
F/YR22/0309/F

Applicant: Mr Jamie Punton

**Agent : Mr Matt Sparrow
Peter Humphrey Associates Ltd**

5 Bedford Street, Wisbech, Cambridgeshire, PE13 3BN

Erect 8 x residential units (1 x 3-storey block of 1-bed flats) involving demolition of existing building

Officer recommendation: Grant

Reason for Committee: Town Council recommendation contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 The development proposed will see a vacant and underutilised site brought back into active use to provide 8 x 1 bed residential units in a sustainable location within one of the districts primary market towns.
- 1.2 Revisions have been secured to the scheme with regard to materials, layout and security to ensure that it achieves policy compliance.
- 1.3 Whilst there is a shortfall of parking proposed to serve the development weight has been given to both the sustainability of the location in terms of accessibility to the town and its services and facilities and the bringing back into use this underutilised and vacant site.
- 1.4 Visually this contemporary design aligns with the aims and aspirations of the Nene Waterfront Design Guide with is adopted Supplementary Planning Guidance and the redevelopment of the site will build on the uplift of design quality in the area reinforcing what has been delivered to date and hopefully adding impetus to further development coming forward to deliver the regeneration of this area.
- 1.5 No heritage impacts have been identified in respect of the scheme proposed and it is considered that this scheme strikes the right balance in that it does not compete with or replicate historic architecture but does have due regard to the historic environment. Furthermore, the materials specified will compliment the setting of the listed building and ensure that the proposal achieves a good overall standard of design.
- 1.6 The planning balance in respect of this scheme, noting that it achieves full policy compliance, accepting the locational justification for the parking shortfall, is such that a favourable recommendation may be forthcoming.

2 SITE DESCRIPTION

- 2.1 The site is located within the market town of Wisbech and is located to the western side of Bedford Street, immediately north-east of the Wisbech Police Station and adjoining the car parking areas associated with this premises, situated to the south and west. To the east of the site are numbers 35 to 42 Bedford Street which comprise the two-storey restaurant premises and a single storey vacant building (no 35) which is proposed for redevelopment under a separate application. To the north-east is vacant remediated land which forms part of the Nene Waterfront and Port Broad Location for Growth area. Distant from the site some 175 metres to the north is The Boathouse with further parcels of land intervening (flanking each side of Russell Street), the site is separated from this land by rear access to the Police Station, providing access to a further area of parking associated with the Police Station.
- 2.2 Formerly occupied as a builders yard the site is now vacant and in a poor state of repair. It hosts a single workshop style structure situated to the west (rear) of the site with the frontage area delivering an open yard/forecourt area. Constructed of brick, blockwork with a glazed upper section to its front elevation and timber to the sides. The existing site is secured by a mix of brick walls and metal gates.
- 2.3 Bedford Street is a one-way street with access to the site derived from the southern approach via a dedicated spur off the Lynn Road roundabout.
- 2.3 The site is part of the Nene Waterfront Regeneration Area and the wider area is mixed in terms of character and usage. Land to the north has been remediated and is fenced off and forms part of the Nene Waterfront and Port Broad Location for Growth.
- 2.4 To the south-east of the site on the eastern side of Bedford Street at its junction with Lynn Road is No. 5 Lynn Road, a Grade II Listed Building. This imposing three storey property turns the corner into Bedford Street and is a prominent and indeed dominant feature of the locale.

3 PROPOSAL

- 3.1 The scheme proposes the demolition of the existing commercial building on site and the redevelopment of the site as follows.
- 3.2 The development comprises a three-storey building with a main footprint of 14.4 metres wide x 10 metres deep incorporating a forward gable projection located centrally which extends 1 metre from the front of the block with a width of 6 metres. The proposed eaves height is 8.2 metres with a ridge height of 10 metres. The development will deliver 8 x 1-bed residential flats across 3 storeys.
- 3.3 During the evaluation phase of the scheme following recommendations from the Conservation Officer the proposed palette of materials to be used in the scheme have been specified; these being:
- York Clamp Imperial Handmade Brick (with light/white mortar)
 - Thermowood VT4422C vertical cladding
 - Grey flat/smooth tile (Santoft 20/20)
 - Dark grey UPVC soffit and fascia
 - Anthracite flush casement UPVC windows
 - Black plastic rainwater goods

- Black metal railings and gate
- 3.4 The scheme makes provision for 4 number parking spaces to the frontage of the building and incorporates bin storage to the southern side of the site frontage with cycle storage provided to the northern side of the site frontage, a central access way is also shown to the main entrance foyer of the building.
- 3.5 Whilst initially 6 parking spaces were proposed to serve the development this element was revised as the width of spaces was considered substandard. As a consequence of revisions to the width of the parking spaces and the need to provide bin storage and cycle facilities the number of spaces has had to be reduced to 4.
- 3.6 There is an existing boundary wall to the southern boundary of the site which has a maximum height of 2850mm tapering down to 1350mm in line with the front of the proposed building. Beyond this existing wall it is intended to erect 1-metre-high metal railings, which will turn the corner to provide a nominal level of screening to the bin storage area. Metal railings are also to be provided to the northern boundary and again these are proposed to be 1 metre in height.

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

[F/YR22/0309/F | Erect 8 x residential units \(1 x 3-storey block of 1-bed flats\) involving demolition of existing building | 5 Bedford Street Wisbech Cambridgeshire PE13 3BN \(fenland.gov.uk\)](https://fenland.gov.uk/planning/permissions/F/YR22/0309/F)

4 SITE PLANNING HISTORY

None relevant

5 CONSULTATIONS

5.1 Wisbech Town Council

Originally supported the scheme, however following revisions to the scheme details and re-consultation revised their recommendation to:

'Object, on the basis that the proposal makes insufficient provision for the on-site parking of residents' vehicles'.

5.2 CCC Highways

Originally made comments regarding the technical design details, i.e presence of a lighting column which should be relocated and highlighted that there was no turning point available to serve the development. Following the submission of an updated layout the following updated comments were received:

'After discussions, and due to the location and the speed of the road, Highways do not object to this proposal.'

Conditions

1. *Prior to the first occupation of any dwelling its associated car parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and thereafter retained for that specific use.*

Reason - To ensure the permanent availability of the parking / manoeuvring

area, in the interests of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014.

2. *Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved in writing by the Local Planning Authority. Reason - To ensure satisfactory development of the site and a satisfactory standard of highway design and construction in accordance with Policy LP15 of the Fenland Local Plan 2014.*

5.3 **Environment Agency:** Consultation response to be reported to Committee

5.4 **FDC Conservation Officer**

'The application is for the demolition of an existing building and the construction of a single phase development comprising of 8 x 1-bed apartments over 3 floors.

The application site falls within the setting of 5 Lynn Road, a grade II listed building, and therefore these comments are framed in reference to S. 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which states that in considering whether to grant planning permission for development which affects a listed building or its setting, special regard shall be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The heritage statement fails to make an assessment of the setting of 5 Lynn Road, and therefore fails to make a true assessment of the proposal. The heritage statement also references incorrect paragraph numbers of the NPPF, which has been updated and revised in 2021, and therefore, these references are out of date.

Historic maps indicated that Bedford Street accommodated a range of industrial buildings, including timber yards and the Union Workhouse Brewery which fronted onto the River Nene. The area is now cleared and largely vacant, bar the police station (a modern civic building with Classical elements) and therefore, 5 Lynn Road retains a prominent presence on a dominant corner plot, with architectural detailing and materials of its time. Development within its setting therefore should not compete with or overwhelm this property, or its listed neighbours on Lynn Road, which provides an attractive frontage to a major road into and out of Wisbech.

Planning history to the site opposite at 35 Bedford Street is relevant here, where a similar scheme under F/YR21/0789/F is pending consideration. Pre-application advice from a conservation perspective concluded that there were concerns about the scale of the development and the advice was to be mindful of the setting of the listed building, avoid utilitarian and overwhelming architecture and ensure that a residential character prevailed.

A 2010 scheme (F/YR10/0367/F) for a three storey on that site had been allowed at appeal, which set the principle for this scale of development, and therefore an amended proposal under the pre-application enquiry 20/0096/PREAPP, was not objected to on grounds of scale. However, conservation advice retained the position that three stories was slightly overbearing and that two stories with dormers would be more in keeping with

the scale of the listed building nearby, but that overall, there would not be sufficient impact on setting to affect the significance of the listed building. Choice of materials was noted to be key in the difference between a project that was merely acceptable, or possibly detrimental and one which would preserve or enhance the setting of the listed building.

The same advice applies to this scheme. Indeed, factors of scale and material are of greater consideration in cases of piecemeal development, as the impact each has, can have a cumulative detrimental impact. It is important therefore to the overall success of both schemes that complimentary materials are used.

The application references Chase Street (well to the north of the site) as a materials palette, which is modern housing development and wholly inappropriate as a palette of materials for this site. This development and the site opposite at 35 Bedford Street, should both look to replicate the palette of materials from the historic buildings which predominate the area on Lynn Road, and which will be viewed in context with the new developments. A muted local brown brick, slate roofs and multi-paned windows would therefore be more in keeping with the setting of the listed building. Alternatively, design inspiration could perhaps be drawn from the historic use of the area, with a modern architectural interpretation.

In summary, development in principle is not objected to, but scale, design and materials need to be considered more carefully in order to ensure there is no detrimental impact on the setting of nearby listed buildings.

Therefore, amendments are needed before the proposal can be given full conservation support'.

In response to the above consultation the agent updated the drawings to specify the precise materials palette to be utilised (as per the details shown in the 'proposal' section above) and the Conservation Officer has advised:

'I think the choice of materials now represents a palette that will compliment the setting of the listed building and ensure that the proposal achieves a good overall standard of design.

Thank you for working swiftly and proactively. I am happy now to support the application without the need for condition, though with the understanding that availability of materials is not guaranteed, but amendments could be covered by a non-material amendment application'.

5.5 Environment & Health Services (FDC)

'The Environmental Health Team note and accept the submitted information and have 'No Objections' as it is unlikely to have a detrimental effect on local air quality.

Given the previous known land use, a Phase 1 contaminated land assessment must be undertaken, with the findings submitted to the Local Planning Authority before any development commences to ensure that the land is considered suitable for its intended sensitive end use.

Due to the scale of the proposed development, the issues that will be of primary concern to this service during the demolition and construction phases are the

potential for noise and dust to adversely impact on the amenity of the occupiers at the nearest residencies and workplaces.

Therefore, a construction management plan will be required that considers the following:

- o Demolition phase (noise/control of dust/disposal of building materials (including any asbestos) by licensed contractors)*
- o Site preparation (use of equipment and machinery including mobile plant/potential smoke pollution/general noise control)*
- o Construction phase (noise control of vehicular activity, machinery and equipment/siting of skips and waste disposal arrangements/dust suppression)*
- o Complaint response and investigation procedures*

I should take this opportunity to advise that whilst the controls mentioned above are welcomed, the granting of planning permission would not indemnify against statutory nuisance action should this service receive substantiated complaints of noise/dust/smoke during the demolition and/or construction phases’.

Following the submission of a Phase I Desk Study the following updated consultation response was received:

‘In our previous consultation we advised given the sites former use a Phase I Desk Study would be required to assess the plausibility of contamination being present and we note the results of such a study have since been provided.

The results of the study undertaken by EPS Project Ref: UK22.5903 dated 24th May 2022 states that a small number of plausible contaminant linkages have been identified having the potential to become active through the proposed redevelopment as a result of the historical use of the site and the commercial / industrial use of the adjacent land. It has been recommended that the identified plausible contaminant linkages should be further investigated by means of exploratory intrusive investigation. The risks identified are considered by EPA as limited in number because the proposed development will not incorporate garden areas but instead, introduce hardstanding across the ground surface therefore minimising future interaction with underlying contamination.

This service has considered the submitted information and is in agreement with the above recommendation made by EPS that recommends the identified plausible contaminant linkages be further investigated by means of exploratory intrusive investigation with a report then being submitted to and approved by the LPA in the event permission is granted as a pre-commencement condition.

Further to our last consultation we would reiterate that a construction management plan will be required should this proposal be taken forward due to the potential for noise and dust to adversely impact on the amenity of the occupiers at the nearest residencies and work places. We would recommend this also be submitted as a pre-commencement condition in the event permission is granted.’

5.6 Head of Environmental Services (Refuse team)

Initially commented that further details would be required in relation to the bin store, whilst also noting that space appeared limited, and they had concerns in

relation to the proximity of car parking. Information was given with regard to the level of provision for bin storage and the operational requirements for collection.

Following the submission of a revised plan an updated response has been received as follows:

'From the changes made it shows that required number of bins could be accommodated and serviced without issue so no issues from a waste collection perspective'.

5.6 **Designing Out Crime Officers**

'I have viewed the documents in relation to crime, disorder and the fear of crime. I have completed a search of the Constabulary crime and incident systems for the above location covering the last 12 months. At present, I consider this to be an area of low vulnerability to crime.'

Cycle storage - The proposed Sheffield stands to the front of the building will leave resident bikes vulnerable, therefore it would be good to see an enhanced design. Our recommendations are that a secure storage is provided and located either within the main building core or externally. Cycle store doors should be enhanced security door-sets LPS 1175 SR1 fitted with self-closers and a thumb turn for egress to ensure that people cannot be locked in, these should be access controlled for resident only. There should be no visibility inside the stores to prevent criminals viewing the cycles, they should be overlooked by CCTV with appropriate lighting and signage. Stands should be secured (cemented 300mm) into the ground (not bolted down) as per Secured by Design (SBD) guidelines.

Visitor Entry System (Audio visual) & Access Control - It would be good to see what access control and visitor entry systems are being proposed for the residential block - our recommendation is audio/visual visitor entry to allow the residents to see and speak to visitors prior to allowing access. There should be no trade buttons or other electronic release mechanisms.

External lighting - Our recommendation for external lighting is that all adopted and un-adopted roads, private roads, shared drives, footpaths and parking areas, should be lit with columns to BS5489:1 2020. Care should be taken in relation to the location of lighting columns with the entry method'.

Following the submission of an updated layout and clarification regarding the points raised the Designing Out Crime team have provided further comments:

'I appreciate the updated design and I'm happy with the amendments. Please can you confirm how the CCTV will be managed to ensure that any recordings are stored should it be required for evidential purposes in the future?'

Subsequently the agent has confirmed that the CCTV will be a Cloud based CCTV unit managed by the landlord with the landlords contact details to be kept on site to aid with accessing footage as and when required; the Designing Out Crime Officer has confirmed that they are *'happy with this detail'*.

5.7 **Local Residents/Interested Parties**

None received

6 **STATUTORY DUTY**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).
- 6.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development to pay special attention to preserving a listed building or its setting.

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

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

Para 10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development

Para 12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making.

Para 47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Chapter 5. Delivering a sufficient supply of homes

Para 111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 119. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land

Para 120 (c) Planning policies and decisions should (c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

Chapter 12. Achieving well-designed places

Chapter 14. Meeting the challenge of climate change, flooding and coastal change

Chapter 16. Conserving and enhancing the historic environment

7.2 National Planning Practice Guidance (NPPG)

7.3 National Design Guide 2021

Context C1 - Relationship with local and wider context

Identity I1 - Respond to existing local character and identity; I2 Well-designed, high quality and attractive

Built form B1 - Compact form of development; B2 Appropriate building types and forms

Movement M3 - well-considered parking, servicing and utilities infrastructure for all users

Homes and Buildings H1 - Healthy, comfortable and safe internal and external environment, H3 - Attention to detail; storage, waste, servicing and utilities

Resources R3 - maximise resilience

Lifespan L3 - A sense of ownership

7.4 **Fenland Local Plan 2014**

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP8 – Wisbech

LP13 – Supporting and Managing the Impact of a Growing District

LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland

LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

LP17 – Community Safety

LP18 – The Historic Environment

7.5 **Nene Waterfront Development Brief SPD**

7 **KEY ISSUES**

- **Principle of Development**
- **Nene Waterfront**
- **Character and heritage considerations**
- **Residential Amenity**
- **Highways**
- **Flood risk**
- **Contamination**
- **Crime and design**
- **Other issues**

8 **BACKGROUND**

8.1 In July 2004 a Development Brief was produced for the Nene Waterfront, Wisbech (NWDB) and this site form part of that area; to date there has been development to the northern, north-western and south western segments of the brief area. The Boathouse Business Centre, Yacht harbour and port, The Foyer. Infrastructure enhancements and remediation of land have all been successfully delivered with housing also delivered to the north-east of the current application site.

8.2 The NWDB does not identify any movement or access constraints, or indeed any expectations for the site now under consideration in terms of access delivery; albeit pedestrian links within the residential areas were highlighted.

- Building heights within the NWDB within this zone allow for 3-storey development

- The site did not form part of the land assessed in the initial desk assessment that formed part of the NWDB, nor was this land remediated.
- The Illustrative layout included at Fig 2.9 of the NWDB identified the land for residential development

9 ASSESSMENT

Principle of Development

- 9.1 This is a brownfield site within the settlement of Wisbech well located in respect of the town centre. As such development would accord with Policy LP3 of the FLP which directs that the majority of the district's housing should take place in such locations, e.g. within 'primary market towns'. Policy LP8 further expands on the policy aspirations for this location with the Nene Waterfront and Port identified as being a broad location for growth.
- 9.2 Policy LP8 also anticipated a 'refresh' of the Nene Waterfront Design Guide, which has yet to be actioned, the policy does however go on to identify that in the interim the Nene Waterfront SPD (2004) remains part of the planning policy framework and is relevant in the consideration any scheme proposals; caveated by the statement that the policy requirements will be 'applied flexibly and take into account current market conditions'.
- 9.3 Notwithstanding the above it is necessary to consider whether there are any site constraints, amenity or character issues which would render the scheme unacceptable in accordance with policies LP2 (health, wellbeing and residential amenity), LP14 (flood risk), LP15 (highways) and LP16 (environment)

Nene Waterfront

- 9.4 Although not identified as a 'key site' in the NWDB the land is located within the wider study area, with the Police Station to south-west being identified as an 'existing landmark'.
- 9.5 Although not explicitly described as such the site adjoins an area identified as being 'Urban Street Edge' with streets enclosed by consistently composed 3/4 storey (dependant on location within development) storey flats and town house development with the use of quality materials.
- 9.6 A key theme of the NWDB is to create a distinctive quarter with its own identity, which doesn't seek to replicate other parts of Wisbech.

Character and heritage considerations

- 9.7 The design brief for the area sets the scene for the redevelopment of this site and the development proposed aligns with the aspirations of the NWDB in that it would deliver a modern 3-storey building. As indicated in paras 9.6 above the Design Brief for this site and the wider area allows for a more contemporary approach to design.
- 9.8 The FDC Conservation Officer has accepted the design put forward for this site noting that a proposal for a three-storey residential development was currently under consideration for 35 Bedford Street; immediately to the east. In respect of

that site the Conservation Officer noted that whilst ideally two storeys with dormers would be more in keeping with the scale of the listed building nearby, overall, there would not be sufficient impact on setting to affect the significance of the listed building. A similar view must therefore be taken in respect of this site.

- 9.9 Notwithstanding general acceptance of the design approach it was identified that the success of the scheme would be dependant on the choice and quality of materials and to this end the agent has provided revised details to address this concern. Following receipt of these details the Conservation Officer has confirmed that *'the choice of materials now represents a palette that will compliment the setting of the listed building and ensure that the proposal achieves a good overall standard of design'*.
- 9.10 It is considered that the proposal strikes the right balance in that it does not compete with or replicate historic architecture but does have due regard to the historic environment. Modern design can sit appropriately in historic context and it is considered that this will be achieved through the delivery of the proposed scheme. Accordingly it is considered that the scheme aligns with Policies LP16 and LP18 of the Fenland Local Plan and may be supported in design and character terms as not detrimentally impacting on the site heritage setting.

Residential Amenity

- 9.11 Each unit will benefit from a floor area of circa 52 square metres with all habitable rooms benefiting from natural light. No overlooking will occur nor will the development cause overshadowing of existing buildings due to its placement. Whilst there will be windows to the front and side elevations those to the front will look out over the parking areas associated with the development and those to the sides will look onto the car parking area associated with the Police Station and over to the side access road and land beyond to the north. It is considered that appropriate separation can be maintained between future development to the north.
- 9.12 There is no minimum space standard relating to the provision of private amenity space in respect of proposals to deliver flats (Policy LP16(h)) and this proposal comes forward without any amenity space provision. However, the site is well located to the town which offers a range of outdoor leisure opportunities as such the failure to deliver private amenity space to serve the development does not, it is considered, render this town centre apartments scheme unacceptable.
- 9.13 Refuse collection and servicing has been secured as part of the scheme details and construction management may be secured through condition as per the recommendations of the FDC Environmental Protection team. It is therefore considered that the scheme aligns with the aims of Policies LP2 and LP16 of the FLP (2014).

Highways

- 9.14 The Local Highway Authority raise no objection to the scheme given the road environment in the vicinity and as such there are no grounds to resist the scheme in respect of highway safety.
- 9.15 With regard to parking allocation on the site Appendix A to the FLP (2014) allows for reduced car parking provision or in special circumstances nil

provision, however a nil provision would usually only be deemed appropriate if there were heritage considerations or if a scheme related to a physical conversion of an established building as opposed to a new build scheme.

- 9.16 For a new build development the starting point would be full provision in accordance with the adopted parking standards, for this development that would equate to 10 spaces. As such there is clearly a shortfall of provision in this instance. It is further noted that the Nene Waterfront Design Brief does indicate that 1.5 parking spaces should be provided per unit within the Brief area.
- 9.17 Accordingly it is clear that the scheme proposes a shortfall in parking of 6 spaces, however the land available is restricted and the delivery of 4 workable parking spaces supported by provision of cycle parking is considered acceptable within this sustainable location and noting that the units proposed are 1-bedroom. The benefits of bringing forward this vacant and underutilised site for housing thereby furthering the delivery of the Nene Waterfront Regeneration scheme are in this instance considered to outweigh the parking shortfall and as such it is not considered reasonable to withhold consent of an otherwise acceptable scheme on the grounds of this shortfall alone.
- 9.18 The condition recommendations of the LHA are noted however given the nature of the forecourt area, to provide pedestrian access and parking along with refuse storage and cycle facilities the suggested conditions would be better reflected as one bespoke condition which requires the delivery of the entire frontage area prior to occupation of any part of the development.

Flood risk

- 9.19 Whilst this site lies within a Flood Zone 2 location it forms part of the Broad Location for Growth and as such the sequential test does not need to be applied. However, it is necessary to demonstrate that the development will be safe from all sources of flood risk, will not increase flood risk elsewhere and where possible will reduce flood risk overall through the submission of a site-specific flood risk assessment (as per Part 2 of the Exception Test). With regard the Exception Test given that the site is within a Flood Zone 2 location there is no requirement to address the first part of this test, nonetheless the proposal would bring forward the redevelopment of an existing site within the urban area in accordance with the Council's sustainability objectives.
- 9.20 The scheme is accompanied by a Flood Risk Assessment that makes the following recommendations:
- Finished floor level of the building is 0.5m above surrounding ground levels, with 0.3m of flood resilient construction above finished floor level.
 - Developer shall ensure future residents are sufficiently aware of the risks of flooding and that they register with the Floodline Direct Warning Service.
- 9.21 The formal acceptance of the FRA is awaited from the Environment Agency, and subject to them confirming the same there would be no grounds to withhold consent with regard to flood risk or flood safety and the scheme may be considered as compliant with Policy LP14 of the FLP (2014).

Contamination

- 9.22 The agent, following the initial consultation response of the FDC Environmental Health Officer commissioned a Phase 1 Desk Study which recommended a further intrusive investigation of the site; this may be secured through condition and will enable the development to evidence that the site is safe for development either in its current form, or with appropriate remediation thereby satisfying LP16 (l) & (m).

Crime and design

- 9.23 Due consideration has also been given in respect of the layout in so far as it relates to crime and safety, the Police Designing Out Crime Officer has made certain recommendations with regard to access control, cycle storage, external lighting and CCTV. The scheme has been revised to address the comments raised albeit the cycle storage remains external to the building and the Designing Out Crime Officer has confirmed that they are happy with the amendments made. Accordingly it is considered that there are no crime and safety matters arising from the scheme remaining to reconcile and compliance is achieved with regard to Policy LP 17 of the FLP.

Other issues

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

The applicant has been consulted on the proposed conditions and their agreement is awaited, and an update in this regard will be reported to committee. Should their agreement be forthcoming the requirements of section 100ZA(5) will have been met.

The proposed conditions are as follows:

Condition 5 – Contamination

Condition 6 – Construction Management

10 CONCLUSIONS

- 10.1 The development proposed will see a vacant and underutilised site brought back into active use to provide 8 x 1 bed residential units in a sustainable location within one of the districts primary market towns.
- 10.2 Revisions have been secured to the scheme with regard to materials, layout and security to ensure that it achieves policy compliance.
- 10.3 Whilst there is a shortfall of parking proposed to serve the development weight has been given to both the sustainability of the location in terms of accessibility to the town and its services and facilities and the bringing back into use this underutilised and vacant site.
- 10.4 Visually this contemporary design aligns with the aims and aspirations of the Nene Waterfront Design Guide with its adopted Supplementary Planning Guidance and the redevelopment of the site will build on the uplift of design

quality in the area reinforcing what has been delivered to date and hopefully adding impetus to further development coming forward to deliver the regeneration of this area.

- 10.5 No heritage impacts have been identified in respect of the scheme proposed and it is considered that this scheme strikes the right balance in that it does not compete with or replicate historic architecture but does have due regard to the historic environment. Furthermore, the materials specified will compliment the setting of the listed building and ensure that the proposal achieves a good overall standard of design.
- 10.6 The planning balance in respect of this scheme, noting that it achieves full policy compliance, accepting the locational justification for the parking shortfall, is such that a favourable recommendation may be forthcoming.

11 RECOMMENDATION

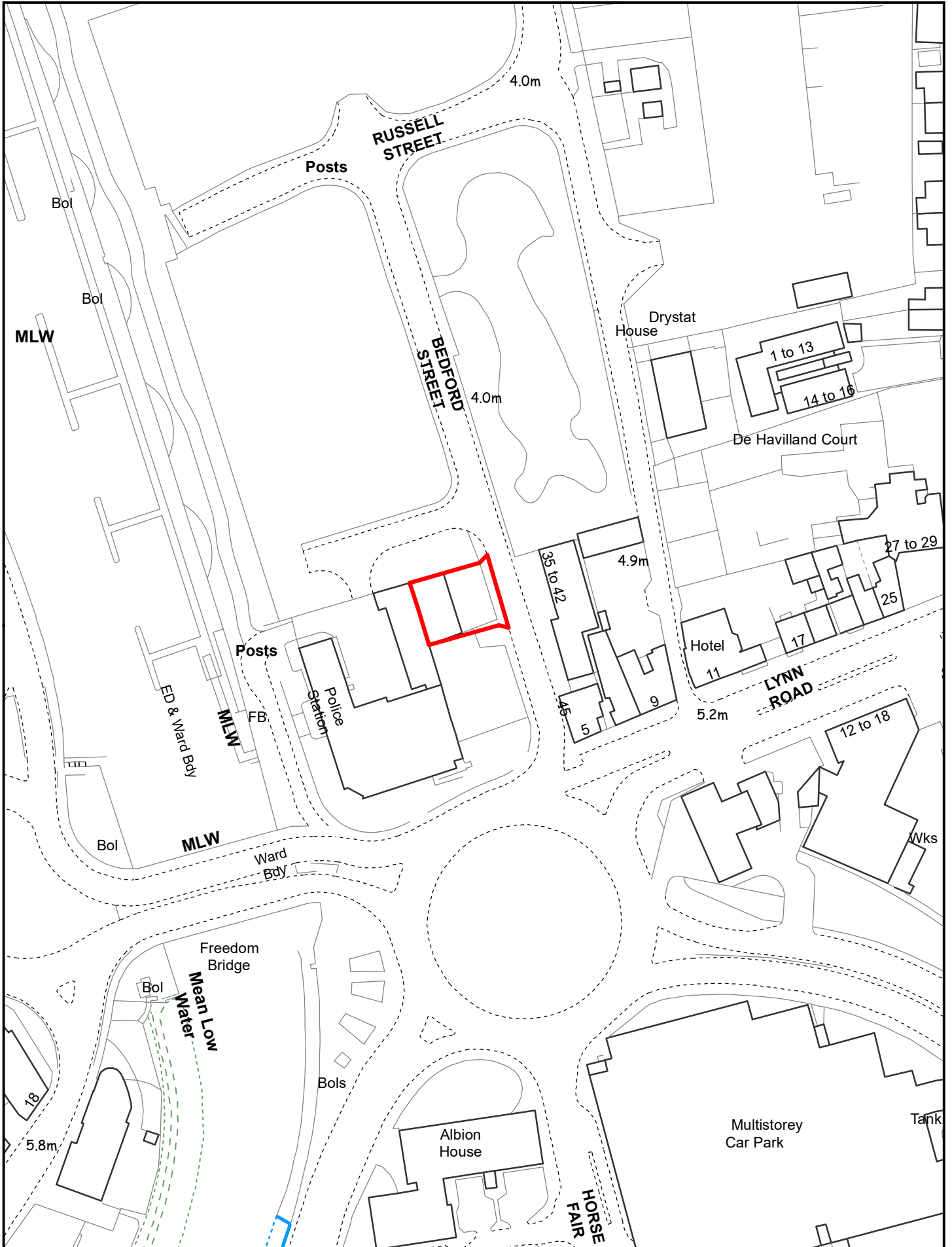
Grant: Subject to the following conditions:

Conditions

1	<p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby approved shall be finished in materials as specified within the application, i.e.</p> <ul style="list-style-type: none"> • York Clamp Imperial Handmade Brick (with light/white mortar) • Thermowood VT4422C vertical cladding • Grey flat/smooth tile (Santoft 20/20) • Dark grey UPVC soffit and fascia • Anthracite flush casement UPVC windows • Black plastic rainwater goods • Black metal railings and gates <p>Reason - To safeguard the visual amenities of the area and ensure compliance with Policy LP16 of the Fenland Local Plan, adopted May 2014.</p>
3	<p>Prior to the first occupation of any part of the development hereby approved that entire site frontage and associated refuse collection, cycle parking facilities, parking and pedestrian access routes shall be laid out, demarcated, levelled, surfaced and drained in accordance with drawing number 6473/SK02 and thereafter retained for those specific uses.</p> <p>Reason - To define the scope of the consent and to ensure the permanent availability of the parking and servicing as per the approved scheme, in the interests of highway safety and residential amenity in accordance with Policies LP2, LP15 and LP16 of the Fenland Local Plan 2014.</p>
4	<p>The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) carried out</p>

	<p>by Ellingham Consulting Ltd (Report Ref: ECL0681/PETER HUMPHREY ASSOCIATES) dated January 2022 and the following mitigation measures detailed within the FRA shall be adhered to:</p> <ul style="list-style-type: none"> - Finished floor level of the building is 0.5m above surrounding ground, and - Flood resilient construction to a height of 300mm above the finished floor level <p>The mitigation measures shall be fully implemented prior to occupation and thereafter retained.</p> <p>Reason - To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy LP14 of the Fenland Local Plan 2014.</p>
5	<p>Prior to the commencement of the development hereby approved a scheme and timetable to deal with contamination of land and/or groundwater shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme and timetable shall then be implemented on site. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:</p> <ol style="list-style-type: none"> 1. A site investigation and recognised risk assessment carried out by a competent person, to fully and effectively characterise the nature and extent of any land and/or groundwater contamination, and its implications. The site investigation shall not be commenced until: <ul style="list-style-type: none"> (i) The requirements of the Local Planning Authority for site investigations have been fully established, and (ii) The extent and methodology have been submitted to and approved in writing by the Local Planning Authority. Two full copies of a report on the completed site investigation shall be submitted to and approved in writing by the Local Planning Authority. <p>Following written LPA approval of the Site Investigation the LPA will require:</p> <ol style="list-style-type: none"> 2. A written method statement for the remediation of land and/or groundwater contamination affecting the site. This shall be based upon the findings of the site investigation and results of the risk assessment. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority. 3. The provision of two full copies of a full completion report confirming the objectives, methods, results and conclusions of all remediation works, together with any requirements for longer-term monitoring and pollutant linkages, maintenance and arrangements for contingency action shall be submitted and approved in writing by the Local Planning Authority. <p>Reason - To control pollution of land or water in the interests of the environment and public safety in accordance with the National Planning Policy Framework, in particular paragraphs 183 and 184, and Policy LP16 of the Fenland Local Plan 2014.</p>
6	<p>Prior to the commencement of any development on site (including demolition) a construction management plan shall be submitted to and approved in writing by the Local Planning Authority, the CMP shall consider</p>

	<p>the following:</p> <ul style="list-style-type: none"> • Demolition phase (noise/control of dust/disposal of building materials (including any asbestos) by licensed contractors) • Site preparation (use of equipment and machinery including mobile plant/potential smoke pollution/general noise control) • Construction phase (noise control of vehicular activity, machinery and equipment/siting of skips and waste disposal arrangements/dust suppression) • Complaint response and investigation procedures <p>Reason - To ensure that due consideration is given to amenity of adjoining residents and workplaces for the duration of the construction in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
7	<p>The external lighting, access control measures and CCTV proposals which form part of the submission shall be installed prior to first occupation of any of the residential units hereby approved and retained thereafter in perpetuity.</p> <p>Reason - In order to ensure adequate safety and security on site in accordance with Policies LP16 and LP17 of the Fenland Local Plan, adopted May 2014.</p>
8	Approved plans



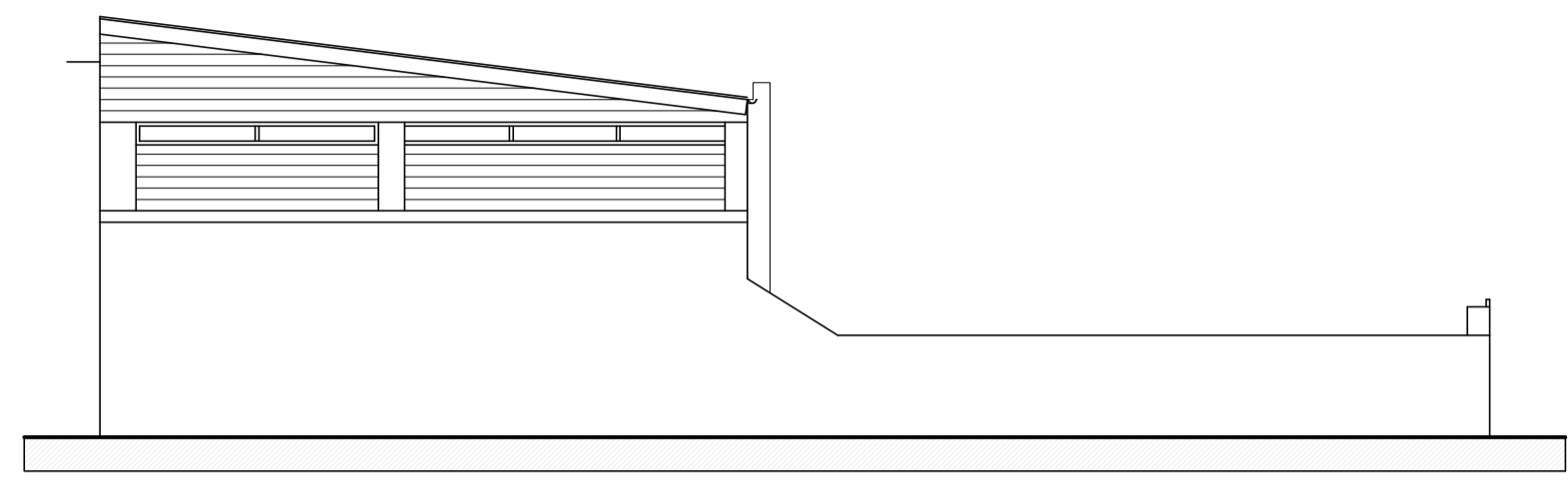
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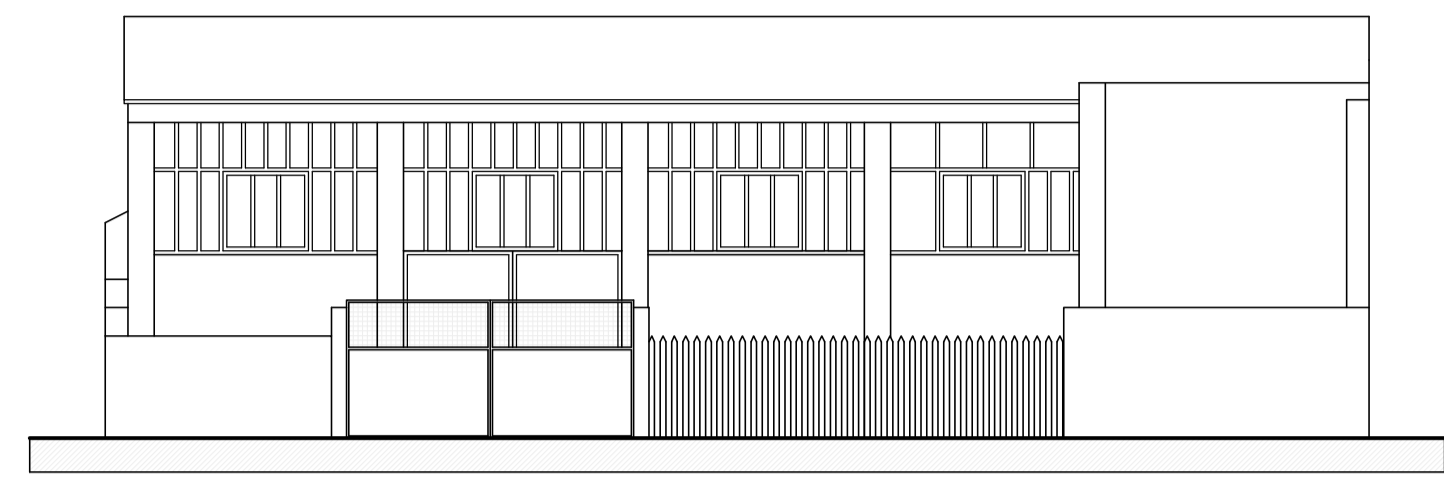
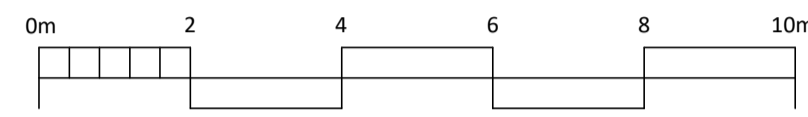
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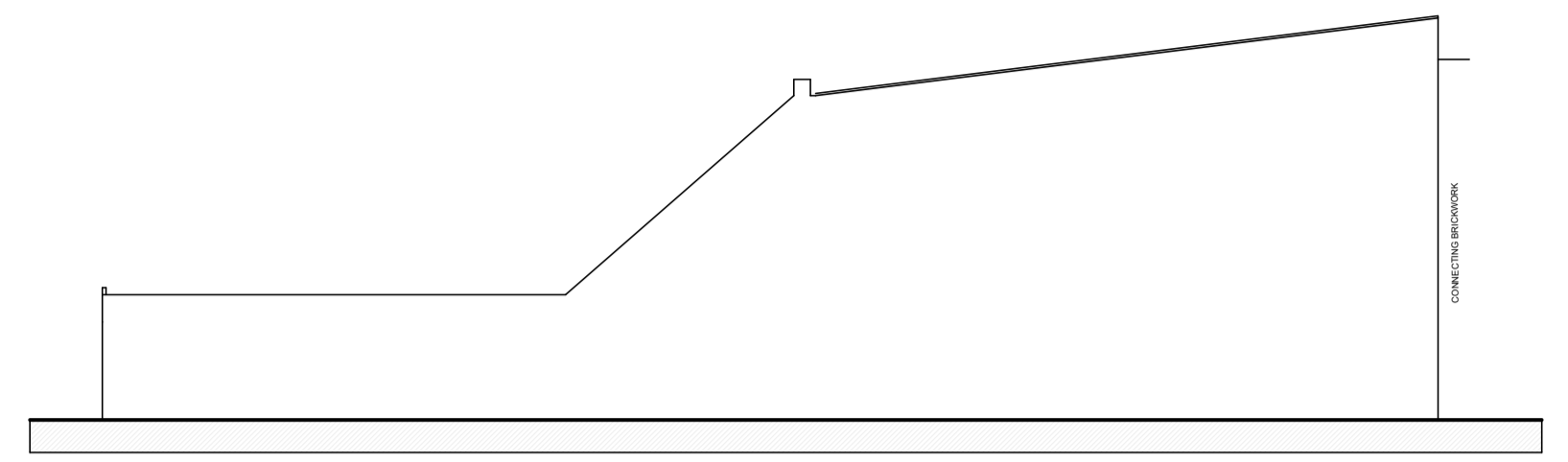




SIDE ELEVATION 1:100



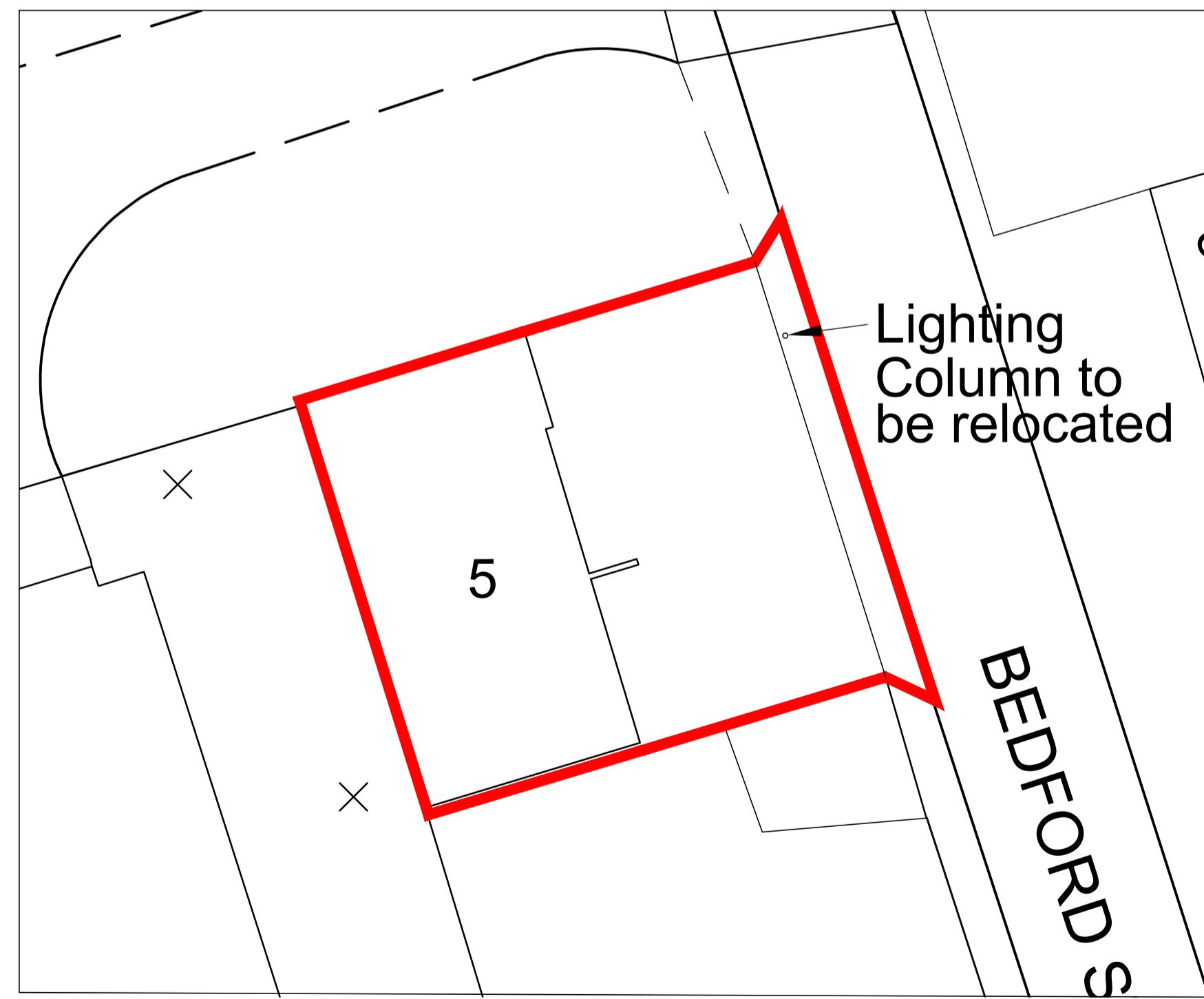
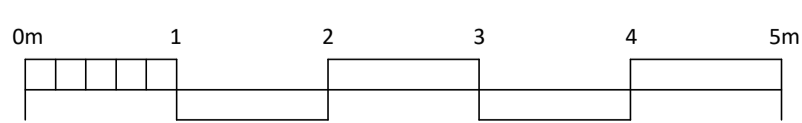
FRONT ELEVATION 1:100



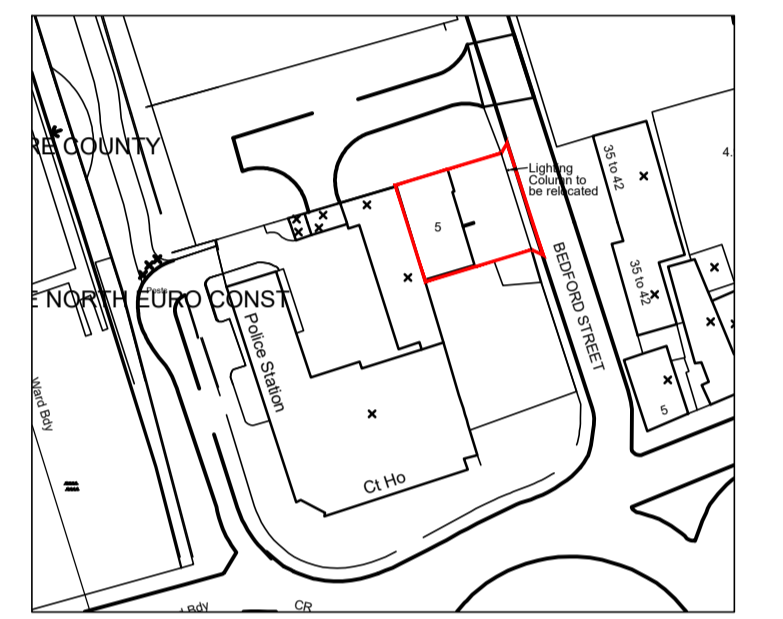
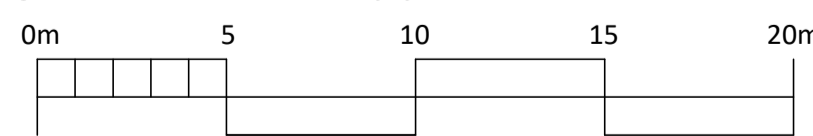
SIDE ELEVATION 1:100



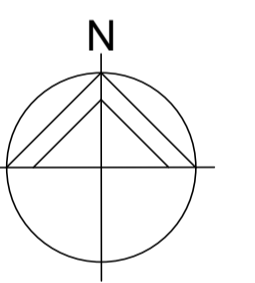
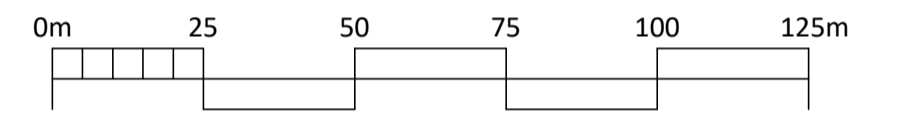
EXISTING FLOOR PLAN 1:50



SITE PLAN 1:200



LOCATION PLAN 1:1250



REVISIONS



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CLIENT:
JAMIE PUNTON

PROJECT:
TANNING STUDIO

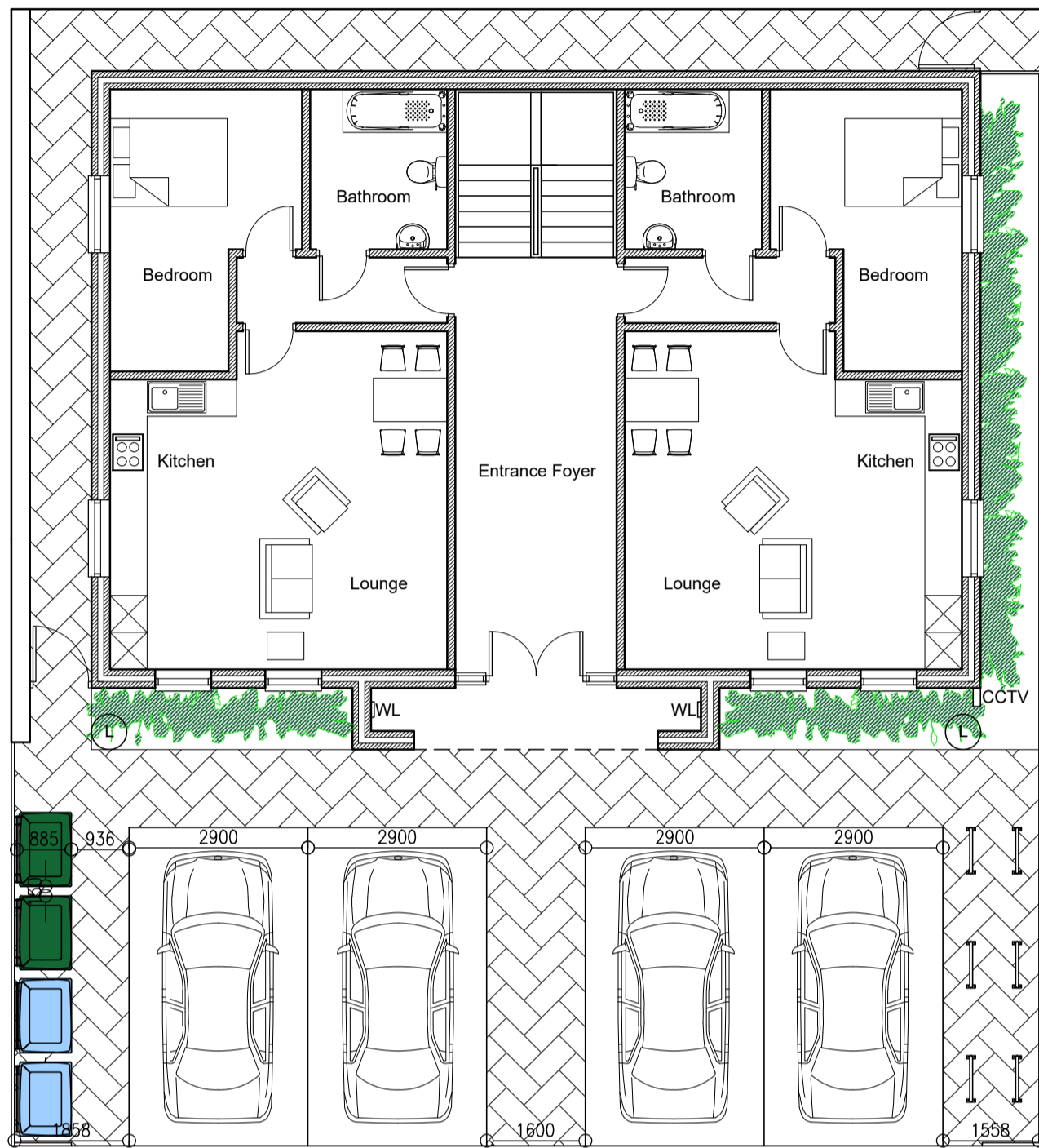
SITE:
**5 BEDFORD STREET
 WISBECH
 CAMBS
 PE13 3BN**

DRAWING:
EXISTING DRAWING

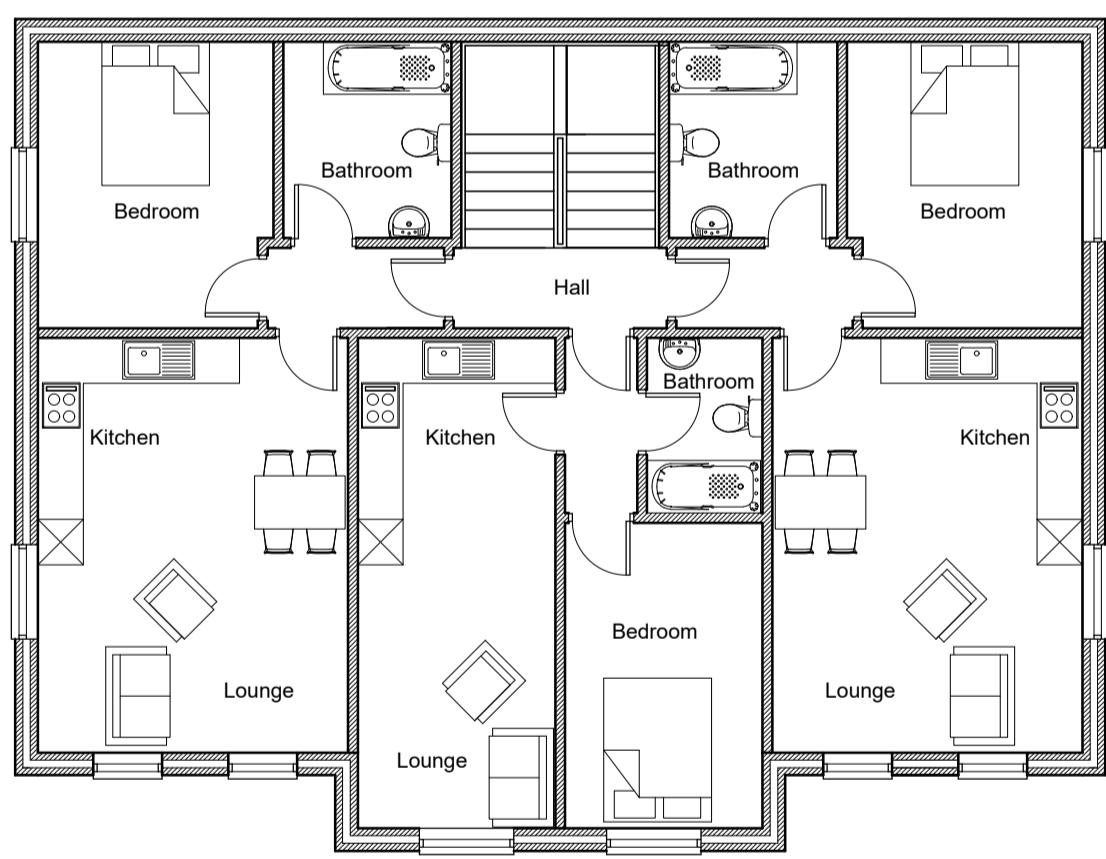
JOB NO.	PAPER SIZE	DATE
6473/EX01	A1	DEC 2021

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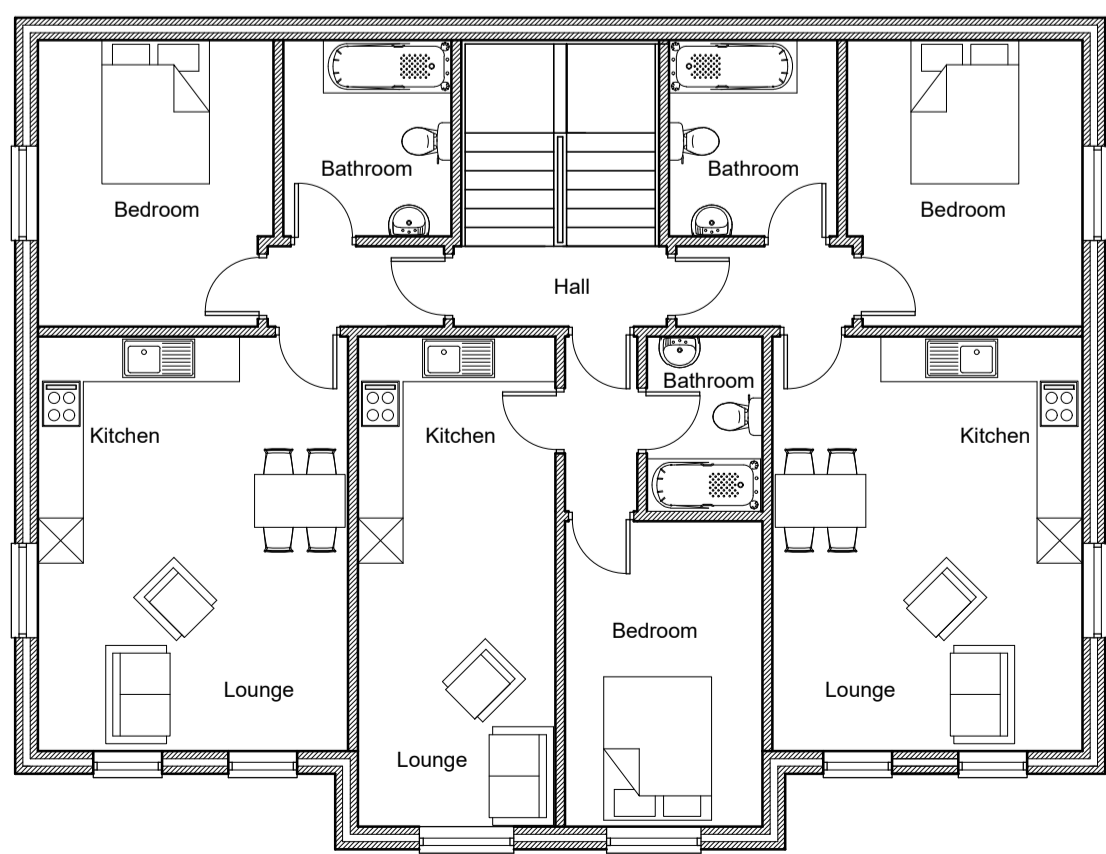
- Key
- WL - Wall Light (see spec)
 - L - Column Light (see spec)
 - Recycling 1100 litre bin
 - General 1100 litre bin
 - Sheffield Cycle Hoops (cemented 300mm)



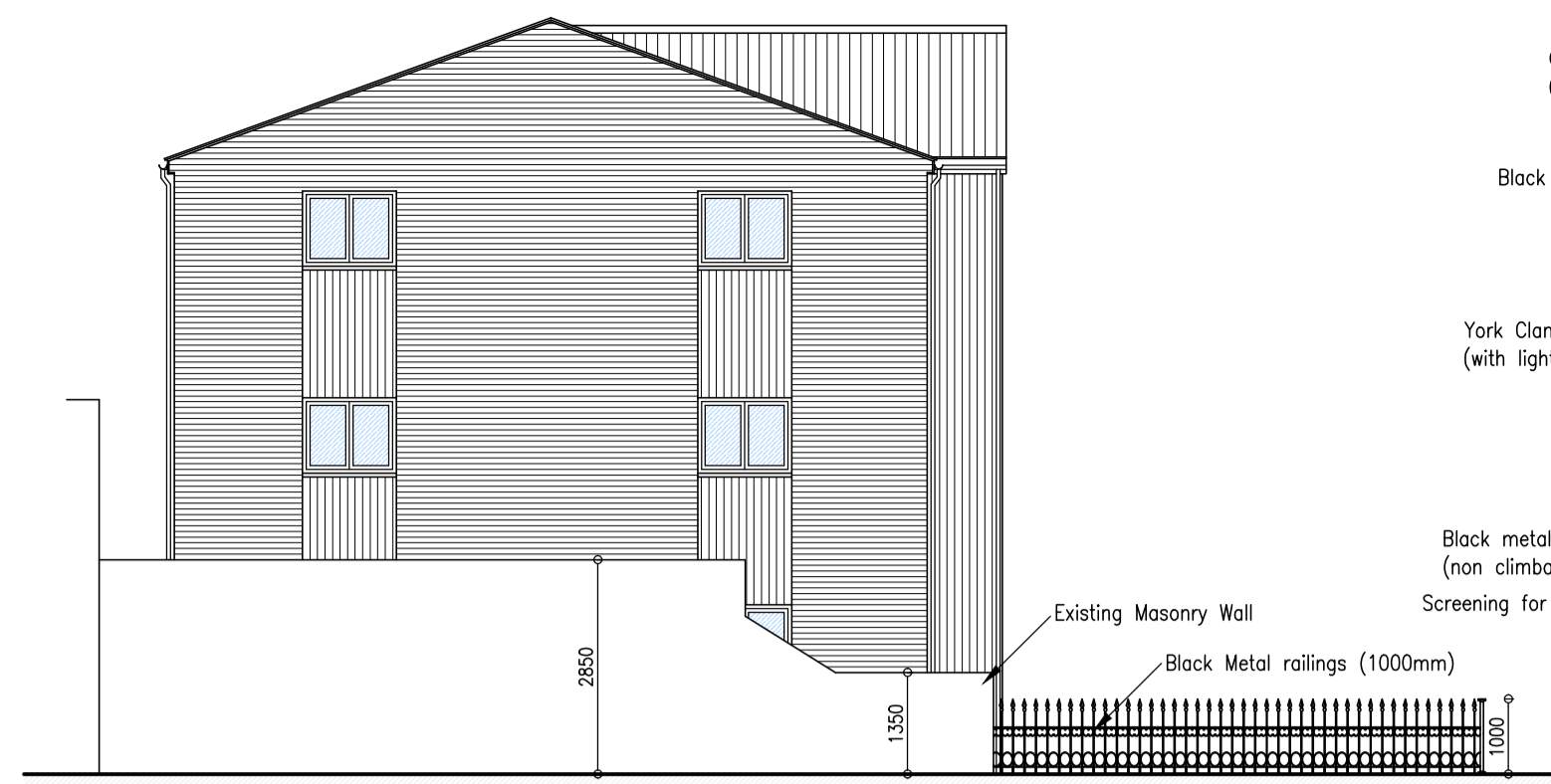
PROPOSED GROUND FLOOR PLAN 1:100



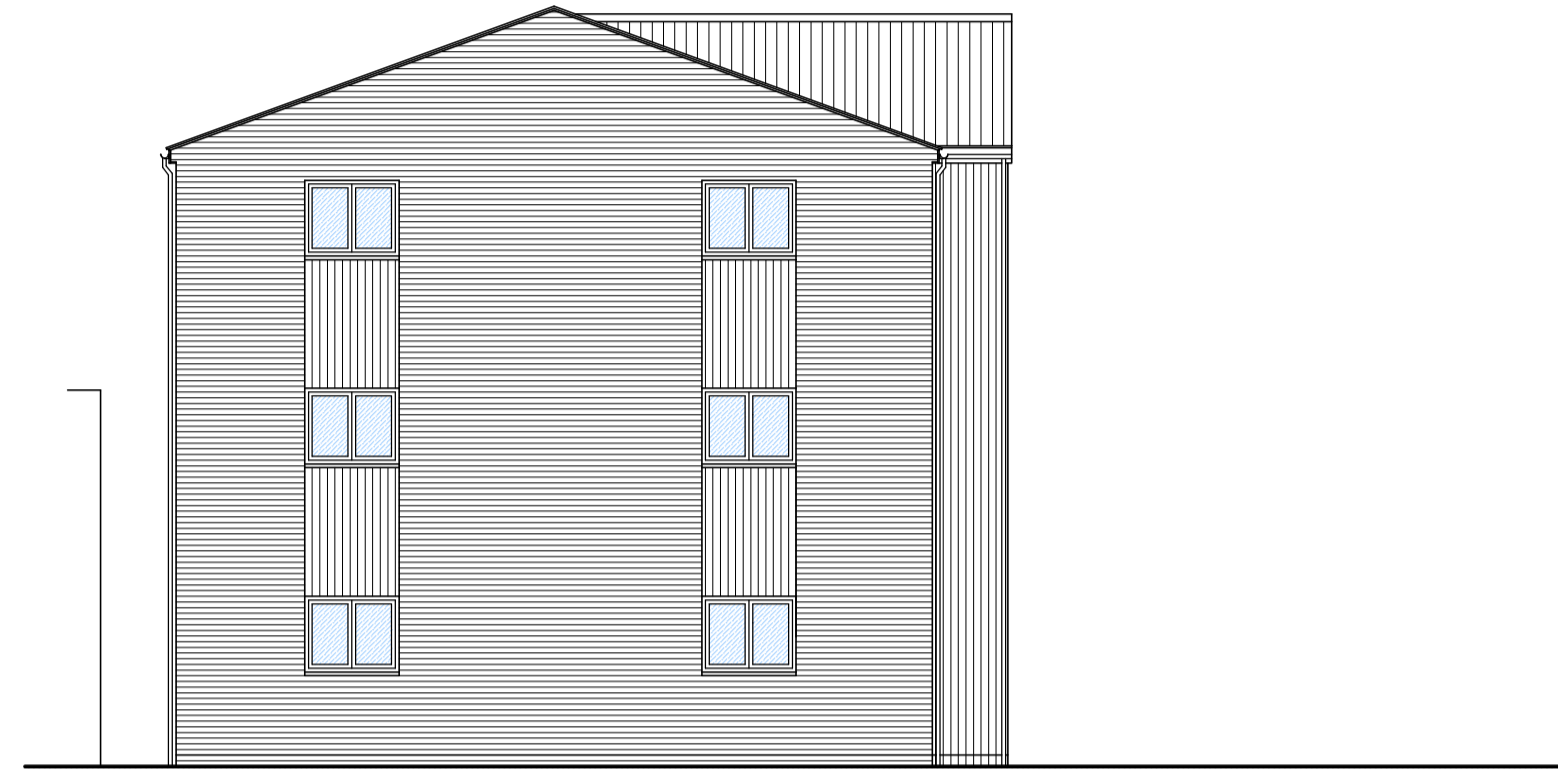
PROPOSED 1st FLOOR PLAN 1:100



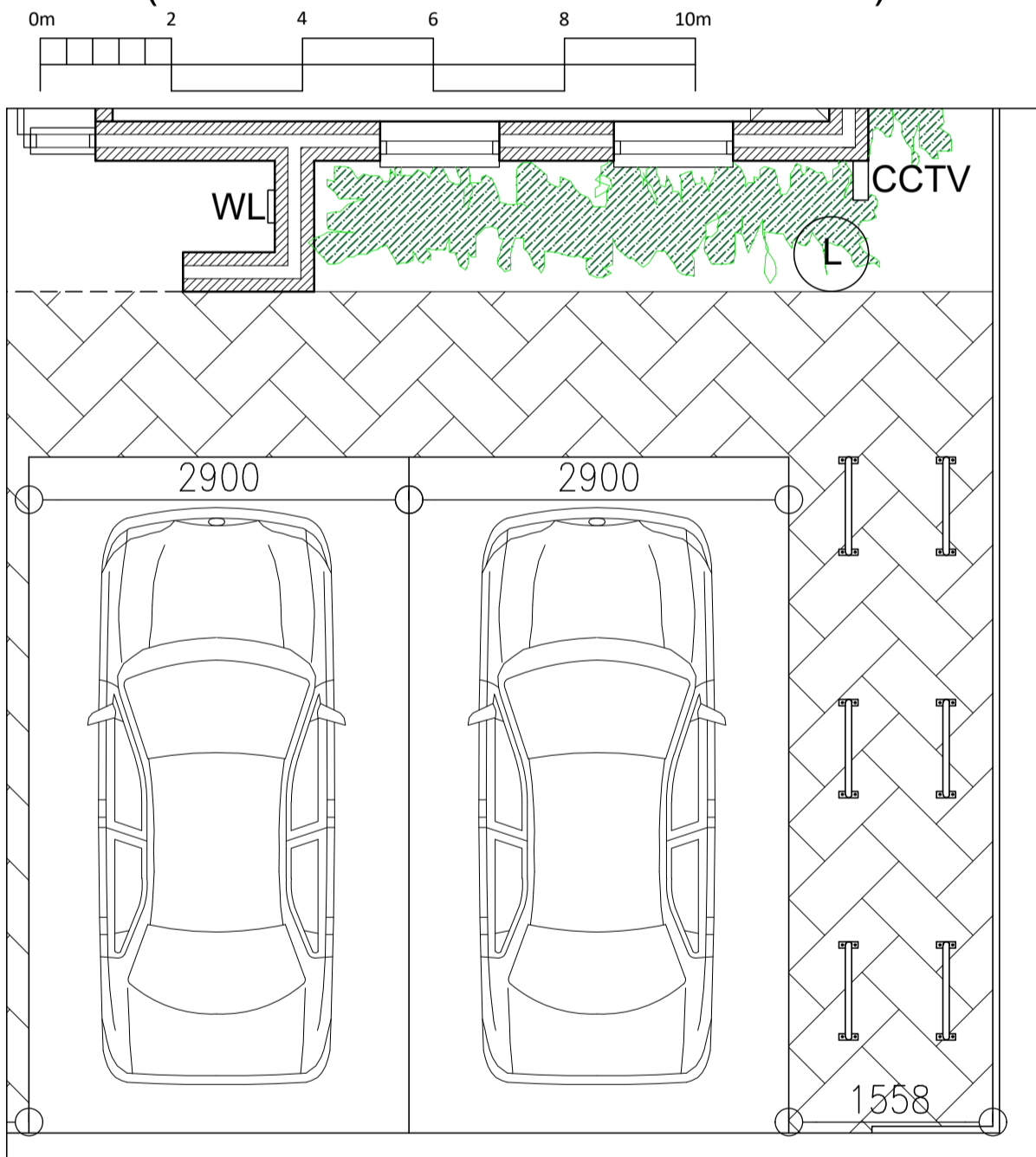
PROPOSED 2nd FLOOR PLAN 1:100



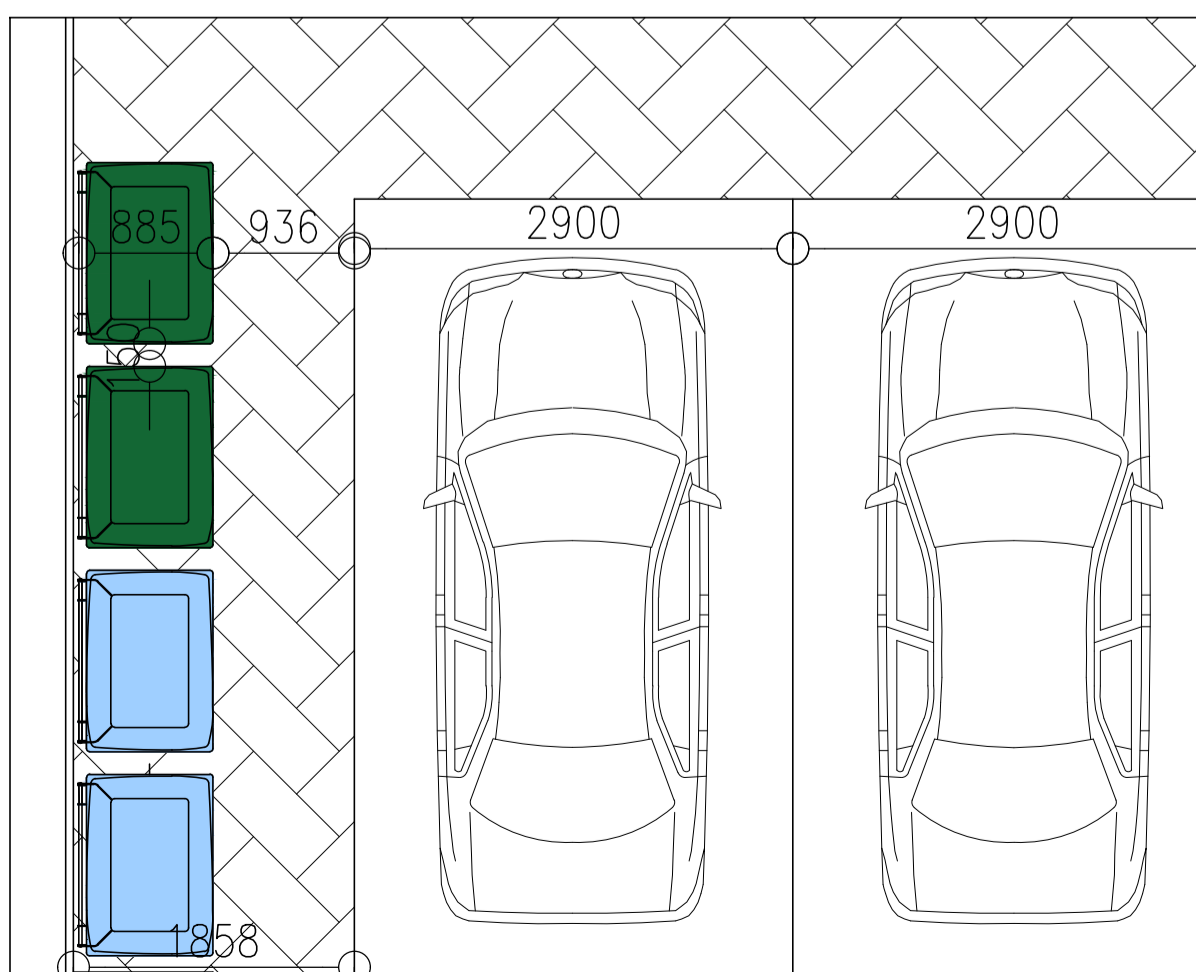
PROPOSED SIDE ELEVATION 1:100



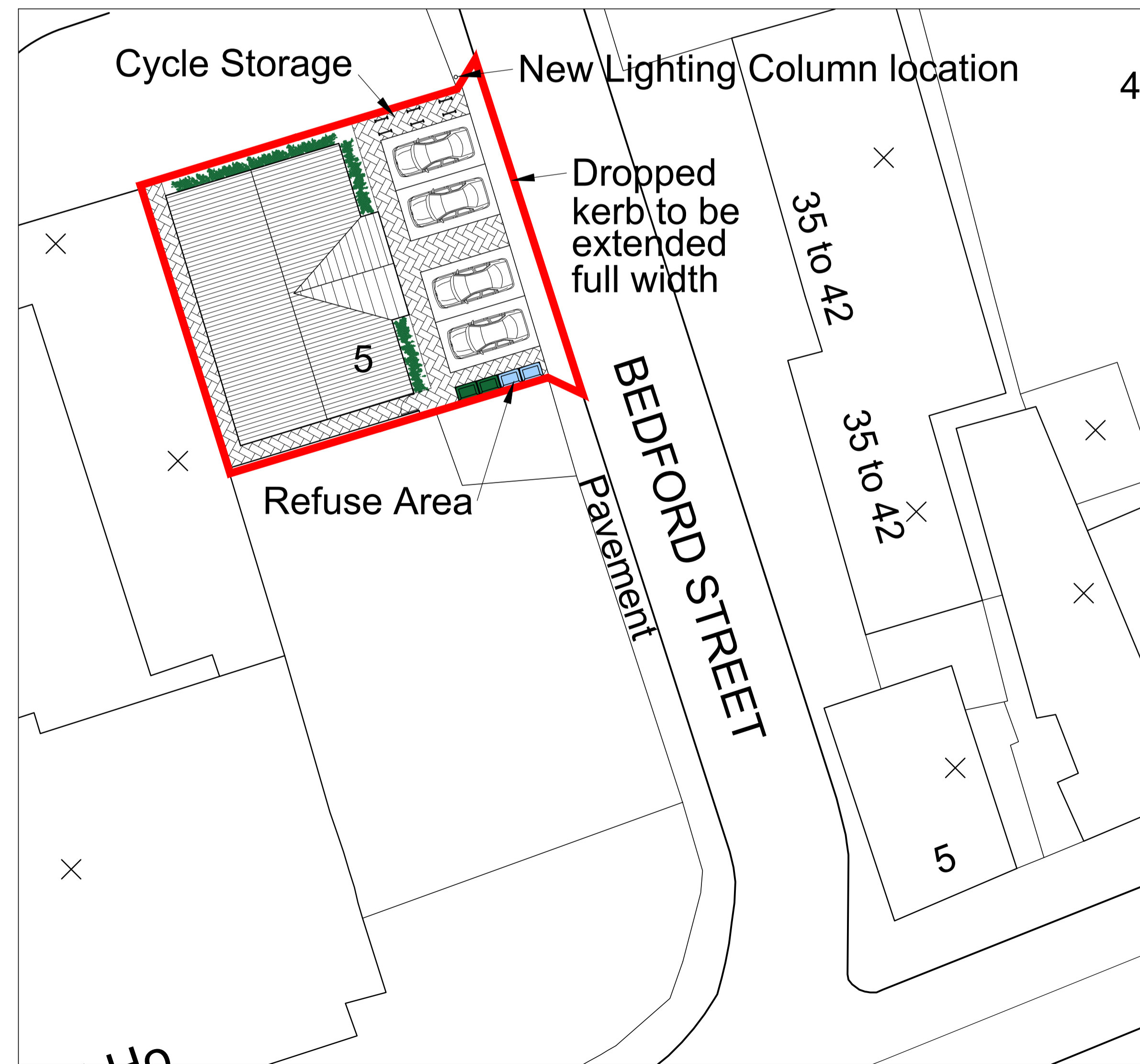
PROPOSED SIDE ELEVATION 1:100 (SHOWING NO BOUNDARY WALL)



PROPOSED CYCLE STORAGE AREA DETAIL 1:50



PROPOSED REFUSE AREA DETAIL 1:50



SITE PLAN 1:200



PROPOSED FRONT ELEVATION 1:100



PROPOSED REAR ELEVATION 1:100



PROPOSED SIDE ELEVATION 1:100



PROPOSED STREET SCENE 1:200



EXAMPLE VERTICAL TIMBER CLADDING

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DRAWING
PROPOSED DRAWING

JOB NO.	PAPER SIZE	DATE
6473/SK02	A1	JAN 2021

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