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**F/YR23/0279/F**

**Applicant: Mr C Edwards**

**Agent: Ms Kate Wood  
Eddisons Barker Storey Matthews**

**Progress House, 256 Station Road, Whittlesey, Peterborough, Cambridgeshire, PE7 2HA.**

**Erect an industrial building (B2/B8 use), raise the eaves height of existing building and the demolish a further building on site.**

**Officer recommendation: REFUSE.**

**Reason for Committee: Referred by the Head of Planning on the advice of the Committee Chairman**

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## **1. EXECUTIVE SUMMARY**

- 1.1. The submitted planning application seeks planning permission for the erection of a two-storey industrial building (building 2) (B2/B8 use) along the north boundary, the increase in the height of the existing two-storey building (building 1) in the southwest corner of the site and the removal of the single storey building and adjacent portacabin/prefab units along the west boundary.
- 1.2. The application site is located on the southeast side of the Station Road/Benwick Road/Turningtree Road junction. The site is occupied by CEL Leadworks Ltd. The application site lies adjacent an established Industrial Area of Ashley Industrial Estate which also extends to the north.
- 1.3. The proposed building, by virtue of its position to the east boundary and its proposed B2 & B8 uses, would adversely impact the occupants of no.6 Turningtree Road by way of increased noise. Furthermore, the proposed building by virtue of its height and scale, would result in an adverse loss of light serving the west elevation bedroom windows of no.6 Turningtree Road and would result in an over-bearing relationship with the associated outdoor amenity space of this property.
- 1.4. The application fails to demonstrate that the site access can safely accommodate industrial / commercial traffic and it is considered therefore that the proposed intensification would result in an adverse highway safety impact at the Station Road/Benwick Road. While the layout of this junction is already sub-standard by virtue of restrictive geometry and visibility, the issue would be compounded and therefore made worse by the proposed development and would be further prejudicial to highway safety.
- 1.5. As such, the application would conflict with Paragraph 111 of the National Planning Policy Framework (2023) and Policies LP6, LP15 & LP16 (e) of the Fenland Local Plan (2014).
- 1.6. Therefore, the planning application is recommended for refusal.

## 2. SITE DESCRIPTION

- 2.1. The application site is located on the southeast side of the Station Road/Benwick Road/Turningtree Road junction adjacent an established Industrial Area of Ashley Industrial Estate which also extends to the north. The site is 1.5km southeast of Whittlesey Town Centre, and backs onto the Briggate River. The site is occupied by CEL Leadworks Ltd which carries out lead work for roofing. The site contains a large two-storey structure in the southwest corner of the site with a further single storey building and adjacent portacabin/prefab units along the west boundary. Along the north and southeast boundaries are shipping containers and informal surface storage areas of materials associated with the lead roofing business. The site is accessed from the north via Turningtree Road however, the site is set lower than the road and benefits from a well-vegetated front boundary edge.
- 2.2. The surrounding areas consists of commercial, industrial, and residential uses therefore the locality is considered a mixed-use area.
- 2.3. The site is located within a mix of flood zones 1,2 and 3 (high risk).

## 3 PROPOSAL

- 3.1 The submitted planning application seeks full planning permission for the erection of a two-storey industrial building (building 2) (B2/B8 use) along the north boundary, the increase of the height of the existing two-storey building (building 1) in the southwest corner of the site and the removal of the single storey building and adjacent portacabin/prefab units along the west boundary.
- 3.2 The proposed new building (building 2) would have a rectangular footprint, a depth of 10 meters, a length of 58 meters and an overall height of 6.6 meters, finished in vertical metal cladding (grey) and brickwork. This building would be divided into six units, each benefiting from roller shutter doors and fenestration detailing along the south elevation. This building would also be finished with a pitched roof and rooflights.
- 3.3 The existing building (building 1) is proposed to increase its height to 6.2 meters, introduce new vertical metal cladding (grey) and an additional roller shutter door along the north elevation. The proposal also seeks to divide the existing building into two units. No change to the footprint. Additional fenestration detailing is also proposed along the north elevation (doors/windows etc). Existing features such as, a lean-to roof, fans and flues are proposed to be removed.
- 3.4 Provision for 34 parking spaces is provided along the west boundary, in front of building 2 and in the southeast corner of the site. A cover cycle shelter (Apollo) for 12 bikes is proposed in the northwest corner of the site.
- 3.5 Full plans and associated documents for this application can be found at: [F/YR23/0279/F | Erect an industrial building \(B2/B8 use\), raise the eaves height of existing building and the demolish a further building on site | Progress House 256 Station Road Whittlesey Peterborough Cambridgeshire PE7 2HA \(fenland.gov.uk\)](#)

## 4 SITE PLANNING HISTORY

Reference	Description	Decision	Date
F/0121/80/F	Use of premises as a builders yard (retrospective) and erection of a single-storey office	Grant	14.04.1980
F/0498/81/F	Erection of a triple garage	Grant	26.08.1981
F/0289/82/F	Erection of a steel framed warehouse for the storage of roof felts and timber 256 Station Road Whittlesey	Grant	10.06.1982
F/0646/82/F	Office extension	Grant	14.10.1982
F/0077/83/F	Use of premises for the retail sale of roofing materials	Grant	07.04.1983
F/0078/83/F	Construction of an office/counter area	Grant	07.04.1983
F/1005/85/F	Extension to offices 256 Station Road Whittlesey	Grant	10.12.1985
F/0215/86/F	Extension to warehouse by 2 bays and erection of front canopy	Grant	17.04.1986
F/0908/87/F	Change of use from retail sales of roofing materials to retail sales of building materials	Grant	12.11.1987
F/0169/88/F	Erection of staff toilet block	Grant	11.04.1988

## 5 CONSULTATIONS

### 5.1 Whittlesey Town Council

*The Town Council have no objection and therefore recommend approval.*

### 5.2 FDC Environmental Health

*In light of the above application Environmental Health do (not) object to the principle of this application. However, at this time there is insufficient information available to determine the environmental impact of noise, light, odour and dust on the nearby sensitive receptors.*

*It was noted in the application that the proposed new building would be used by a mix of warehouse and industrial uses, although the actual uses are unknown at this time. I therefore recommend that measures are put in place to control noise, odour, light and dust emanating from the site. I would therefore request an Environmental Impact Assessment and management plan is submitted for consideration.*

*In light of the application being granted with unknown activities I would request that a condition is attached to control the hours of use, limit site noise levels, use of*

external lighting and to ensure that the introduction of any ducts, flue, mechanical ventilations, plant equipment or external noise sources undertake an impact assessment prior to installation, and for the applicant to be required to undertake a validation assessment on the request of the LPA should complaints of noise, odour, light or dust be substantiated.

I would also recommend an unsuspected contamination condition to be written to remediate any contamination that was identified during the demolition and construction process.

### 5.3 **CCC Lead Local Flood Authority (Received 28<sup>th</sup> April 2023)**

At present we object to the grant of planning permission for the following reasons:

**FEH Rainfall Data Required.** The applicant has provided hydraulic calculations for the proposed surface water drainage system using FSR rainfall data, however, FSR rainfall data is now outdated, with more accurate rainfall forecasting in FEH rainfall datasets. For storm durations less than 1 hour, Flood Studies Report (FSR) rainfall data should be used. For storm durations greater than 1 hour, Flood Estimation Handbook (FEH) rainfall data should be used. FEH data must be used in these longer duration storms as it uses more up to data rainfall data and is more accurate for the purpose of modelling the future storm events over other data sources such as FSR for the larger duration storms.

**Site Discharge Rate.** Paragraph 6.3.8 of the SPD states that sites must reduce the existing runoff rate of brownfield land and look to reinstate greenfield runoff rates. Whilst it is acknowledged that the proposed discharge rate of 23l/s is a betterment from the original brownfield value, it is still greater than the greenfield equivalent. In particular, the Hydrobrake flow control at MH-0002-S has a flow rate of 21.5l/s. As some of the system upstream of this hydrobrake is protected by use of permeable paving and attenuation crates it is possible to reduce orifice diameter of the hydrobrake significantly with no risk of blockage. This will in turn reduce total site discharge to close to greenfield levels and reduce the impact on the watercourse.

**(Received 04<sup>th</sup> July 2023)**

At present we object to the grant of planning permission for the following reasons:

**FEH Rainfall Data Required.** The applicant has provided hydraulic calculations for the proposed surface water drainage system using FSR rainfall data, however, FSR rainfall data is now outdated, with more accurate rainfall forecasting in FEH rainfall datasets. For storm durations less than 1 hour, Flood Studies Report (FSR) rainfall data should be used. For storm durations greater than 1 hour, Flood Estimation Handbook (FEH) rainfall data should be used. FEH data must be used in these longer duration storms as it uses more up to data rainfall data and is more accurate for the purpose of modelling the future storm events over other data sources.

**Hydrobrake flow rates and diameters.** The applicant has provided betterment to the flow rates at the site outfall in response to the previous objection by reducing the flow rate at the MH-0002-S hydrobrake to 11l/s. This has not been replicated in the hydraulic calculations which still display the previous flow rates at MH-0002-S, these hydraulic calculations need to be updated with the new flow control values

and additionally display the new flow control diameter for the MH\_0002-S hydrobrake.

#### 5.4 FDC Highways

**(Received 5<sup>TH</sup> December 2023)**

*I maintain an objection on highway safety grounds for the following reasons:*

*The applicant has failed to demonstrate that the site access can safely accommodate industrial / commercial traffic and I consider it likely that the proposed intensification will result in an adverse highway safety impact at the Station Road / Benwick Road. While the layout of this junction is already sub-standard by virtue of restrictive geometry and visibility, the issue will be compounded by the proposed development.*

*The applicant has not demonstrated that sufficient parking capacity has been provided within the site. Should there be a greater demand for parking than has been provided, overspill may compromise the area assigned for vehicle turning, meaning there would be an increased risk of large vehicles reversing out of the site access; an arrangement which would be hazardous to other road users.*

*On this basis, it is my view that the planning application is contrary to NPPF paragraph 111.*

**(Received 2<sup>ND</sup> May 2023)**

*In order to make an informed decision in respect of the submitted application, additional information is required:*

*The site access onto Turningtree Road is sub-standard. It lacks suitable spacing to Station Road, which itself lacks appropriate inter-vehicular visibility to the north. Vehicles manoeuvring into / out of Turningtree Road, particularly large vehicles which are often associated with B2 and B8 uses, will need to dominate road space where they risk conflict with opposing movements by virtue of the restricted visibilities and restricted geometries. To mitigate these risks, the applicant is showing a widened site access with increased corner radii, but this may compound matters by reducing the practical junction spacing further.*

*The applicant has provided vehicle tracking for a refuse vehicle to demonstrate the potential operation of the access, but the tracking ignores the road markings with vehicles driving on the wrong side of the road. This must be revised to account for road markings and appropriate lane allocations. In any case, it is unclear if an un-dimensioned refuse vehicle is the appropriate design vehicle for a B2 / B8 site.*

*The issues associated with the access are existing, but the development risks compounding them further. I would like to invite the applicant to quantify the change in trip generation associated with the proposed intensification of use of the site. I also recommend that the footway on B1093 Station Road (south-west side) be extended to the site to facilitate active and sustainable travel opportunities. If the applicant is unwilling or unable to amend the application or provide additional information as outlined above, please advise me so I may consider making further recommendations, possibly of refusal.*

**(Received 26<sup>TH</sup> June 2023)**

*Revised vehicle tracking has been provided which shows a Pantechicon van entering and exiting the site from the west. As the applicant is unable to confirm*

*the uses of the proposed units (to be let individually), I cannot confirm if this is the largest vehicle which will need access to the site, particularly when considering the proposed land use classes. The constrained nature of the site makes it unlikely that articulated vehicles will need access, but tracking should be provided for a 12m rigid vehicle which I feel is a realistic scenario.*

*Furthermore, the tracking only shows vehicles arriving and departing from the west, but consideration needs to be given to vehicles travelling to / from the east along Benwick Road and how they interact with the development access, for example, the placement of no. 2 Benwick Road may obstruct visibility of the site access meaning there is a risk of rear end shunt type collisions if there is an obstructed vehicle waiting to enter the site.*

*The applicant has stated that they anticipate each unit to generate 1-2 staff trips but no evidence has been provided to support the claim. If this were the case, little, if any, parking would be retained for customers and / or other ancillary trips. The applicant will need to quantify the forecast trip generation by benchmarking it against comparable sites (e.g., TRICS – Trip Rate Information Computer System).*

*As mentioned in my previous response, the existing site access by virtue of the close proximity to the Benwick Road / Turningtree Road junction is sub-standard and would not be permissible for any form of development by today's standards. The proximity and form of the two junctions means it may be unclear to many drivers who has priority, an issue compounded by restricted visibility in many directions and compromised geometry. I do not consider the access in this location to be acceptable for any material intensification of use so on this basis I object to the application.*

*Should the applicant wish to address the highway safety objection, they will need to demonstrate that no material intensification will occur or re-locate the access to the east along Turningtree Road so that it can function independently from the Benwick Road junction.*

## **5.5 Environment Agency**

*Thank you for your consultation dated 11 April 2023 for the above application. We have no objection to this planning application, providing that you have taken into account the Flood Risk considerations which are your responsibility. We have provided additional information below.*

### *Flood Risk*

*We have reviewed the submitted Flood Risk Assessment (FRA) with regard to tidal and designated main river flood risk sources only and providing that the finished floor level is raised to 2.0m AOD as stated in the FRA we have no objection to the development.*

*We consider that the main source of flood risk at this site is associated with watercourses under the jurisdiction of the Internal Drainage Board (IDB). As such, we have no objection to the proposed development on flood risk grounds. However, the IDB should be consulted with regard to flood risk associated with watercourses under their jurisdiction and surface water drainage proposals.*

*In all circumstances where flood warning and evacuation are significant measures in contributing to managing flood risk, we expect local planning authorities to*

*formally consider the emergency planning and rescue implications of new development in making their decisions.*

## 5.6 CCC Ecology

*Thank you for your consultation letter received on 11 April 2023 regarding the above planning application. The proposal is acceptable, providing that the following information to conserve biodiversity is secured through suitably worded condition:*

- 1. Construction Ecological Management Plan*
- 2. Ecological Enhancement Plan (Bat / bird boxes)*
- 3. Landscape and Ecological Management Plan*
- 4. Sensitive external lighting scheme (if external lighting is proposed)*

**Construction Ecological Management Plan (condition).** *The Preliminary Ecological Appraisal (Archer Ecology Ltd 2023) recommends mitigation measures to protect the following biodiversity features / species during construction: - Hedgerows - Amphibians / reptiles - Nesting birds - Roosting bats - Foraging bats – Badger. If planning permission is granted, we recommend biodiversity is protected during the construction phase is secured through a planning condition requiring the production and implementation of a Conservation Ecological Management Plan (CEMP: Biodiversity), which is based on the recommendations of the Preliminary Ecological Appraisal.*

**SUGGESTED DRAFT CONDITION: Construction Ecological Management Plan.** *No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.*

*The CEMP (Biodiversity) shall include the following.*

- a) Risk assessment of potentially damaging construction activities.*
- b) Identification of “biodiversity protection zones”.*
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements),*
- d) The location and timings of sensitive works to avoid harm to biodiversity features.*
- e) The times during which construction when specialist ecologists need to be present on site to oversee works.*
- f) Responsible persons and lines of communication.*
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
- h) Use of protective fences, exclusion barriers and warning signs if applicable.*

*The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.*

*Reason: Fenland Local Plan policy LF19 (to protect biodiversity).*

***Ecological Enhancement Plan.*** *The Preliminary Ecological Appraisal recommends inclusion of bird / bat boxes to provide enhancement for these species. We recommend these features be incorporated into the proposed development to deliver against Fenland Local Plan policy LP19, which states that:*

*“Through the processes of development delivery (including the use of planning obligations), grant aid (where available), management agreements and positive initiatives, the Council will... Ensure opportunities are taken to incorporate beneficial features for biodiversity in new developments...”*

*We therefore suggest a planning condition be used to secure biodiversity enhancements as part of the scheme, as identified in the Preliminary Ecological Appraisal.*

***Landscape and Ecological Management Plan.*** *If planning permission is granted, we recommend that management of the proposed landscape scheme and ecological enhancements (as discussed above) be secured until the habitats are well establishment. We suggest for hedgerows with trees, this will be at least 10 years (as identified in Technical Appendix 2 that accompanies Biodiversity Metric 4.0).*

***External Lighting scheme (condition).*** *External lighting has the potential to adversely impact wildlife, such as bats, as identified in the Preliminary Ecological Appraisal (PEA).*

*If external lighting is proposed for the current scheme, we recommend that details of the external lighting be secured through a suitably worded condition. The external lighting scheme should demonstrate how it's been sensitively design for wildlife and meet recommendations of the PEA.*

***SUGGESTED DRAFT CONDITION: Detailed lighting strategy for biodiversity.*** *Prior to occupation, a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy shall:*

- a. identify those areas /features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and*
- b. show how and where external lighting will be installed (through the provisions of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.*

*All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in*



*accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.*

*Reason: Fenland Local Plan policy LF19 (to protect biodiversity).*

#### **5.7 Middle Level Commissioners**

No comments received.

#### **5.8 Local Residents/Interested Parties**

One letter of objection has been received and is summarised below:

- Loss of light serving bedrooms.
- Noise pollution.
- Reduce value of neighbouring home.

### **6 STATUTORY DUTY**

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

### **7 POLICY FRAMEWORK**

**National Planning Policy Framework (NPPF)**  
**National Planning Practice Guidance (NPPG)**  
**National Design Guide 2021**

#### **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

LP11 – Whittlesey

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

LP19 – The Natural Environment

#### **Emerging Local Plan**

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan.

Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy  
LP2: Spatial Strategy for the location of residential development  
LP4: Securing Fenland's Future  
LP7: Design  
LP8: Amenity Provision  
LP19: Strategic Infrastructure  
LP22: Parking Provision  
LP28: Landscape  
LP32: Flood and Water Management

**FDC Delivering and Protecting High quality Environments in Fenland SPD (2014)**  
**Cambridgeshire Flood and Water SPD 2016**

**8 KEY ISSUES**

- **Principle of Development**
- **Flood Risk**
- **Impact on Visual**
- **Impact on Residential Amenity**
- **Impact on Parking & Access**
- **Other Matters**

**9 BACKGROUND**

- 9.1 The agent was informed in May and July 2023 by email that more highway details were required (per the Highway consultee comments). However, no comments, details or plans have been forthcoming. The application is therefore assessed as originally submitted.
- 9.2 The agent outlined in July 2023 they would submit a Noise Impact Assessment (NIA) report, but this was never submitted.
- 9.3 The agent was contacted for an update on the required information in November 2023 but again no update/information was forthcoming.

**10 ASSESSMENT**

**Principle of Development**

- 10.1 The Fenland Local Plan 2014 directs the majority of new employment growth to Market Towns of which Whittlesey is an 'Other' Market Town, as set out in Policy LP3.
- 10.2 Policy LP6 sets out that the land required to deliver the necessary employment growth will be provided for intensification and extensions to established areas of employment and through a master planning approach in the urban extensions to the four market towns. The approximate target for Whittlesey for the period 2011 to 2031 is 5 hectares. Policy LP6 goes on to state that the Council will seek to retain for high quality employment use land or premises currently or last in employment use for B1/B2/B8 employment purposes, unless it can be demonstrated through a marketing exercise that there is no reasonable prospect of the site being used for these purposes.

10.3 In this case, the current premises (CEL Leadworks Ltd) is in use as an employment use Class B2 & B8 defined by The Town and Country Planning (Use Classes) Order 1987 (amended 2020) as a use for B2 - 'General Industrial' and B8 – 'Storage or Distribution'. The proposed industrial building seeks to expand the floorspace of the current premises, potentially offering further job opportunities and economic growth for the area. Therefore, the employment B2 & B8 use of the site would be retained and consequently, the proposal would be an acceptable form of intensification within the urban extension of Whittlesey. As such, the proposal would be appropriate for the existing employment area and in accordance with Policy LP6 of the Fenland Local Plan 2014.

10.4 The proposal is acceptable in principle. It should be noted that this point of general principle is subject to broader planning policy and other material considerations which are discussed in more detail in the following sections.

### **Flood Risk**

10.5 The southern side of the application site is within flood zone 3 (high risk) and the applicant has submitted a site-specific Flood Risk Assessment (FRA). The northern side of the application site is within flood zone 1 (low risk).

10.6 The proposed building is located along the northeast boundary and within a flood zone 1 area therefore, no sequential testing is required.

10.7 The proposed development is covered by the description of general industry and storage or distribution and is classified as 'Less Vulnerable' therefore, no exception testing is required. The FRA does outline a mitigation measure (finish floor level of 2.0m AOD) and this could be conditioned. The Environment Agency has been consulted and has no objection to the proposal therefore, the site is deemed acceptable in terms of flood risk. Further, the applicant has submitted a drainage strategy including surface and foul water details which could be conditioned.

10.8 As such, the proposal would be in accordance with Policy LP14 of the Fenland Local Plan 2014.

### **Impact on Visual Amenity**

10.9 Policy LP16 of the Local Plan (d) requires developments to make a positive contribution to the local distinctiveness and character of the area, enhancing the local setting and responding to the local distinctiveness and character of the area. Policy LP6 is also considered relevant.

10.10 In terms of siting, the proposed building (building 2) would be situated along the northeast boundary. However, the northeast boundary of the site benefits from dense landscaping which is proposed to be retained and would substantially screen the development from public views along Station Road and Turningtree Road. Notwithstanding this, the proposed building by way of its traditional design, two-storey scale and conventional appearance would complement the adjacent buildings.

10.11 The proposed redevelopment of the existing building (building 1) such as, the increase in height of the eaves/roof and the construction of the modest cycle shelter would have a negligible impact. The elevation improvements of the building

(building 1) would be an improvement in terms of overall appearance and in the interest of placemaking.

10.12 Both buildings (1 & 2) would benefit from sympathetic detailing such as roller shutters, personnel doors, windows and brickwork detailing. Further, the proposed vertical cladding throughout would adequately integrate and can be conditioned.

10.13 Considering the built-up context of the site and the surrounding area, the proposed scale and design of the development would respond positively to the visual amenity of the built environment. As such, the proposal would not result in an adverse impact on the visual amenity of the local character.

10.14 The proposal would be in accordance with Policies LP6 & LP16 of the Fenland Local Plan 2014.

### **Impact on Residential Amenity**

10.15 Policy LP16 (e) states, proposals must demonstrate they do not adversely impact on the amenity of neighbouring users such as, loss of privacy, light or increased noise.

10.16 The most impacted neighbouring property would be no.6 Turningtree Road to the immediate east of the application site which is an occupied residential dwelling.

10.17 The proposed building would be used for warehouse and industrial uses and would be situated 3-5 meters from the boundary of no.6 Turningtree Road. The Environmental Health officer raised concerns in relation to the proposal given there is insufficient information in this respect and requested a Noise Impact Assessment (NIA). This was requested from the applicant but was not forthcoming.

10.18 The noise sources associated with the proposed warehouse (B8) and industrial (B2) use of the proposed building via flues, mechanical ventilations, plant equipment, deliveries, and general warehouse and industrial activity etc would result in significant noise. Considering the close relationship of the proposed building with no.6 Turningtree Road, it is likely the proposed building, considering its proposed uses, would adversely impact the occupants of no.6 Turningtree Road by way of increased noise.

10.19 Furthermore, the west elevation of no.6 Turningtree Road benefits from two-bedroom windows (habitable) which have an outlook towards the application site. Given the proposed building would be located within 3-5 meters of the neighbouring boundary and considering the proposed height of 6.6m, the proposed building would result in an adverse loss of light serving the west elevation bedroom windows of no.6 Turningtree Road (*when applying the indicative 45-degree rule to these windows*). It is also acknowledged no.6 Turningtree Road currently has a very restricted outdoor amenity space. Therefore, considering the scale and bulk of the proposed building, coupled with the modest separation distance, this would significantly enclose the amenity space and result in an increase sense of overbearing on no.6 Turningtree Road.

10.20 Whilst the application site is situated at a lower ground level of c2 meters compared to no.6 Turningtree Road, the proposed building would still extend upwards of c4 meters over the boundary fencing and result in adverse amenity impacts.

- 10.21 The proposed redevelopment of the existing building (building 1) and the construction of the cycle shelter would have a negligible impact on the amenity of no.6 Turningtree Road given their form of low-impact and conventional development.
- 10.22 The proposed building, by virtue of its position to the east boundary and its B2 & B8 uses, would adversely impact the occupants of no.6 Turningtree Road by way of increase noise. Furthermore, the proposed building by virtue of its height and scale, would result in an adverse loss of light serving the west elevation bedroom windows of no.6 Turningtree Road and the associated outdoor amenity space of this property.
- 10.23 As such, the proposal would conflict with Policy LP16 (e) of the Fenland Local Plan 2014.

### **Impact on Parking & Access**

- 10.24 Policy LP15 of the Fenland Local Plan 2014 requires development schemes to provide well designed, safe and convenient access and provide well designed parking appropriate to the amount of development proposed, ensuring that all new development meets the Council's defined parking standards as set out in Appendix A. Policy LP6 is also considered relevant.
- 10.25 Regarding parking, the proposed building (and the existing building) both fall under the use class B2/B8 and would provide provision for 34 spaces. Appendix A states for B2 uses, 2 spaces per unit plus 1 space per 50sqm over 50sqm of floor space is provided. Appendix A also states for B8 uses, 3 spaces per unit plus 1 space per 300sqm of floor space is provided.
- 10.26 The buildings have a combined floor space of 1000sqm-1100sqm and consist of 8 units. Provision for 31-37 spaces (approx.) is required, per appendix A if considered a B2 use. Provision for 18-28 spaces (approx.) is required, per appendix A if considered a B8 use.
- 10.27 The proposed requirements of the buildings would be a blend of these parking standards, but the provision of 34 spaces generally meets parking requirements. It is acknowledged the space within the workshops would be dictated to by the type of plant and materials, as such there could be in this instance a relaxation of parking requirements. Although the Highway Authority has objected to the proposal on grounds of parking, Officers are satisfied the proposed parking capacity has been demonstrated and would be sufficient. Therefore, in consideration of this it can be concluded taking a pragmatic approach, that the quantum of 34 parking spaces should not be seen as a refusal here.
- 10.28 Regarding access, the applicant was informed more information was required (per the highway consultee comments on the 26<sup>TH</sup> May and the 11<sup>TH</sup> July). However, no additional information was forthcoming. The highway consultee maintains their objection in this regard (on the 5<sup>TH</sup> Dec).
- 10.29 Although vehicle tracking has been provided, it only shows vehicles arriving and departing from the west, but consideration needs to be given to vehicles travelling to/from the east along Benwick Road and how they interact with the development access. For example, the placement of no. 2 Benwick Road may obstruct visibility of the site access meaning there is a risk of rear end shunt type collisions if there is an obstructed vehicle waiting to enter the site.

10.30 The existing site access by virtue of the close proximity to the Benwick Road / Turningtree Road junction is sub-standard and would not be permissible for any form of development by today's standards. The proximity and form of the two junctions means it may be unclear to many drivers who has priority, an issue compounded by restricted visibility in many directions and compromised geometry. It is not considered the access in this location to be acceptable for any material intensification of use. This is a reason for refusal.

10.31 As such, the application would conflict with Paragraph 111 of the National Planning Policy Framework (2023) and Policies LP6 & LP15 of the Fenland Local Plan (2014).

### **Other Matters**

10.32 The applicant has submitted a drainage strategy plan and stormwater calculations. However, the development would be acceptable in view of flood risk and a suitable drainage condition could be recommended. Further, Building Regulations would require drainage details outside the scope of planning.

10.33 The biodiversity checklist outlines Water Voles may potentially be impacted by the development. The site is however within a green zone for Great Crested Newts (GCN) which is low risk. The applicant has submitted a Biodiversity Assessment (BA) and a Preliminary Ecological Appraisal (PEA). These could be conditioned. The Ecology consultee has no objection to the proposal and provided recommended conditions.

10.34 The applicant has also submitted an Arboricultural Impact Assessment (AIA), a Tree Report and a landscaping plan which would be conditioned.

10.35 With regards to the objecting comment received which outlines the proposal would reduce the value of a neighbouring property. This is not a material planning consideration is the assessment of the application.

10.36 The elevations on drawing 016 (Building 2 Proposed Elevations) are incorrectly labelled and do not correspond with the Building & Reference Plan.

## **11 CONCLUSIONS**

11.1 The proposal would result in an increase in warehouse and industrial noise which would be adversely impact neighbouring amenity. In addition, the proposal would also result in an adverse loss of light and overbearing impacts on neighbouring amenity. The proposal is therefore contrary to Policy LP16 (e) of the Fenland Local Plan (2014).

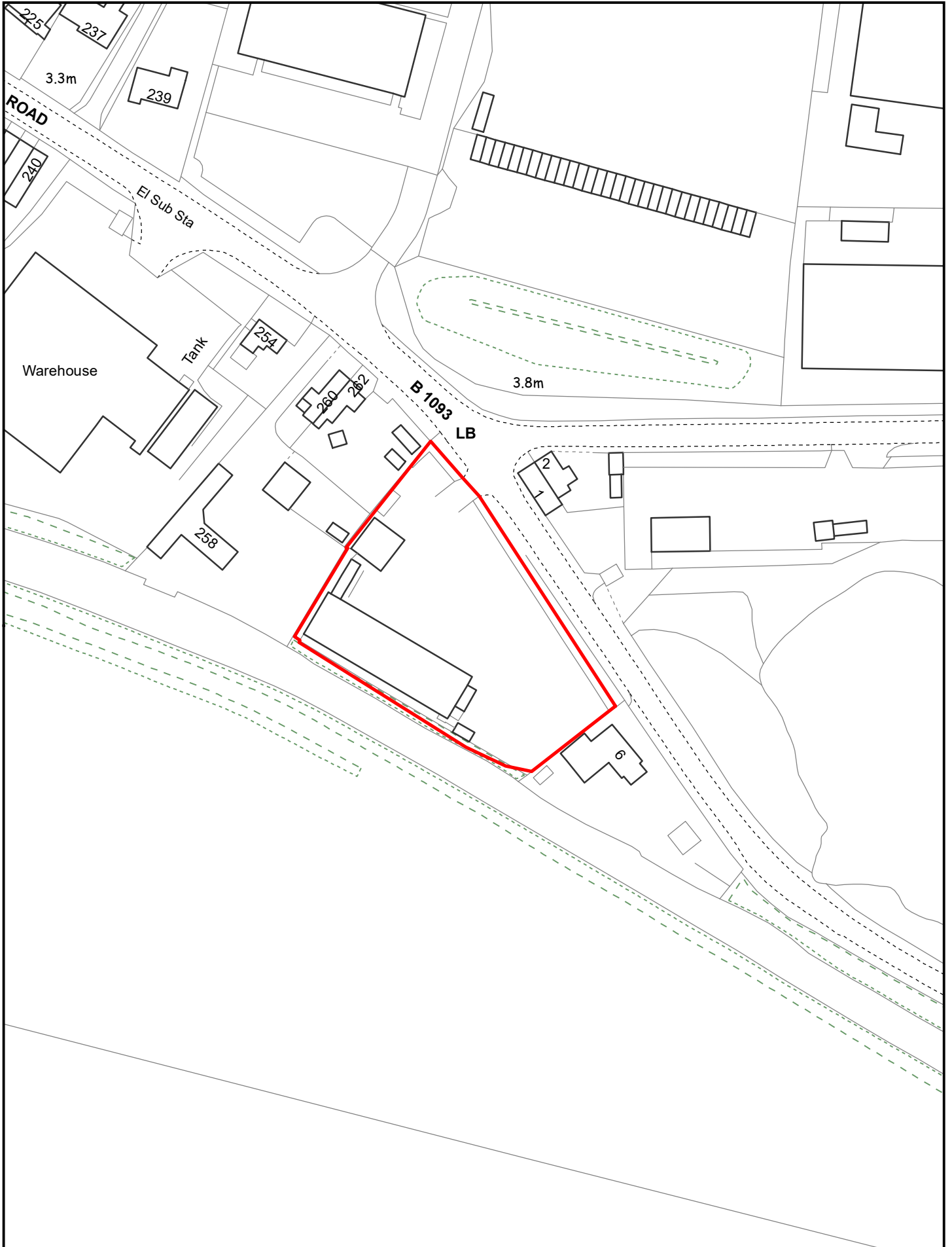
11.2 The proposed intensification of the existing access would adversely impact highway safety. The proposal is therefore contrary to Paragraph 111 of the NPPF (2023) and Policies LP6 & LP15 of the Fenland Local Plan (2014).

## **12 RECOMMENDATION**

**Refuse;** for the following reasons

1	Policy LP16 (e) states that development should not adversely impact on the amenity of neighbouring users such as noise, light pollution, loss
---	---

	<p>of privacy and loss of light.</p> <p>The proposed building, by virtue of its position to the east boundary and its proposed B2 &amp; B8 uses, would adversely impact the occupants of no.6 Turningtree Road by way of an increase in noise. Furthermore, the proposed building by virtue of its height and scale, would result in an adverse loss of light serving the west elevation bedroom windows of no.6 Turningtree Road and result in an over-bearing relationship with the associated outdoor amenity space of this property. As such, the proposal would conflict with Policy LP16 (e) of the Fenland Local Plan 2014.</p>
2	<p>Policy LP15 of the Fenland Local Plan 2014 requires development schemes to provide well designed, safe and convenient access.</p> <p>The application fails to demonstrate the site access can safely accommodate industrial / commercial traffic and it is considered that the proposed intensification would result in an adverse highway safety impact at the Station Road / Benwick Road. Whilst it is accepted that the layout of this junction is already sub-standard by virtue of restrictive geometry and visibility, this issue would be compounded by the proposed development and would be further prejudicial to highway safety. As such, the application would conflict with Paragraph 111 of the National Planning Policy Framework (2023) and Policies LP6 &amp; LP15 of the Fenland Local Plan (2014).</p>



Created on: 11/04/2023

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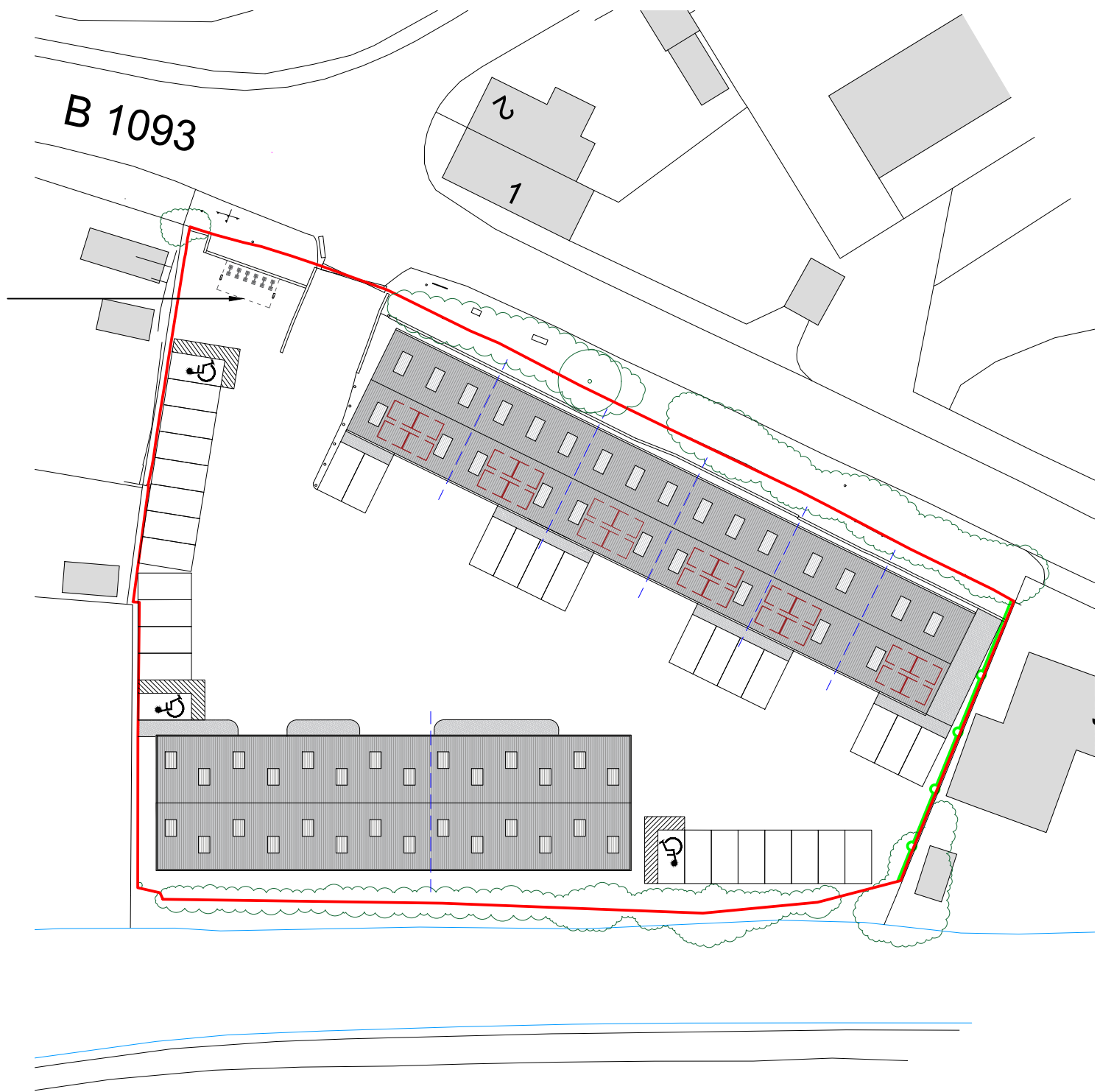
**F/YR23/0279/F**

Scale = 1:1,250





Covered cycle storage for 12 bicycles.



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KEY:

- Unit split
- Acoustic Fence to SE boundry
- PV Panel (Indicative only)



NOTES:  
Drawings for planning application purposes only.




C	17/01/23	Revision to paper size	
B	16/01/23	Revision to cycle storage	
A	11/01/23	Additional RSD & window to Building 1	
Rev:		Description:	App:



**Building & Project Consultancy**  
The Lawns, 33 Thorpe Road,  
Peterborough, PE3 6AB  
Tel: 01733 897722  
Email: buildingconsultancy@eddisons.com

PROJECT TITLE:  
**256 Station Road  
Whittlesey**

CLIENT:  
**Carl Edwards**

DRAWING TITLE:  
**Proposed Site Plan**

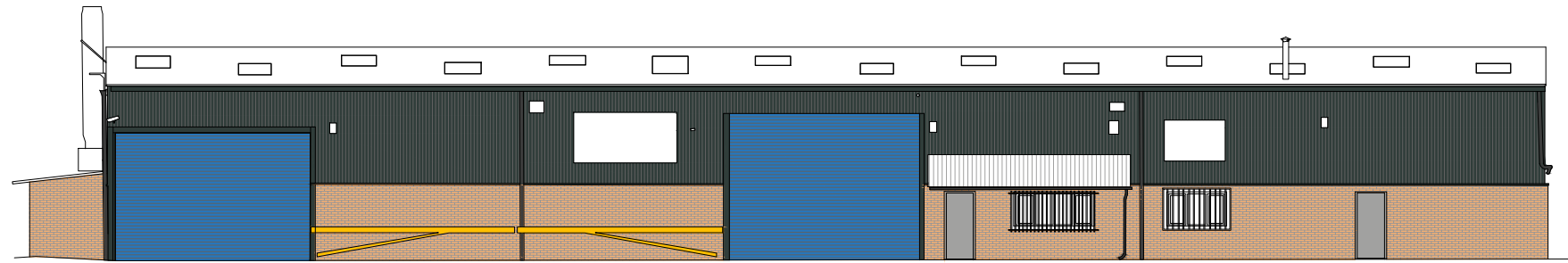
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DATE: 01/11/22	SCALE: 1:500@A3	
DRAWING STATUS: Planning		
DRAWING No: 012	REVISION: C	



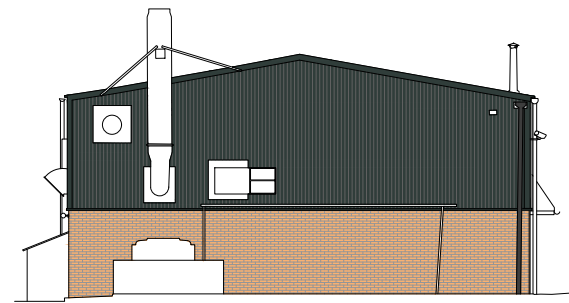
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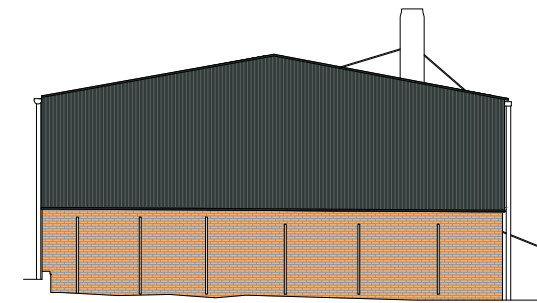
NOTES:  
Drawings for planning application purposes only.



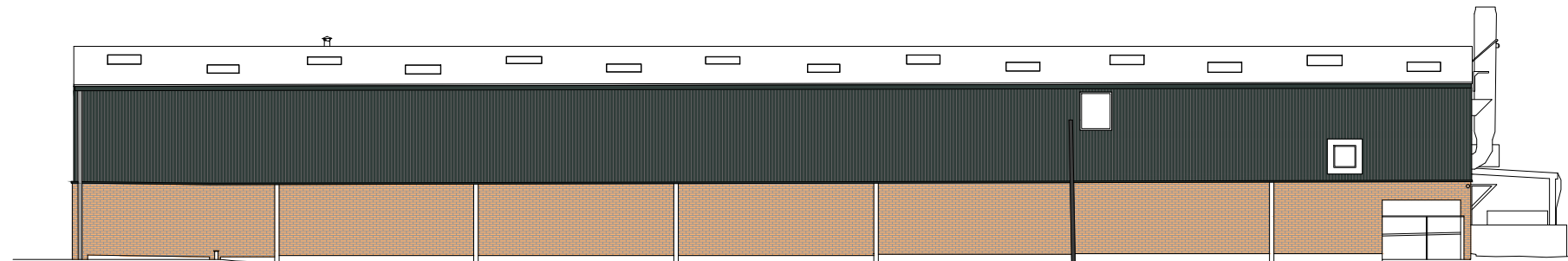
Building 1 - Elevation 1



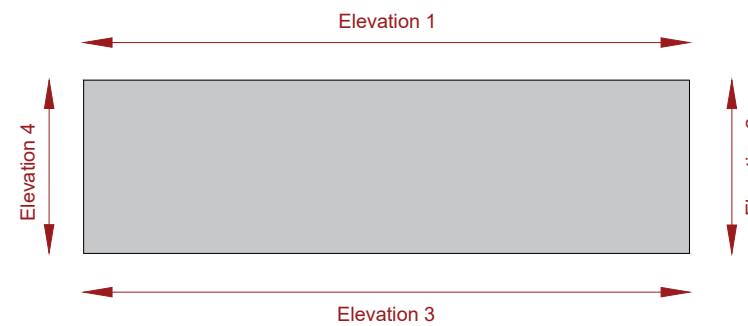
Building 1 - Elevation 2



Building 1 - Elevation 4



Building 1 - Elevation 3



Elevation Reference Plan  
Not to Scale



A	17/01/23	Revision to paper size	
Rev:		Description:	App:

**Eddisons**  
Incorporating Barker Storey Matthews

**Building & Project Consultancy**  
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PROJECT TITLE:  
**256 Station Road  
Whittlesey**

CLIENT:  
**Carl Edwards**

DRAWING TITLE:  
**Building 1  
Existing Elevations**

DRAWN:      CHECKED:      APPROVED:

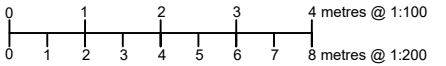
DATE: 28/10/22      SCALE: 1:200@A3

DRAWING STATUS: Planning

DRAWING No: 006      REVISION: A

KEY:

NOTES:  
Drawings for planning application purposes only.



B	17/01/23	Revision to paper size	
A	11/01/23	Additional RSD & window to Building 1	
Rev:		Description:	App:



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Whittlesey**

CLIENT:  
**Carl Edwards**

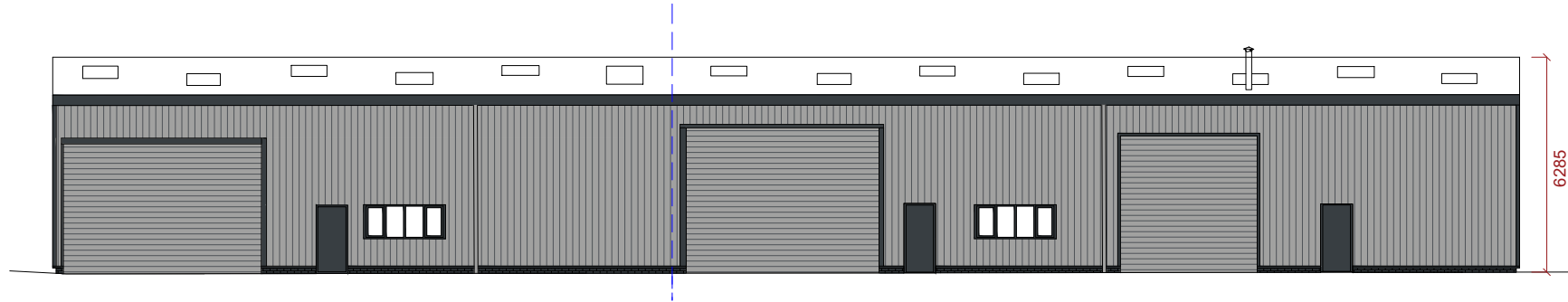
DRAWING TITLE:  
**Building 1  
Proposed Elevations**

DRAWN:	CHECKED:	APPROVED:
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DATE: 01/11/22 SCALE: 1:200@A3

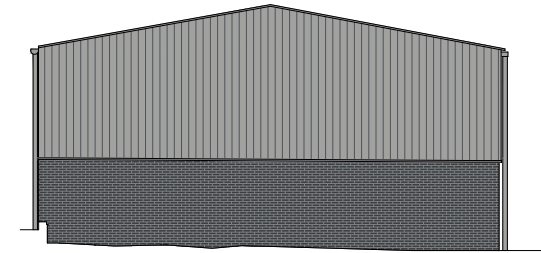
DRAWING STATUS: **Planning**

DRAWING No: <b>010</b>	REVISION: <b>B</b>
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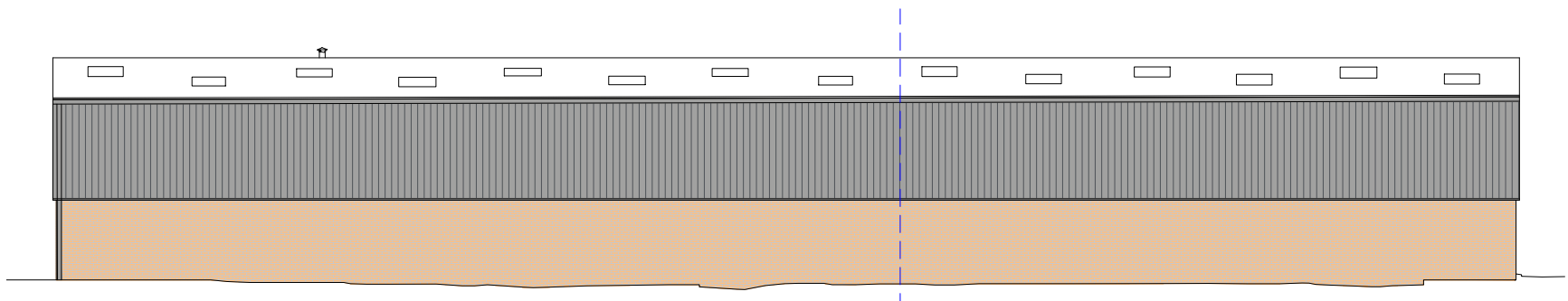
**Building 1 - Elevation 1**

- New vertical metal cladding - Light grey
- Painted brickwork - Dark grey
- Fascias & trims - Dark grey
- Painted roller shutter doors - Light grey
- Personnel/escape doors and windows - Dark grey
- Rainwater goods - Light grey



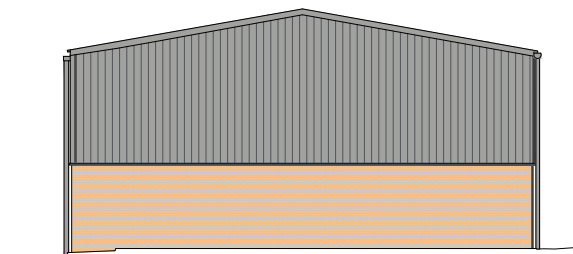
**Building 1 - Elevation 2**

- Existing cladding painted - Light grey
- Painted brickwork - Dark grey
- Fascias & trims - Light grey



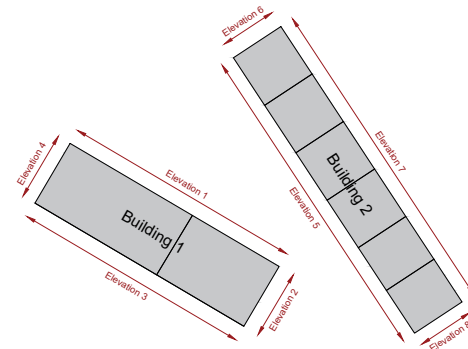
**Building 1 - Elevation 3**

- Existing cladding painted - Light grey
- Painted brickwork - Dark grey
- Fascias & trims - Light grey



**Building 1 - Elevation 4**

- Existing cladding painted - Light grey
- Painted brickwork - Dark grey
- Fascias & trims - Light grey



**Building & Elevation Reference Plan**  
(Not to Scale)



