

**Application Number: F/YR12/0432/F**

**Major**

**Parish/Ward: Wisbech Town Council**

**Date Received: 7 June 2012**

**Expiry Date: 6 September 2012**

**Applicant: Mr D Lepla, Total Investments 2006 LLP**

**Agent: Mr David Broker, David Broker Design Services**

**Proposal: Erection of 12no. x 3-storey 3-bed dwellings with parking involving demolition of existing buildings**

**Location: Land North of The Blackfriars, St Augustine's Road, Wisbech**

**Site Area/Density: 0.16 ha**

**Reason before Committee: This proposal is before the Planning Committee due to the fact that delegated approval is sought for officers to negotiate a satisfactory Section 106 package.**

#### **1. EXECUTIVE SUMMARY/RECOMMENDATION**

This application seeks full planning permission for the erection of erection of 12no. x 3-storey 3-bed dwellings with parking, following the demolition of the existing buildings on the site - a warehouse building and a pair of semi-detached houses, which are occupied by offices.

The site lies within the built up limits of Wisbech close to the town centre. The northern site boundary abuts the Bowthorpe Conservation Area.

Previously a scheme for 12 no. x 2-bed flats in two three-storey buildings, and 2 no. x 2-storey 3-bed dwellings (F/YR11/0723/F) was refused, and the current proposal seeks to overcome this refusal.

The site is located within the built-up limits of Wisbech and, therefore, the principle of development in urban locations such as this is normally acceptable, subject to compliance with detailed design and layout criteria.

The proposal is considered to be a significant improvement on the previously refused scheme, in that a more appropriate site layout and design is provided. In addition it is also considered to have a positive impact on the adjoining heritage asset – the Bowthorpe Conservation Area.

Matters relating to highways and amenity are also considered to be acceptable.

Officers are currently negotiating the level of planning contributions relating to this development.

Consequently the proposal is considered to be in accordance with Policies H3, E8, E12 & IMP2 of the Fenland District Wide Development Plan and Policies CS1, CS11 & CS14 of the draft Fenland Core Strategy (July 2012).

## 2. HISTORY

Of relevance to this proposal are the following:

- |     |               |  |                    |
|-----|---------------|--|--------------------|
| 2.1 | F/YR11/0723/F | Erection of 12no x 2-bed flats (two blocks 3-storey) and 2no 2-storey involving demolition of existing buildings | Refused 07/12/2011 |
|     | F/YR11/0392/F | Change of use from builders merchants to retail  | Pending            |

## 3. PLANNING POLICIES

### 3.1 National Planning Policy Framework:

Paragraph 2: Planning law requires that applications for planning permission must be determined in accordance with the development plan.

Paragraph 9: pursuing sustainable development involves seeking positive improvements in the quality of, amongst other things, the built environment.

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17: Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Encourage the effective use of land by reusing land that has been previously developed (brownfield land), providing it is not of high environmental value.

Paragraph 32: Decisions should take account that a safe and suitable access to the site can be achieved for all people.

Paragraph 64: Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area

Paragraph 129: LPA's should consider the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 132: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

### 3.2 East of England Plan 2008:

ENV7: Quality in the Built Environment

### 3.2 Draft Fenland Core Strategy:

CS1: Spatial Strategy & Settlement Hierarchy

CS2: Growth and Housing

CS11: Supporting and Managing the Impact of a Growing District.

CS13: Creation of a More Sustainable Transport Network in Fenland

CS14: Delivering High Quality Environments

### 3.3 Fenland District Wide Local Plan:

H3: Development Area Boundaries/Protection of Character and Amenity/Highway Safety

E8: Landscape and amenity protection

E12: New Development within Conservation Areas

E14: Protection of Important Features in a Conservation Area

TR3: Car Parking

IMP2: Securing Benefits through Planning Agreements

## 4. CONSULTATIONS

### 4.1 *Parish/Town Council*

Recommend approval as members have no objections to this application, but note that they are pleased to see the original brick walls are being retained.

### 4.2 *FDC Scientific Officer*

Please attach the contaminated land condition to this application.

### 4.3 *FDC Conservation Officer*

I comment on this proposal, as follows. The italics relate to my comments from the previous application (2011), where I feel they are still valid:-

*The loss of this large expanse of tarmac to either side of the Victorian dwelling would be an improvement. The removal of the large commercial unit would also be no loss.*

*However, while I appreciate this site is outside the Conservation Area, I feel the demolition of a perfectly good (and quite attractive) Victorian building (which I would have thought could be converted into the two semi-detached houses) to be rather wasteful and not sustainable. I would therefore recommend that this building be converted.*

Notwithstanding my comments above, I feel the design of the range fronting St Augustine's Road to be reasonably attractive, and the proposed design detailing, boundary treatments and surfacing materials to be acceptable.

### 4.4 *Cambs CC Highways*

No objection subject to appropriate conditions, but requires amendments to the scheme to secure a 1.8m wide footway along the whole of the St Augustine's Rd site frontage, and that the access should be a standard access crossing of the new footway and that upstand radius kerbing is not required.

Notes that only 18 spaces are proposed for the 12 dwellings. If adequate parking is not provided on-site, residents will be forced to park on-street within St Augustine's Rd, exacerbating on-street parking problems.

### 4.5 *Cambs CC Archaeology*

Recommend that site is subject to a programme of archaeological investigation as the site is located close to the known core of the medieval town. This should be secured via a planning condition.

### 4.6 *Cambs Police Architectural*

On the basis of information available, I have a

***Liaison Officer.***

'Substantive Concern', in relation to this Planning Application. The reasons for this concern are detailed below:

On examining the information on the drawings and information submitted there is a lack of clear detail that not only affects the visual amenity of the area but also the crime prevention aspects of the development.

- The site boundary wall facing onto Churchill Road whilst visually attractive provides a climbing aid for breaching of the wall/fence. Ideally the boundary should either be a full height wall (requiring reorientation of plots 10 – 12 and change to gable fenestration of plot 11) or full height (i.e. 2.0 metres) of metal vertical railings with no intermediates to aid climbing.
- The boundary treatment between the rear and front gardens of plot 1 and the flats at 18 St Augustine's Road is shown as existing 1.8 metre fence. The existing fence is vertical metal palisade fence which was appropriate for a commercial development but would be incongruous in a residential setting. The fencing to the rear garden should be 1.8 metre high timber close boarded fencing topped by 300mm of timber trellis. It is suggested that the front garden wall be 900mm high brick wall that defines a defensible space to the front of the dwelling whilst maintaining surveillance from the unit onto St Augustine's Road.
- The layout of the parking causes concern in that most dwellings (plots 1 to 5, 11 & 12) cannot have direct surveillance of their vehicles parked within the courtyard. This may not be a problem for plots 1 to 5 who will likely park within St Augustine's Road although it is noted that this road currently suffers from excessive number of vehicles parked in the road. The solution for Plots 11 & 12 is a reordering of the site where plots 10 to 12 are turned through 90 degrees so that they have front elevations facing onto the parking area. The parking as shown at present will only be effective if the gates shown on the elevational drawing are mechanically operated with voice link and remote operating plots 6 to 12. The gates together with required lighting to the courtyard must be subject to a 24/7 maintenance agreement by a management company. This is required not only for collection refuse but also to allow visitors to contact residents for entry to plots 6 to 12.

- consultation with the Highway department as to set back of the gates will also be required
- The boundaries to rear gardens have not been defined. Not only will this affect the visual amenity of the development but also the potential for crime within the development. The rear garden fencing, due to the parking arrangement, should be 1.0 metre high close boarded fencing topped by 800mm of timber trellis. Whilst it is accepted that this will reduce privacy it is more important to counter the risk of car crime by providing adequate surveillance of the courtyard and vehicles from the dwellings.
- Some bin storage spaces have been provided directly adjacent to rear garden fences. This is inappropriate in that they provide climbing aids for breaching of the rear garden fences which in turn leads to an increased risk of burglary.
- There is no mention of effective lighting of the courtyard or how it will be maintained. The courtyard should be lit to BS5489 Part 3 category 3/2 having 6 lux average and 2.5 lux minimum to all public areas. Lighting should be achieved by means of column mounted LED or Metal halide lights downlighters having a white light. Sufficient information should be submitted to show illumination levels and coverage over the courtyard area and house access paths

4.7 **Middle Level Commissioners** Awaited

4.8 **Local Residents:** No comments received.

## 5. **SITE DESCRIPTION**

- 5.1 This application seeks full planning permission for the erection of erection of 12no. x 3-storey 3-bed dwellings with parking, following the demolition of the existing buildings on the site. A warehouse building is located at the rear of the site, which is currently occupied by a pet supplies/products outlet. A pair of semi-detached houses, which are occupied by offices and which have been significantly altered on the ground floor, are positioned close to the St Augustines Road site frontage
- 5.2 The northern site boundary adjoins the boundary of the Bowthorpe Conservation Area, and backs onto Churchill Road (A1101). The site is bounded on three sides by a high brick wall. The site of the former Blackfriars Public House, which has now been cleared, lies immediately to the south of the site.
- 5.3 The site lies within the built up limits of Wisbech close to the town centre. The northern site boundary abuts the Bowthorpe Conservation Area, which contains a number of properties in St Augustine's Road.
- 5.4 The site lies within Flood Zone 1.

5.5 St Augustines Road is an unclassified highway.

## 6. PLANNING ASSESSMENT

### 6.1 **Background**

This application seeks full planning permission for the erection of 12no. x 3-storey 3-bed dwellings, following the demolition of the existing buildings on the site. The proposed site layout involves the creation of a new access into the site off St Augustine's Road, beneath an archway in the frontage building, leading to a central courtyard containing parking spaces and a turning head.

The proposal contains 3 separate terraces of 3-storey dwellings – Plots 1-5 facing onto St Augustine's Rd (following the existing built form of this street), Plots 6-9 facing the central court (with rear gardens backing onto the southern site boundary) and Plots 10-12 facing Churchill Road.

The proposed houses have been designed in a traditional design style to reflect the design of the existing houses further north which are sited within the conservation area – the new house designs include red brick walls with stone cills around the doors and windows, projecting bay windows, slate roofs and chimneys. The houses generally measure 6.5m – 7.1m to the eaves level and between 10.0 and 11.0m to the ridge. The second floor rooms are lit by dormer windows.

Previously a scheme for 12 no. x 2-bed flats in two three-storey buildings, and 2 no. x 2-storey 3-bed dwellings (F/YR11/0723/F) was refused for the following reasons:

**Reason 1:** *The proposed development by reasoning of the poor design quality of the building elevations; which includes a lack of sufficient detailing, the lack of an appropriate range of building materials and also lack of visual interest in the building shape and design, as well as the placement of buildings around the site, is considered to result in the introduction of an inappropriate building form and design on a prominent site close to the town centre, that would be detrimental to the appearance of the street-scene in the locality.*

**Reason 2:** *The proposed development by reason of the positioning of the northern three-storey block, close to the boundary with adjoining residential properties in St Augustine's Rd, is considered to result in a detrimental and overbearing impact on the amenities of the occupiers of these private gardens, due to its significant height and massing and also the direct overlooking that will result from the first and second floor living room windows in the proposed building.*

The current proposal has been the subject of detailed negotiations with Planning Officers, and seeks to overcome the above reasons for refusal.

The application is considered to raise the following key issues;

- Principle and policy implications
- Design & Layout/Impact on Heritage Assets
- Amenity
- Highways & Parking
- Planning contributions.

## 6.2 ***Principle and Policy Implications***

The site is located within the built-up limits of Wisbech. Under criteria contained in Policy H3 in the Fenland District Wide Local Plan (1993), the principle of development in urban locations such as this is normally acceptable, subject to compliance with detailed design and layout criteria.

In the emerging Fenland Core Strategy – Further Consultation Draft (July 2012), Policy CS1 seeks to concentrate new housing development in the most sustainable locations principally in the main market towns, to a lesser extent in the growth villages and very limited amounts in either Limited Growth Villages or Small Villages.

The proposal, therefore, accords with the criteria contained in the above policies.

## 6.3 ***Design & Layout/Impact on Heritage Assets.***

The proposal is considered to be a significant improvement on the previously refused scheme, in that a more appropriate site layout and design is provided.

Of note is the fact that a continuation of the existing street form along the St Augustine's Road frontage will be created (in an appropriate design with boundary walls and railings), which will reflect and enhance the existing setting of the conservation area. Three houses are also turned to face onto Churchill Road, and the side elevation of Plot 9 also contains windows in the gable to provide an attractive face to this important route into the town centre.

A combination of brick walls/piers and railings is provided along the Churchill Road boundary to give a secure, but visually permeable boundary, which will ensure that the footway on this side of Churchill Road is better overlooked from the new houses.

It is regretted that the two existing dwellings on the site (that have been converted to offices) will be lost, but their existing siting and orientation does not easily allow for their retention within the site – particularly with regard to the provision of appropriate garden/amenity space.

It is, therefore, considered that the design and layout of the revised scheme overcomes the earlier concerns and also is now considered to have a positive impact on the adjoining heritage asset – the Bowthorpe Conservation Area.

The scheme has also been amended to address the majority of the Police Architectural Liaison Officer's comments and amended plans supplied. The vehicular access is now gated and 'hit and miss' fencing is proposed around the rear garden boundaries to provide an element of visibility of the adjoining parking areas. It is considered though that adequate overlooking of the central parking court is provided from the frontages of Plots 6-9 and from the gable elevation of Plot 10 which contains principal living room windows.

The design of the boundary wall along the Churchill Road frontage has been amended so that the brick panel walls below the railings are lower and the railings increased in height, to make climbing them more difficult. It is considered that the overlooking of the footway in Churchill Way, which is achieved by facing Plots 10-12 towards this route, is a positive feature that contributes to public safety in its own right and, therefore, Plots 10-12 have not been re-oriented as suggested.

The proposal is, therefore, considered to accord with the requirements of Local Plan Policies H3, E8 and E12 and Core Strategy Policy CS14.

#### 6.4 **Amenity**

The majority of the proposed development is located well away from most adjoining residential properties and also the proposed new residential development on the site of The Blackfriars Public House.

The closest dwellings to neighbouring properties (the terrace of three dwellings – Plots 10-12) are positioned so that their rear elevations are 7.1m from the rear boundaries, which then backs onto the rear gardens of 18-22 St Augustine's Rd. These properties are sited between 9 and 10m from this boundary.

Whilst this relationship is fairly close, which was raised as a concern when the previous scheme was refused, it is considered that the amended layout is acceptable in terms of the protection of privacy and amenity in a town centre location where buildings tend to be found in closer proximity to one another in comparison to other more suburban locations in the town.

On this basis the proposal is considered to accord with the requirements of Local Plan Policies H3 and E8, and Core Strategy Policy CS14, which seek to ensure that new development proposals have regard to the amenities enjoyed by existing residents.

#### 6.5 **Highways and Parking.**

CCC Highways consider the proposed access arrangements to be satisfactory, subject to some minor design modifications and conditions.

The Council's adopted parking standards would normally require 24 spaces to be provided, although some flexibility is permitted to reduce standards in accessible locations close to a town centre. The views of the County Highway Authority are noted, but it is considered that given the location of this site in close proximity to Wisbech Town Centre a reduction from 24 spaces to 18 spaces could be accepted in this instance.

On this basis the proposal is considered to accord with the requirements of Local Plan Policies TR3, and Core Strategy Policy CS13

#### 6.6 **Planning Contributions**

The Section 106 Requirements for the proposed residential development are as follows:

##### (a) Affordable Housing

4 (30%) units to be provided as Affordable Housing

The mix required in the agreement is 4 x 3-bed dwellings

Tenure to be determined by the Affordable Housing Scheme prior to commencement of development

##### (b) Education Contributions

###### Primary

According to the County Council guidance the development is expected to generate a net increase of 5.6 primary school places. The catchment primary school is Nene Infants and Ramnoth Juniors. County Education Officers have confirmed that there is insufficient capacity over the next five years to accommodate the places being generated by this development. Therefore, a contribution for primary education is sought.



Affordable Housing units do not generate an Education Contribution

The contribution sought is £10,800 in line with the Supplementary Planning Guidance.

8 x 3-bed dwellings @ £1,350 = **£10,800**

#### Secondary

The development is expected to generate a net increase of 3.2 secondary school places. The catchment school is Thomas Clarkson Community College. This has sufficient capacity over the next five years to accommodate the places generated by the development. Therefore, no contribution for secondary education is sought.

#### Pre-School

According to County Council guidance the development is expected to generate a net increase of 2.0 pre-school places. In terms of pre-school education, there is not enough capacity in the area in the next two years (2012/13-2013/14) to accommodate the places being generated by this development. Therefore, a contribution for pre-school education is sought.

This should be sought in line with Cambridgeshire County Council guidance.

£8,400 x 2.0 places generated = **£16,800**

#### (c) Public Open Space

Not sought as only 12 dwellings

#### (d) Fenland District Council Waste Contribution

This is a flat rate contribution payable on all dwellings; this contribution enables the Council to provide Waste Containers for the development.

12 Units @ £60 = **£720**

#### (e) Cambridgeshire County Council Waste Contribution

This is a flat rate contribution payable on all dwellings; this contribution enables the County Council to improve/provide Waste Recycling Centres to serve the Town.

12 Units @ £180 = **£2,160**

#### (f) Section 106 Monitoring Contribution

This is an administration fee required to enable the Council to monitor the development from commencement to completion. The fee is charged at £500 per schedule, i.e. £1,500 (Waste, Affordable Housing and Education)

As indicated in the assessment above the scheme is acceptable in terms of principle, policy and layout as such Officers seek Committee endorsement of the proposal. In parallel to this endorsement Officers would also request authority from the Committee to negotiate an appropriate S106 package, relating to the level of affordable housing which can be deemed 'viable' in the context of the overall scheme.

It should be noted that the overall concept of the development has been subject to extensive pre-application discussions, following an earlier refusal, this has resulted in the proposal now being subject to the changing policy framework regarding affordable housing requirements. In that when the original scheme was put forward (July 2011) it

fell below the thresholds for affordable housing provision as the NPPF had not been published and the initial draft core strategy was deemed to have no weight in decision making. With the emerging Core Strategy now highlighting a requirement of 30% provision (4 units), the applicants assert that the scheme is no longer viable. Accordingly they have submitted an open book viability assessment which is currently being evaluated by Independent Assessors on behalf of the Local Planning Authority (LPA).

In the interests of bringing this matter to a timely conclusion and recognising the challenges in providing a level of affordable housing on this site Officers request authority to work with the applicants and our independent assessors to ascertain the level of affordable housing that the scheme can accommodate. It should be recognised that as an independent assessment with defined outputs the viability works would be the determinate of levels of provision.

Given that the LPA has accepted deviation from emerging policy where it has been demonstrated to result in an uneconomic scheme it is suggested that subject to the S106 package according with the recommendations of Independent Assessment delegated authority be given in this regard to Officers.

Subject to the satisfactory resolution of this matter the proposal is considered to be in accordance with Policy IMP2 of the adopted Fenland Local Plan (1993) and CS11 in the draft Fenland Core Strategy (2012)

## **7. CONCLUSION**

- 7.1 The site is located within the built-up limits of Wisbech, and the principle of development in urban locations such as this is normally acceptable, subject to compliance with detailed design and layout criteria.

The proposal is considered to be a significant improvement on the previously refused scheme, in that a more appropriate site layout and design is provided. In addition it is also considered to have a positive impact on the adjoining heritage asset – the Bowthorpe Conservation Area.

Matters relating to crime and design, highways and amenity are also considered to be acceptable.

Consequently the proposal is considered to be in accordance with Policies H3, E8, E12 & IMP2 of the Fenland District Wide Local Plan and Policies CS1, CS11 & CS14 of the draft Fenland Core Strategy (July 2012).

## **8. RECOMMENDATION**

**It is requested that**

- i) delegated authority be given to Officers to negotiate an appropriate S106 package, relating to the level of affordable housing which can be deemed 'viable' in the context of the overall scheme, and**
- ii) Subject to the satisfactory resolution of the S106 negotiations,**
- iii) Grant with appropriate S106 agreement and the following conditions:**

- 1 The development permitted shall be begun before the expiration of 3 years from the date of this permission.**

**Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.**

- 2 Prior to the commencement of the development hereby approved full details of the materials to be used for the external walls and roof shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved particulars and retained in perpetuity thereafter.**

**Reason - To safeguard the visual amenities of the area.**

- 3 Prior to commencement of development full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-**

- a) proposed finished levels**
- b) means of enclosure**
- c) car parking layout**
- d) vehicle and pedestrian access and circulation areas**
- e) hard surfacing, other hard landscape features and materials**
- f) existing trees, hedges or other soft features to be retained**
- g) planting plans, including specifications of species, sizes, planting centres number and percentage mix**
- h) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife**
- i) details of siting and timing of all construction activities to avoid harm to the amenities of neighbouring dwellings**
- j) management and maintenance details**

**Reason - The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted.**

- 4 All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.**

**Reason - To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development.**

- 5 Prior to the occupation of the development, a management and maintenance plan, including details of the maintenance of all common areas within the development including the landscape areas, parking and manoeuvring areas, the provision of security lighting and the operation of the gates at the access to the site shall be submitted to and approved by the Local Planning Authority in writing. The management and maintenance plan shall be carried out as approved in accordance with the specified schedule and details contained therein and maintained in force in perpetuity.**

**Reason - To ensure an acceptable future maintenance regime is provided in the interests of the visual amenity and site security.**

- 6 Prior to the commencement of the use hereby approved the access road shall be constructed to a minimum width of 5.0 metres for a minimum distance of 15.0 metres measured from the near edge of the highway carriageway and thereafter maintained in perpetuity.**

**Reason - In the interests of highway safety.**

- 7 Prior to the commencement of use hereby approved the permanent space shown on the plans hereby approved to be reserved on the site to enable vehicles to:**

- a) enter, turn and leave the site in forward gear;**
- b) park clear of the public highway;**
- c) load and unload;**

**shall be levelled, surfaced and drained and thereafter retained for no other purpose in perpetuity.**

**Reason - In the interests of satisfactory development and highway safety.**

- 8 Prior to first occupation of the development hereby approved, visibility splays shall be provided to the south of the vehicular access. Minimum dimensions to secure the required splays shall be 2.4 metres measured along the centre line of the proposed access from its junction with the channel line of the highway carriageway, and 43.0 metres measured along the channel line of the highway carriageway and the centre line of the proposed access.**

**Reason - In the interests of highway safety.**

- 9 Prior to the first occupation of the development hereby approved a 1.8m wide footway shall be constructed along the entire frontage of the site to tie in appropriately with that to the north and south of the site.**

**Reason - In the interests of satisfactory development and highway safety.**

- 10 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 shall then be implemented on site in accordance with the approved timetable.**

**The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:**

- a) **A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. This should include a conceptual model, and pollutant linkage assessment for the site. Two full copies of the desk-top study and a non-technical summary shall be submitted to and approved in writing by the Local Planning Authority.**

**IF during development any previously unsuspected contamination is discovered then the LPA must be informed immediately. A contingency plan for this situation must be in place and submitted with the desk study. If a desk study indicates that further information will be required to grant permission then the applicant must provide, to the LPA:**

**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**

- b) **contamination, and its implications. The site investigation shall not be commenced until:**
- (i) A desk-top study has been completed, satisfying the requirements of paragraph (a) above.**
  - (ii) The requirements of the Local Planning Authority for site investigations have been fully established, and**
  - (iii) 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.**

**Following written LPA approval of the Site Investigation the LPA will require:**

- c) **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.**
- d) **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**

**Reason- To control pollution of land or water in the interests of the environment and public safety.**

- 11 No development or preliminary ground works of any kind shall take place on the site until the applicant, or their agents or successors in title, has secured the implementation of a programme and timetable of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant to and approved in writing by the Local Planning Authority. The**

approved programme shall then be implemented in accordance with the approved timetable prior to any other works taking place on site.

Reason - To secure the provision of the investigation and recording of archaeological remains threatened by the development and the reporting and dissemination of the results in accordance with Policy E7 of the Fenland District Wide Local Plan.

- 12 Prior to commencement of development a refuse collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The refuse collection shall accord with the agreed details and thereafter be retained in perpetuity unless otherwise agreed in writing.

Reason - To ensure a satisfactory form of refuse collection.

- 13 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995, (or any Order or Statutory Instrument revoking and re-enacting that Order with or without modification), planning permission shall be required for the following developments or alterations:

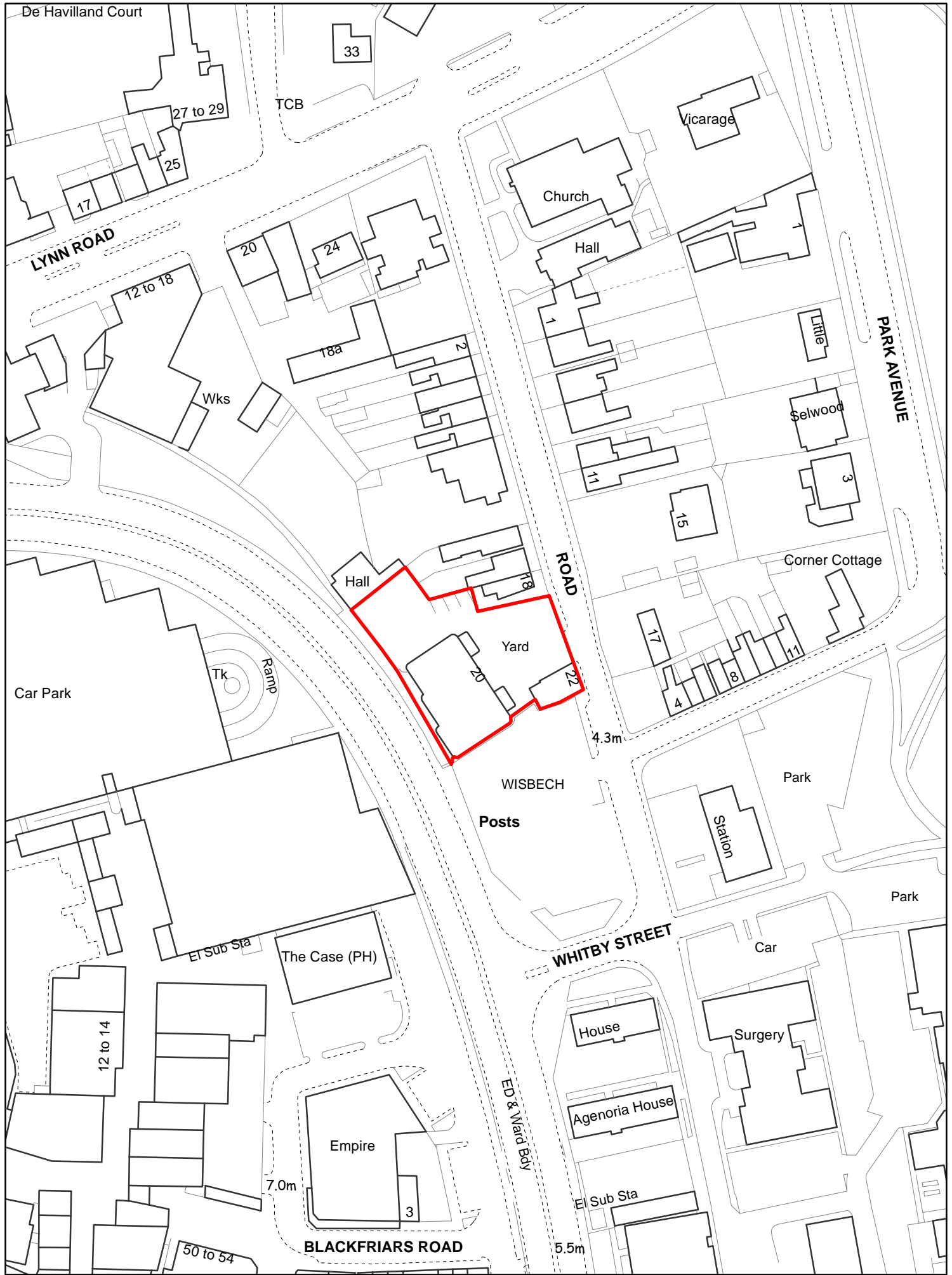
- i) the erection of freestanding curtilage buildings or structures including car ports, garages, sheds, greenhouses, pergolas, or raised decks (as detailed in Schedule 2, Part 1, Classes A and E);
- ii) the erection of house extensions including conservatories, garages, car ports or porches (as detailed in Schedule 2, Part 1, Classes A and D);
- iii) alterations including the installation of replacement or additional windows or doors, including dormer windows or roof windows (as detailed in Schedule 2, Part 1, Classes A and B);
- iv) alterations to the roof of the dwellinghouse (as detailed in Schedule 2, Part 1, Class C);

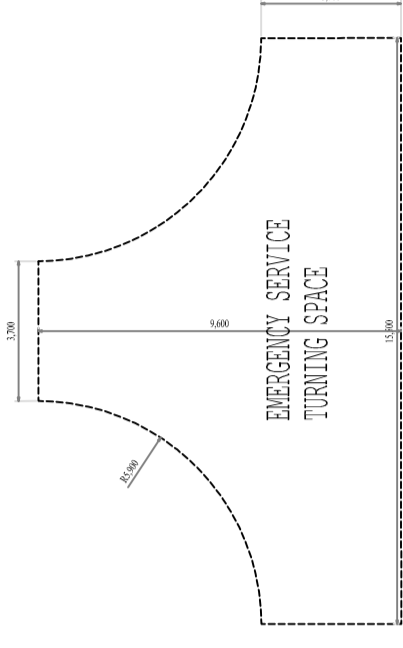
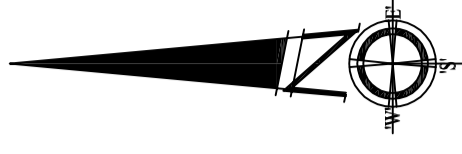
Reason - In order to control future development to prevent the site becoming overdeveloped and to safeguard the amenities currently enjoyed by the occupants of adjoining dwellings

- 14 Prior to the commencement of any development, a scheme and timetable for the provision and implementation of foul and surface water drainage shall be submitted and approved in writing by the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme and thereafter retained in perpetuity.

Reason - To ensure a satisfactory method of foul and surface water drainage and to prevent the increased risk of flooding.

- 15 Approved Plans.





- PROPOSED 1.8m HIGH CLOSE BOARDED FENCE
- PROPOSED 2m HIGH HIT/MISS FENCING

STANDARD ACCESS CROSSING

FRONT BOUNDARY WALL TO ST AUGUSTINES ROAD TO BE BUILT OUTSIDE VISIBILITY SPLAY LINE

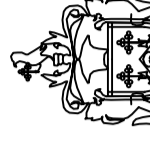
ST AUGUSTINES ROAD ONE WAY SYSTEM

3m

2.4m X 43m VISIBILITY SPLAY



SCALE 1:200



Highly Commended  
Borough Council of Kings Lynn  
& West Norfolk  
The Mayors Award for Design in the Environment 2011



Winner, New Small Scale 2011  
housing development  
Highly commended 2011  
Commercial category building  
Design and Construction award 2010



Winner, Heritage award 2010  
for Conversion or Renovation  
Highly commended 2010  
for Conversion or Renovation  
Highly commended 2009  
Heritage award New Build

Rev	Purpose	By	Date

**DBDS**

DAVID BROKER DESIGN SERVICES ARCHITECTURAL TECHNICIANS  
DANBROOKE HOUSE STATION ROAD  
CONCEPT 2000 WISBECH ST MARY  
DESIGN AND DEVELOPMENT WISBECH CAMBS PE13 4RW  
LTD Telephone: 01945 41042  
ESTABLISHED 1975 Facsimile: 01945 41040  
E-mail: david.broker@virgin.net

Client: D. LEPLA / J. HARRIS

Drawing No: 1443 - 67 - BLOCK PLAN DIMENSIONED

Project: PROPOSED RESIDENTIAL DEVELOPMENT

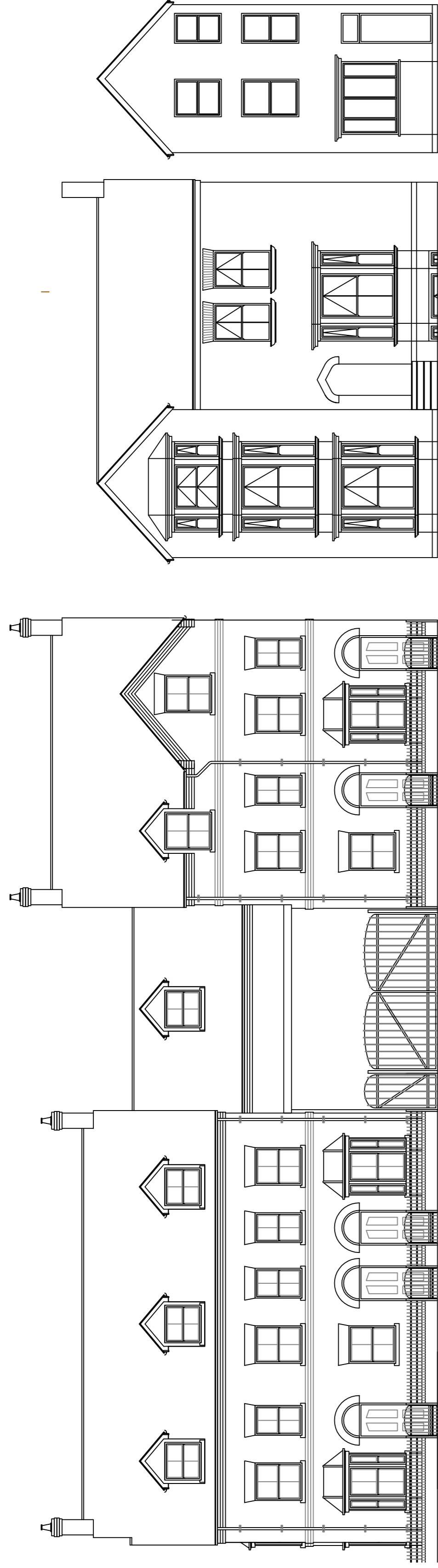
Site: ST AUGUSTINES ROAD WISBECH

Postcode: PE13 3AF Drawn: DB Checked: -

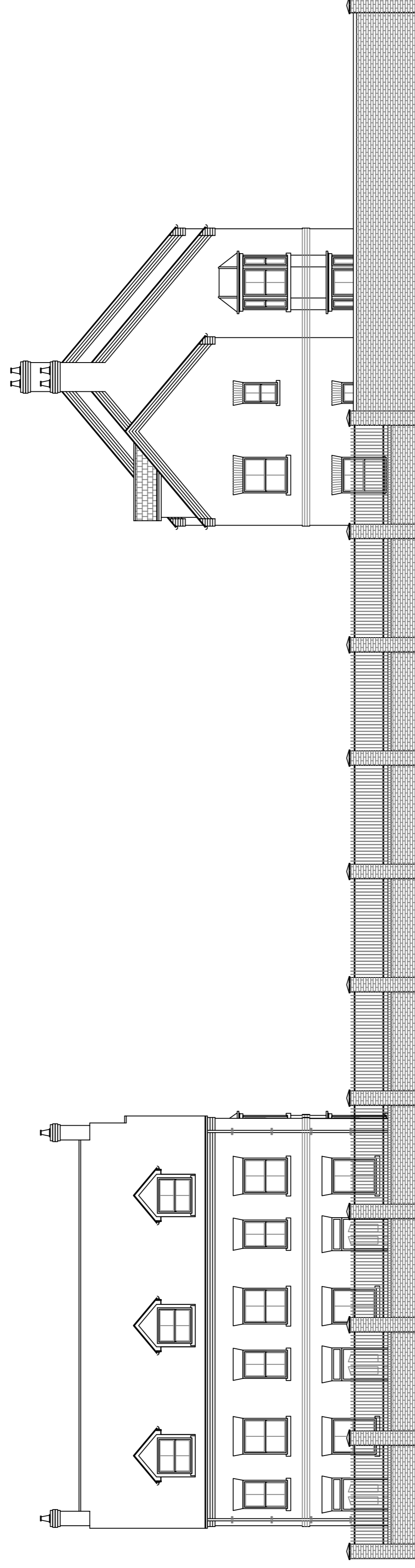
Print Scale: 1:200 @ A2 Date: APR 12 Revision No: -

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PROPOSED STREET SCENE - ST AUGUSTINES ROAD FRONTAGE



PROPOSED STREET SCENE - CHURCHILL ROAD FRONTAGE



PROPOSED STREET SCENE - VIEW FROM ADJACENT PLOT



Eighty Commended  
 Economy Council of Kings Lynn  
 Residential New Build  
 & West Norfolk the Baynes Award for Design in the environment 2011



Winner, New Small Scale 2011  
 Housing development  
 Eighty commended 2011  
 Commercial category building  
 Design and Construction award 2010  
 Peterborough City Council



Winner, Heritage award 2010  
 for Conversion or Renovation  
 Eighty commended 2010  
 for Conversion or Renovation  
 Building Excellence in Britain  
 Heritage award New Build 2010

Rev	Purpose	By	Date

**DBDS**

DAVID BROKER DESIGN SERVICES ARCHITECTURAL TECHNICIANS  
 145-177 STREET SCENES  
 DANBOROUGH BUSINESS PARK ROAD  
 CONCEPT 2000  
 WISBECH CAMBRIDGE 31RW  
 DESIGN AND DEVELOPMENT  
 WISBECH CAMBRIDGE 31RW  
 LTD  
 ESTABLISHED 1975  
 Telephone: 01554 811400  
 Fax: 01554 811400  
 Email: david.broker@dbds.net

Client: D. LEPLA, J. HARRIS

Drawing No: 1443-777-STREET SCENES

Project: PROPOSED RESIDENTIAL DEVELOPMENT

Site: ST AUGUSTINES ROAD  
 WISBECH

Revision	Date	Drawn	Checked
1		DB	
2		APP 12	

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