheatley Bank, these roads will become rat runs for new traffic travelling to Kings Lynn.

The issues now become services. Hospitals, transportation (inc. bike paths & greener alternatives) schools, policing. This will need additional resources, funding?

Look at it again!

Provision needs to be made on traffic restrictions using the Wheatley Bank + Sparrowgate Rd rat run and also HGV restrictions on Burrett Road.

Views about the group work from the vision and objectives workshop were mixed with many people stating that there was not enough detail on the plans. There was a clear preference for the design of Groups 2 and 3 and more objection to the Group 1 proposal. Most of the comments were as above in respect of the lack of infrastructure.

**Would you like the Local Centre to be placed (within the black boundary line on the map):**

Answer Options	Response Percent	Response Count
In the northern part of the area	33.3%	16
In the central part of the area	62.5%	30
In the southern part of the area	4.2%	2
<i>answered question</i>		<b>48</b>

Most people suggested the local centre should be in the central part of East Wisbech (62.5%).

**What would you like to see included in the Local Centre?**

Answer Options	Yes	No	Response Count
Food Shopping	43	15	58
Takeaway shop	10	40	50
Hairdressers	16	21	37
Newsagents	16	17	33
Pub	21	30	51
GP surgery	79	7	86
Community Hall / Meeting Space	28	17	45
Other community facility e.g.			15
<i>answered question</i>			<b>86</b>

**Other community facility e.g.**

Facilities for disabled people and access for disabled people should be included as newly builds should comply with disability law and no mention of this anywhere by anyone.

Hospital

Doctors

The main items they would like to include in the local centre are a GP Surgery, food shopping and a community hall/meeting space.

**Would you like the Primary School to be located (within the black boundary line on the map):**

Answer Options	Response Percent	Response Count
In the northern part of the area	31.4%	16
In the central part of the area	51.0%	26
In the southern part of the area	17.6%	9
<i>answered question</i>		<b>51</b>

Most people suggested the primary school should be in the central part of East Wisbech (51%).

**Where would you like the Open Spaces to be situated (within the black boundary line of the map)?**

Answer Options	Response Percent	Response Count
In the northern part of the area	18.1%	25
In the central part of the area	46.4%	64
In the southern part of the area	35.5%	49
<i>answered question</i>		138

Most people suggested the open space should be in the central part of East Wisbech (46.4%).

If you have any other comments or thoughts about the East Wisbech area and development site proposals, please give them below:

Answer Options	Response Count
	45
<i>answered question</i>	
	45

#### Response Text

Concerned about the volume of traffic any large development will generate. Wisbech is already at grid lock most days.

We're disappointed with the lack of clarity over the proposals especially for those of us unable to attend the exhibition. The maps themselves look amateurish which doesn't fill anyone with confidence in the capacity of those charged with development of these proposals. Much more consultation will be needed with local residents especially over building on land which has, in many cases, been used as de facto common land for many years. One would have thought that building on brown field sites around and in the town would be the sensible first step rather than seeking to destroy the small amount of wild green space that Wisbech has.

It should be a part of the Wisbech 2020 and garden town visions to ensure maximum cohesion between areas of development and not cause future problems such as developing over areas needed for the railway, new roads, other access, etc.

The school should be placed to make it possible to safely reach on foot and cycle. Children should be able to make their way to school with a parent or alone safely. The amount of children driven to school in the town is inexcusable when almost all houses are walkable within 15 minute walks or even shorter by cycle.

Horrid, it will compromise people who have been settled around the proposed boundary for years which is completely unfair.

No social housing

1. One large Open Space in middle of development is best next to the Centre. 2. Build shared us cycle/footpath from the outset. 3. Proper infrastructure (Broadend Rd junction roundabout is essential

Any plans or notices in the paper, please can you make them LARGE so they are readable!

Elderly people housing good idea back of Stow Road.

Very unclear maps showing development proposed. Hard to see in relation to where we live because the map image is blurred. Other maps are clear but do not show developments. Please publish very clear maps for locals to see.

A proper infrastructure should be put in place before any building of houses commences. As Wisbech stands at the moment, overcrowded schools, doctors surgeries, dentists, etc. it cannot cope as it is, let along with another 1500 houses. How are people going to get into Wisbech? Not clear from plans. Is housing affordable for Wisbech people or mainly planned for commuters travelling to Cambridge?

Roads need to be improved particularly A47 junction. Doctors' surgery A MUST!

We must have more doctors' surgeries to cope with extra people. Access to A47 required -Leave as it is!

We have got to have more doctors' surgeries.

A coherent overview should be given not a 'masterplan' but an architectural view/plan. Roads need to be widened and improved - do not cope now with fairly limited traffic. It is important that a time scale to these works is clear.

I imagine it will be put here because most of it is in Norfolk and they don't mind more housing as they will be using Fenland facilities. Too much social housing. Overspill from Cambridge etc. Also Eastern Europeans.

More or enlarged hospital. -But could be in any area. -Don't close existing hospital. More car parking. More buses. Rail link

A47 improved/duelled? (Additional notes by other respondents 'Agree' and 'Agree'.)

A47/Broadend Rd needs roundabout. Improved roads around Walsoken needed. Parking near shop in Walsoken is dangerous.

Affordable & social housing included?

I am against any further expansion of Wisbech. The town infrastructure is based on a Georgian market town. There is no railway links. East Winch and any other developments will make Wisbech a gridlocked town with queues for car parks, doctors and shops.

We are losing more green spaces. We are a village. We do not want to become A TOWN!!!

Don't duplicate what is already available eg. numerous community halls all trying to hire out rooms. Encourage people to use town facilities rather than developing more retail/food in East Wisbech.

Infrastructure - A47 Broadend Rd roundabout/long about. (Additional note from another respondent 'Agree - Major concern of additional traffic on an already narrow road/lane!')

Must have a roundabout at the Broadend Rd and A47 junction. We have tried for years to get the Highways dept. to do something but it gets pushed down the list.

Please ensure that the road layout is such that ensures free flowing traffic which is bound to increase as a result of the increase in population in the area. How will it exit safely from Broadend Road onto the A47?

Problems already getting into Wisbech from Elm Rd/B&Q area at any time of day. Where will extra traffic join the bypass? How will it cope? Broadend Rd junction is already an issue.

Traffic access to A47 & Town Centre will need to be improved. Residents on Green Lane will lose a rural peaceful amenity, as some recompense high speed broadband should be provided. How will current hospital facilities be improved to sustain local population?

A47 improvements required. Local road improvements required as not fit for purpose. Better schools, hospitals etc. to cope with extra people in areas. Decent areas for children to play.

A47 improvement required. Local roads need updating. Better facilities for young people. Good links to transport. Good village hall, cheap hire rate.

Better road and infrastructure needed. No social housing as it will devolve property prices. Open spaces and playgrounds tend to bring trouble and people hanging around - not a good idea. We had to put new driveway when building house on Burrowgate Road due to planning regulations and it not being a busy road. How will Burrowgate Road cope with the development.

Traffic restrictions required to Sparrowgate Lane either one way or weight or no entry/cul-de-sac. A47 roundabout essential. Secondary school to west Wisbech.

It is with immense dismay that we have just discovered that there are proposals to build 1500 new houses behind our new home which we have just moved into only 2 weeks ago. We have moved away from the city of Southampton to enjoy the country and wildlife, only to find that it is not to be! How sad we are. We are hereby registering our dissatisfaction and fervently hope that it will not come to pass. We want to keep the countryside!

Good evening, I write further to an email dated 5th December 2016 attaching a letter (ref. F/YR16/1104/GEN) inviting Walsoken Parish councillors to a preview meeting on 8th December.

Following a Parish Council meeting last night, the Council would like to thank you for the invitation but have requested if it would be possible to have more than 3 days' notice for future consultation meetings please. Many thanks, Clerk to Walsoken Parish Council

Hi, attended proposed development of 1500 house in east Wisbech. My concerns: No numbers on split for private and affordable social housing and make up of houses; Where is the infrastructure to support another 5000 estimated people ????; How can the roads cope with an increase in traffic (they can't cope now ); It is almost impossible to get a Doctor's appointment unless you wait 3 weeks so how can they cope?; There are no NHS dental places in this town I travel to Kings Lynn for a dentist; The hospital is about to close if you listen to the underlying comments; The schools are full so how can they handle any more pupils; Where are the jobs for these houses and occupants or is the rent etc. to be funded by the public purse. I understand more houses are needed but the councils would be better getting value for money looking empty and brown field sites to meet this short fall. There is no doubt that there will be a slowdown in the U.K. economy so at this point this development will not be needed. To my thinking it is an ill-conceived scheme with 4 councils involved 1 council would be bad enough but to have 4 involved I think it is a recipe for disaster. Is there a public meeting arranged????

I am a Wisbech resident and I am appalled at the scale of this development. The infrastructure can barely cope with the amount of people we have now. I know you will be paid lots of money for the houses built, is that a good enough reason to ruin Wisbech. I think yourselves and Norfolk Council should be ashamed at what you are doing putting both your quotas together to make one massive development. I know what I say doesn't matter at all and you will do it anyway, but don't expect me to vote for you at the next local elections.

Dear Sirs, With regard to the east Wisbech broad concept plan I would like these comments taken into account:- I am concerned that as a local resident I am aware that the whole of this area is in a flood plain area and I have not seen any evidence how this issue will be addressed. With regard to the work being carried out there does not seem to be any mention of where the work will begin and over what sort of time scale, at the meeting figures of 10-15 to twenty years were mentioned! Based upon an estimated population of approx. five & a half thousand new residents can you please explain how the Wisbech area can cope with the needs of such a large development ie Schools, Hospitals, Dentists and Doctors as all of these are overstretched presently? Also more importantly where are these new residents going to work even on a conservative figure of say two thousand of them actually needing work as a business owner and employer I have not seen over the past 30 years such job availability in this area in fact jobs have become harder to find over this period. Whilst I appreciate the governments call for more housing just building large housing developments in an area without taking into full account the effect on the existing info structure, It is well documented that Wisbech is one of the most deprived areas in East Anglia and struggles presently to cope so I cannot understand how this development can help this situation! How are the local roads going to cope with this new development as from the plans I have seen it will only bring more chaos to the whole of the town. With regard to the 3 proposals I would like it known that option 2 would seem the best option in my opinion. I think a lot more consultation with residents of both the affected areas of Norfolk/Cambridgeshire needs to take place as there are already rumours surfacing that certain local property companies have bought up land in these areas and are prepared to sit on this land until they get offers well in excess of what they have paid. If this development were to proceed I believe that any work should start at the A47 end and incorporate a better access to the site.

14.12.2016. Dear Councillors, Thank you for your letter dated 02.12.2016 inviting me to a public consultation on the proposals for a development plan for Eastern Wisbech. I am recovering from surgery at the moment so I was unable to attend. I would like to give my views having been born in Wisbech and have lived at the above address for 50 years. I feel 1,500 new homes would create more problems than it would solve. Wisbech is divided east west by the A1101 which is jammed morning and evening during the rush hour. Most of the supermarkets are on the southern side so when all these new residents want to go to work or go shopping they will have to cross the A1101 which will add to the chaos that exists already. The soil around Wisbech is noted for its fertility and ample moisture content, making it a GREENBELT OF SUPERIOR QUALITY. In a country with ambitions of self-sufficiency it will need all the food it can produce itself. In the borough of Kings Lynn we have to pass through large areas of BROWNBELT which could take all these houses without prejudice to food production at all. On the proposed site there are three bench marks along 400 yards of road recording 11.9 9.4 and 10.7. This is a measure of the average land height above sea level. The tide at Lynn Bridge can be 24ft. So average is 12ft. So if the banks of the Ouse give way as it did in '53 this site could be underwater. I would call that a flood plain. If Wisbech needs more houses I suggest Fenland build them south of the town closer to the supermarket and the Weasenham Lane school and industrial units. Of course the

River Nene is closer, if that flooded, which it has, the area would get flooded sooner.

## East Wisbech Broad Concept Plan Steering Group responses to the consultation feedback

This section includes the responses from the East Wisbech BCP Steering Group in respect of the consultation comments received. In many instances similar responses have been made by many individual people, some responses have therefore been grouped together to avoid repetition.

<u>Issue or comment raised through the consultation</u>	<u>East Wisbech BCP Steering Group response</u>
86.1% (143 respondents) live in East Wisbech/Walsoken	The Local Plan consultation and Planning Application process requires that people local to a development site are consulted. The consultation received significant responses from people living in East Wisbech and Walsoken.
What do you like about East Wisbech? - top answer access to the countryside, second top answer good access into the town	The East Wisbech BCP recognises the importance of matters that create places and also the need to integrate what is good about the existing area with the new development. The East Wisbech BCP will include links to the countryside through the new development, along with a number of green corridors through the development itself. Routes to enable good access to the town centre and other locations across the town, particularly for walkers and cyclists are also included.
How can East Wisbech be improved? - top answer 77 respondents stated GP Surgery, second top answer 73 respondents stated street lighting	Discussion needed with CCG in respect of desire for a GP surgery.  Other responses that scored highly were pedestrian and cycle links to the Town Centre, Managing traffic and vehicle speeds to create a more people friendly environment and street lighting. Significant work has been undertaken to develop the transport proposals for the BCP including strong links for walking and cycling.
How can East Wisbech be improved? - third top answer 70 respondents - pedestrian and cycle links to the town centre	The East Wisbech BCP has strong walking and cycling links throughout the whole development area. It makes good use of existing links and provides new links alongside the drainage network. Significant work has also been undertaken to ensure that there are strong links to existing routes elsewhere within Wisbech including the town centre.
71.4% (42 people) stated that they did not support the draft vision for East Wisbech	The Steering Group notes that most people who responded to the consultation did not answer this question. Only 49 people provided a response, we are therefore unclear as to how representative this response actually is. The main reasons why people did not support the vision were primarily because they did not support growth in East Wisbech and concerns about the lack of infrastructure in the area  Within the consultation material as well as the publicity material the BCP

Issue or comment raised through the consultation	East Wisbech BCP Steering Group response
	<p>Steering Group took time to explain that the scale of growth was already determined. Specific information was provided to explain that the consultation was not about the principle of 1,500 homes but the delivery of the growth itself.</p> <p>Most comments and concerns were about the lack of infrastructure specifically issues about traffic and rat running, then need for improvements to A47 especially the staggered junction at Broad End Road, the need for healthcare facilities and education facilities. A substantial evidence base has been developed to support the transport proposals within the BCP. Discussions have also been undertaken with the CCG and Education providers. The results of those discussions are included within the draft BCP.</p>
Vision groups	<p>Please see the comments directly above,</p> <p>The preference for a final East Wisbech BCP more aligned to the initial idea developed by Groups 2 and 3 is noted. The negative comments about the Group 1 idea are also noted.</p> <p>The additional comments related to infrastructure, transport and access, these are all noted and as stated above the East Wisbech BCP will address these matters.</p>
<p>Where would you like the local centre?</p> <p>30 responses stated in the centre of the development, 16 responses in the north and 2 in the southern part of the development.</p>	<p>It was noted that most respondents wanted to see the Local Centre in a central area of the BCP. The East Wisbech BCP includes the local centre within the centre of the development area. This will also be located with the school.</p>
<p>What would you like to see in the Local Centre?</p> <p>Top 3 responses 79 people GP Surgery 43 people food shopping 28 people community hall/meeting space</p>	<p>Discussion needed with CCG in respect of desire for a GP surgery.</p> <p>The other top responses are noted and the final East Wisbech BCP will reflect the requirements of local people.</p>
<p>Where would you like the primary School to be located?</p> <p>16 people north area 26 people central area 9 people south area</p>	<p>It was noted that most respondents wanted to see the school in a central area of the BCP. The East Wisbech BCP includes the school within the centre of the development area. This will also be located with the Local Centre.</p>
<p>Where would you like the open space to be located?</p>	<p>A specific evidence base to support the BCP on landscape and open spaces is still in development. Alongside the consultation responses the</p>

Issue or comment raised through the consultation	East Wisbech BCP Steering Group response
<p>25 people north area 64 people central area 49 people south area</p>	<p>evidence will provide further detail about the quality of existing open space, the level to be provided and the type of open space to be provided. We note the preference for the open space to be central or south in the East Wisbech BCP.</p>
<p>Any other comments you would like to make?</p>	<p>The main comments raised by the additional information section are comments already raised within earlier questions as part of the consultation. The responses given above also apply in respect of the additional comments. The main issues raised by this question are as follows:</p> <ul style="list-style-type: none"> <li>• Objections to the scale of growth</li> <li>• The need for significantly improved infrastructure specifically improved transport facilities, upgrades to roads and especially A47</li> <li>• The need for a new GP surgery and more doctors</li> <li>• The need for open spaces and other green spaces</li> </ul> <p>Two specific issues raised within the consultation that have not been addressed elsewhere in the this response are as follows:</p> <ul style="list-style-type: none"> <li>• Not enough information was provided as part of the consultation for people to comment upon</li> <li>• Issues relating to flood risk</li> </ul> <p>The information provided as part of the consultation Based on feedback from other consultations and good practice examples from elsewhere, the BCP Steering Group decided to take forward a public engagement approach and not just consultation. A decision was made to present early ideas and to ask questions were we could receive details to inform the BCP. We wanted to receive information so people could genuinely help inform the BCP rather than just give a view about whether they support or reject the approach.</p> <p>Flood Risk Matters The East Wisbech Urban Extension was allocated in the Local Plan as the most sustainable site in respect of flood risk. The BCP does take account of the flood risk sequential test required by planning policy. The two small areas in a higher risk flood zone are recognised and any uses to be allocated in those areas will take account of this. The BCP also takes account of recent evidence in respect of drainage.</p>

## Appendix 2

### **East Wisbech Affordable Housing - Fenland and BCKLWN Standards – May 2017**

#### **Introduction**

The East Wisbech urban extension falls within the two administrative boundaries of the local authorities of Fenland and King's Lynn and West Norfolk.

In order to assess the minimum amount of affordable housing required for the BCP area it has been agreed between the two authorities that the following methodology as set out in this report should apply as a starting point.

In short, the adopted affordable housing standards for each authority have been applied to the site area within each district and a combined total provided for the whole BCP area. The specific types required have then been reconciled by a proportionate calculation.

The standards provide a basis on which to move forward with the BCP.

The amount of affordable housing required will therefore be used as a basis to help formulate the final BCP.

#### **Methodology**

##### Site area

Combined site area of East Wisbech = 73.0ha

Fenland DC area = 48.0ha

BC of King's Lynn & West Norfolk area = 25.0ha

##### Dwelling numbers

Total number of dwellings to be provided in BCP area = 1,450

FDC = 900

BCKLWN = 550

#### **Calculations for affordable housing are based on:**

- The affordable housing standards for FDC which are in Policy LP5 (page 19) of the Fenland Local Plan 2014 and available at this link: <http://www.fenland.gov.uk/CHttpHandler.ashx?id=12064&p=0>

- The affordable housing standards for BCKLWN are referenced in Policy CS09 of the Adopted Core Strategy (2011) via this link: [https://www.west-norfolk.gov.uk/info/20092/core\\_strategy/112/core\\_strategy\\_explained](https://www.west-norfolk.gov.uk/info/20092/core_strategy/112/core_strategy_explained) and Policy DM 8 (page 32) of the Adopted Site Allocations and Development Management Policies Plan (2016) available at this link: [https://www.west-norfolk.gov.uk/info/20093/site\\_allocations\\_and\\_development\\_management\\_policies\\_plan/514/adopted\\_plan](https://www.west-norfolk.gov.uk/info/20093/site_allocations_and_development_management_policies_plan/514/adopted_plan)

Each Council's standards have been applied to the number of dwellings to be provided within each authority's area and a combined total provided for the whole BCP area.

**FDC standards** are based on the number of dwellings to be developed. Therefore for East Wisbech, FDC calculations are based on a site of 900 dwellings. For FDC the affordable housing requirement is **25%** and for 900 dwellings this will result in an affordable housing requirement of **225 houses**.

**BCKLWN standards** are based on the site area or the dwelling numbers to be provided. For KLWNBC the affordable housing requirement is **20%**, and for 550 dwellings this will result in an affordable housing requirement of **110 houses**.

Overall East Wisbech should therefore provide **335** affordable houses across the development area, equivalent to **23%** of the total dwellings in the BCP area.

## Appendix 3

### East Wisbech Open Space - Fenland and BCKLWN standards – April 2017

#### **Introduction**

The East Wisbech urban extension falls within the two administrative boundaries of Fenland District and the Borough Council of King's Lynn and West Norfolk.

In order to ascertain the minimum amount of open space required for the BCP area it has been agreed between the two authorities that the following methodology as set out in this report should apply as a starting point. High level studies relating to Landscape Character & Ecology and SuDS are being commissioned and these will also inform the provision of the amount of open space required for the area.

In short, the adopted open space standards for each authority have been applied to the site area within each district and a combined total provided for the whole BCP area. The specific types required have then been reconciled by a proportionate calculation.

The standards provide a basis on which to move forward with the BCP. There are also specific policy requirements in both Local Plans to retain specific features such as mature orchards. The emerging Vision for the BCP area requires an extensive Green Infrastructure network (based around the existing surface drainage and public rights of way network) to be provided as multi-functional open space and again this need to be factored into any final BCP design.

The amount of open space required will therefore be used as a basis to help formulate the final BCP to provide an extensive multi-functional Green Infrastructure framework around which the location of roads, housing, the local centre and primary school will fit.

#### **Methodology**

##### Site area

Combined site area of East Wisbech = 73.0ha

Fenland DC area = 48.0ha

King's Lynn & West Norfolk BC area = 25.0ha

##### Dwelling numbers

Total number of dwellings to be provided in BCP area = 1,450

FDC = 900

KLWNBC = 550

**Calculations for open space are based on:**

- The open space standards for FDC which are in Appendix B (page 99) of the Fenland Local Plan 2014 and available at this link:  
<http://www.fenland.gov.uk/CHttpHandler.ashx?id=12064&p=0>
- The open space standards for KLWNBC are referenced in Policy DM 16 (page 54) of the Site Allocations and Development Management Policies Plan 2016 and available at this link:  
[https://www.west-orfolk.gov.uk/info/20093/site\\_allocations\\_and\\_development\\_management\\_policies\\_plan/514/adopted\\_plan](https://www.west-orfolk.gov.uk/info/20093/site_allocations_and_development_management_policies_plan/514/adopted_plan)

The standards for each authority have been applied to the site area within each authority and a combined total provided for the whole BCP area (see Table 1).

**FDC standards** are based on the area of the site to be developed. They cover a wide range of specific types of open space including Country Park, Neighbourhood / Town Park, Children's Play, Natural Greenspace, Allotments and Outdoor Sports. Open space types are broken down into varying categories and the site area establishes whether the type should be provided at all, or on or offsite.

Therefore for East Wisbech, FDC calculations are based on a site area of 48.0ha.

**KLWNBC standards** are based on the dwelling numbers to be provided and the resultant population. The standards effectively use the Fields in Trust (the National Playing Fields Association) standards\* and cover Amenity\*\*, Children's Play, Allotments and Outdoor Sports. On sites of 100 units or more 2.4ha of open space are required per 1,000 population broken down into 70% for amenity, outdoor sport and allotments and 30% for children's play space.

\* Fields in Trust (the National Playing Fields Association) standards require 2.4 hectares of outdoor playing space per 1,000 population comprising 1.6 to 1.8 hectares (2/3 to 3/4 of total) for outdoor sport, including 1.2 hectares (1/2 of total) for pitch sports, and 0.6 - 0.8 hectares (1/4/ to 1/3 of total) for children's playing space.

\*\*Amenity in this instance is taken to mean open space for general recreation including parks, woodland etc.

For KLWNBC 2.33 persons per dwelling are assumed, and for 550 dwellings this will result in an open space requirement for 1,282 people.

#### Commentary on differences between KLWNBC and FDC standards

As seen above there are a number of differences between the KLWNBC and the FDC standards.

FDC provides a breakdown of specific open space types which are calculated by area using a set formula for each type.

KLWNBC requires a combined amount of open space for amenity, outdoor sport and allotments (70%) and a separate amount for suitably equipped children's play space (30%), based on population forecasts for dwelling numbers.

FDC standards provide no specific standard for 'amenity' space. In this sense amenity is normally considered to be the generally smaller areas of open space used for tree and other planting which

contribute to the enhancement of the visual attractiveness of any development. FDC considers this amenity open space to be integral to the design of the development (or in this case the BCP in applicable circumstances such as foot/cycle ways adjacent to watercourses) and this also needs to be factored into any final design solution.

FDC standards for a Neighbourhood / Town Park require sites of between 20-50 ha to be provided on or off site depending on local circumstances. Given the combined size of the BCP area (73.0ha), that this is a new urban extension with a considerable number of dwellings to be provided as well as the limited amount of existing open space in the area, it is considered that this should be provided on-site.

To reconcile the differences between the two LPAs' open space standards the agreed approach is explained in the following text and tables.

**Table 1: FDC and KLWNBC Open Space Requirements for the East Wisbech BCP Area**

Type of Open Space	Fenland DC Standards - from Appendix B of the Fenland Local Plan 2014	Amount needed	King Lynn & West Norfolk BC Standards – from Policy DM16 of the SADMP Plan 2016	Amount needed
	Open space types are broken down into varying categories and the site area establishes whether the type should be provided at all, or on or offsite. Site area for FDC = 48.0ha		On sites of 100 units or more 2.4ha open space per 1,000 population based on 2.33 persons per dwelling ( 550 units = 1,282 people)	
Country Park	N/a - to be located in March only	0	None specified	0
Neighbourhood / Town Park	0.045ha per 1.0ha sites between 20.0and 50.0 hectares. This to be provided on-site due to local circumstances – see commentary above	2.16ha	* 70% combined total for amenity , outdoor sport and allotments	2.16ha*
Children's Play	0.04ha per 1.0ha (One third formal two thirds informal) On-site for sites over 2.0ha	1.92ha	30% for suitably equipped children's play space	0.92ha
Natural Greenspace	0.05ha per 1.0ha On-site for sites over	2.4ha	* 70% combined total for amenity ,	2.16ha*

	10.0ha		outdoor sport and allotments	
Allotments	0.01ha per 1.0ha On-site for sites over 10.0ha	0.48ha	* 70% combined total for amenity , outdoor sport and allotments	2.16ha*
Outdoor Sports	0.08ha per 1.0ha On-site for sites over 10.0ha	3.84ha	* 70% combined total for amenity , outdoor sport and allotments	2.16ha*
Amenity greenspace	No standard – part of design of development	0	* 70% combined total for amenity , outdoor sport and allotments	2.16ha*
				* combined total
<b>Total</b>		<b>10.8ha</b>		<b>3.08ha</b>

For Fenland the percentage of the varying types of open space as a requirement of the total for its area (10.8ha) is as follows:

**Table 2: Fenland Open Space as a Percentage of its Total Requirement**

	Fenland Open Space Type					Total
	Neighbourhood / Town Park	Children's Play	Natural Greenspace	Allotments	Outdoor Sports	
Hectares	2.16	1.92	2.4	0.48	3.84	10.8
% of Total	20%	18%	22%	4%	36%	100%

Only in the case of Children's Play is there a consistency in the FDC and KLWNBC standards in that specific amounts can be easily calculated. If added together the total amount of open space for Children's Play space (formal and informal) is 2.84ha (i.e. 1.92 +0.92ha).

For Fenland when the requirement for Children's Play Space is taken away from its total requirement of 10.8ha this leaves 8.88ha.

When the resultant types of open space are considered against this revised total of 8.88ha the following percentage results are achieved (in Table 3 below).

**Table 3: Fenland Open Space as a Percentage of its Total Requirement (excluding Children's Play Space)**

	Fenland Open Space Type				Total
	Neighbourhood / Town Park	Natural Greenspace	Allotments	Outdoor Sports	

Hectares	2.16	2.4	0.48	3.84	8.88
% of Total	24.3%	27.0%	5.4%	43.3%	100%

If a similar proportionate percentage split is made for the remaining 70% of KLWNBC's open space requirement (2.16ha) the following amounts as shown in Table 4 are realised.

**Table 4: King's Lynn Open Space Proportionate Requirement based on FDC Percentages (excluding Children's Play Space)**

	KLWNBC Open Space Requirement				Total
	Neighbourhood / Town Park	Natural Greenspace	Allotments	Outdoor Sports	
% of Total (based on FDC percentages)	24.3%	27.0%	5.4%	43.3%	100%
Hectares	0.52	0.58	0.12	0.94	2.16

Using this methodology when the types of open space for both authorities are added together this provides a breakdown of the minimum amount of open space types that will be expected in the BCP area and will be the basis for moving forward in developing the final BCP (see Table 5).

**Table 5: Combined FDC and KLWNBC Open Space Minimum Requirements for the BCP Area**

	Combined FDC and KLWNBC Open Space Requirements					Total
	Neighbourhood / Town Park	Children's Play	Natural Greenspace	Allotments	Outdoor Sports	
FDC	2.16	1.92	2.40	0.48	3.84	10.80
KLWNBC	0.52	0.92	0.58	0.12	0.94	3.08
<b>Total ha</b>	<b>2.68</b>	<b>2.84</b>	<b>2.98</b>	<b>0.60</b>	<b>4.78</b>	<b>13.88</b>
% of Total (rounded)	19.3%	20.5%	21.4%	4.3%	34.4%	100%

As explained in the Introduction, the emerging Landscape Character & Ecology and SuDS reports, policy requirements and Vision for East Wisbech will also all contribute to establishing the final amounts of open space to be provided in the BCP area and its final design.

## Appendix 4

### List of Evidence Sources

The documents below are available at the following link: [www.fenland.gov.uk/eastwisbechBCP](http://www.fenland.gov.uk/eastwisbechBCP)

- Landscape, ecology and arboricultural evidence – October 2017
- Annex A of Landscape, ecology and arboricultural report - Viewpoint Assessment
- Preliminary Ecological Appraisal – December 2017
- Arboricultural Survey – October 2017
- Surface Water Drainage Options Report – November 2017
- Development Access Point Modelling - Technical Note – January 2018
- Transport Planning Report – January 2018

Borough Council of  
**King's Lynn &  
West Norfolk**



Cambridgeshire  
County Council

