

## AGENDA

### PLANNING COMMITTEE

**THURSDAY, 7 MAY 2020**

**1.00 PM**

**A VIRTUAL MEETING VIA ZOOM VIDEO  
CONFERENCING SYSTEM**

Committee Officer: Jo Goodrum  
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Due to the Covid-19 outbreak and the restrictions by the Government on gatherings of people, this meeting will be conducted remotely using the Zoom video conferencing system. There will be no access to this meeting at the Council offices, but there will be public participation in line with the procedure for speaking at Planning Committee.

You can view the meeting by visiting YouTube using the link:

<https://youtu.be/prVLw46wUfw>

- 1 To receive apologies for absence.
- 2 To report additional items for consideration which the Chairman deems urgent by virtue of the special circumstances to be now specified
- 3 To receive Members declarations of any interests under the Local Code of Conduct or any interest under the Local Code of Conduct or any interest under the Code of Conduct on Planning Matters in respect of any item to be discussed at the meeting.
- 4 F/YR19/1082/F  
Land South Of Harolds Bank, Sealey's Lane, Parson Drove, Cambridgeshire,  
Change of use of land to a traveller's site involving the siting of 2no mobile homes,  
2no tourer vans; erection of 2no day rooms, 1.8 metre high fence and 1.2 metre high

post and rail fencing (part retrospective (Pages 5 - 28)

To determine the application

5 F/YR20/0083/F

The Hollies, Middle Broad Drove, Tydd St Giles, Cambridgeshire Erect a 3-storey 4/5-bed dwelling with detached garage and study above involving demolition of existing dwelling and change of use of land from paddock to garden (Pages 29 - 40)

To determine the application

6 F/YR20/0099/F

Site of Former DRP Vehicle Services, Fallow Corner Drove, Manea. Erect 2 dwellings (2-storey 4-bed) involving demolition of existing building (Pages 41 - 50)

To determine the application

7 F/YR20/0186/F

Land West Of 110, Westfield Road, Manea, Cambridgeshire. Erect 1 dwelling (2-storey 4-bed) including an office and a detached double garage in association with existing business (Pages 51 - 62)

To determine the application

8 Items which the Chairman has under item 2 deemed urgent

Tuesday, 28 April 2020

Members: Councillor D Connor (Chairman), Councillor A Hay (Vice-Chairman), Councillor I Benney, Councillor S Clark, Councillor A Lynn, Councillor C Marks, Councillor Mrs K Mayor, Councillor N Meekins, Councillor P Murphy and Councillor W Sutton,

## Note:

1. Since the introduction of restrictions on gatherings of people by the Government in March 2020, it has not been possible to hold standard face to face public meetings at the Council Offices. This led to a temporary suspension of meetings. The Coronavirus Act 2020 has now been implemented and in Regulations made under Section 78 it gives local authorities the power to hold meetings without it being necessary for any of the participants or audience to be present together in the same room.

It is the intention of Fenland District Council to hold Planning Committee meetings for the foreseeable future as online meetings, using the Zoom video conferencing system. If you wish to view the meeting you can do so by accessing [www.youtube.com/user/FenlandCouncil](https://www.youtube.com/user/FenlandCouncil).

2. The Council has a scheme to allow public speaking at Planning Committee. If you wish to speak at the Planning Committee, please contact Member Services, [memberservices@fenland.gov.uk](mailto:memberservices@fenland.gov.uk) or 01354 622285, to register your wish to speak by Noon on the day before the meeting.

When registering to speak you will need to provide:

- Your name
- E-mail address
- Telephone number
- What application you wish to speak on
- In what capacity you are speaking, ie supporter/objector.

You will be speaking remotely via the Zoom video conferencing system and will receive an e-mail confirming that you are registered to speak along with the relevant details to access the meeting. You will also be contacted by the Council's ICT Team to check that you can access Zoom. You can choose to speak being either seen and heard, or just heard, and we would also ask that you submit a written representation in case of any issues with the software. If you do not wish to speak via a remote link, you are able to just submit a written representation.

Please note that public speaking is limited to 5 minutes in total for each of the following groups:

- Local Parish/Town Council
- Objectors
- Supporters
- Applicant/agent

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F/YR19/1082/F

**Applicant:** Mr L Upton

**Agent :** Dr Simon Ruston  
Ruston Planning Limited

**Land South Of Harolds Bank, Sealey's Lane, Parson Drove, Cambridgeshire**

**Change of use of land to a traveller's site involving the siting of 2no mobile homes, 2no tourer vans; erection of 2no day rooms, 1.8 metre high fence and 1.2 metre high post and rail fencing (part retrospective)**

**Officer recommendation: Approve**

**Reason for Committee: Number of representations received contrary to Officer recommendation**

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## 1 EXECUTIVE SUMMARY

- 1.1 The site is situated within the open countryside approximately 0.8 kilometres from the settlement of Parson Drove. The site has been divided into 2 pitches which are currently occupied although do not reflect the plans as proposed.
- 1.2 The proposal has previously been refused on flood risk and visual harm. However, recent appeal decisions have indicated that the flood risk modelling data provided would be sufficient to allow highly vulnerable development such as this to proceed despite the high flood risk category of the site - in that the residual risks of flooding are very low. Furthermore, due to recent approvals for expansion of existing developments along Sealey's Lane, the issue of visual harm is not considered to be so significant as to warrant a refusal on these grounds.
- 1.3 Having regard to the inability of the Council to demonstrate a sufficient supply of gypsy traveller pitches, and the limited harm the development would result in, on balance the development is considered to be acceptable subject to conditions controlling access and highway impacts, landscaping and future use of the site.
- 1.4 The recommendation is to approve the application.

## 2 SITE DESCRIPTION

- 2.1 The site is situated within the open countryside approximately 0.8 kilometres from the settlement of Parson Drove. The site is classed as agricultural land with close boarded fencing erected around the perimeter and through the middle to form 2 enclosed areas (pitches). Each enclosure is accessed via wooden gates with access directly off Sealey's Lane and incorporates habitable structures in the form of a mobile home and utility building/ day room.
- 2.2 A belt of dense hedgerow extends for c.300m southwards from the site adjacent to the highway and terminates at the nearest residential property; Celia House. Continuing southwards from this point is a row of residential properties which lead

out onto Main Road. Approximately 250m north of the site is an existing Horticultural business which has recently expanded.

- 2.3 The site lies approximately 80m south of a national high pressure gas pipeline (High Pressure Transco 1723 CIS Location 7464) and within Flood Zone 3 (high risk). Sealy's Lane is a 'C' classified road.
- 2.4 The site lies adjacent to a cold war observer corps bunker which was built in the 1960's during the Cold War and sealed off in the early 1990's. A majority of the structure is underground with access hatch and ventilation shafts visible above ground.

### **3 PROPOSAL**

- 3.1 The application seeks full planning permission for the residential use of the land for traveller's. Having regard to the proposed layout; 2 pitches are proposed – each served by a day room with an area for the siting of a mobile home and a touring caravan. Pitch 1 (south) is the larger of the 2 and includes a considerable area of green space which is proposed to be planted with trees and incorporates a foul drainage tank.
- 3.2 The existing 1.8 high perimeter fencing is proposed to be retained but with a soft landscape buffer planted externally and along the boundary with the highway. The 1.2m high post and rail fencing and gates across the front of the site are proposed to be retained.
- 3.3 The dayrooms will each measure 7 x 6 metres externally, with rooflines at 4.1 metres. They will be roofed with cement fibre slates, and external walls will be clad with dark brown painted timber.
- 3.3 It is important to note that what currently exists at the site is not what is being sought for permission. For example the large, timber building within the northernmost pitch does not form part of the proposal and the layout of the mobile homes also differ.
- 3.4 Full plans and associated documents for this application can be found at: <https://www.fenland.gov.uk/publicaccess/>

### **4 SITE PLANNING HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Decision</b>
F/YR19/0540/F	Change of use of land to a traveller's site involving the siting of 2No mobile homes, 2No tourer vans; erection of 2No day rooms, 1.8 metre high fence and 1.2 metre high post and rail fencing (part retrospective)	Refused 19.08.2019

F/YR17/1047/F	Change of use of land to a traveller's site involving the siting of 2No mobile homes, 2No tourer vans; erection of 2No day rooms, 1.8 metre high fence and 1.2 metre high post and rail fencing (part retrospective)	Refused 09.03.2018
F/YR17/0212/F	Change of use of land to a traveller's site involving the siting of 3No mobile homes, 3No tourer vans; erection of 2No day rooms, 1.8 metre high fence and 1.2 metre high post and rail fencing (part retrospective)	Withdrawn 30.06.2017

## 5 CONSULTATIONS

### 5.1 Parson Drove Parish Council

*Advises that "Members noted that this application was brought forward again because FDC had lost an appeal on a similar application elsewhere. Members agreed to refuse the application on the same grounds as the previous application on the site, and to add that the Parish Council is disappointed that this application has been brought forward a third time, noting that the normal cut-off is after the second refusal."*

#### **Previously objected for the following reasons;**

- The site is too far from the centre of the village and is not sustainable
- The site is not located for easy access to services and facilities in the village including the primary school, post office, shops and Doctors Surgery as it is more than a mile away from the primary school and the centre of the village.
- It should be noted that this site was previously put forward as an exception site for consideration by the Parish Council, a Housing Association and Fenland District Council's Planning Department. This site was not pursued at that time as it was deemed by the District Council and the Parish Council to be unsuitable given the distance from the centre of the village located in the open countryside and concerns over highway safety issues due to the narrowness of the road, lack of footways and street lights. Believe that this conflicts with the provision of the Children's Act 2004 given the highway safety issues.
- Parson Drove is a Limited Growth Village as specified in Policy LP3 but has already had several planning applications approved bringing our growth target close to the limit of 10%.
- We note the level of objections lodged to this and previous application and therefore believe it does not pass Policy LP12 Part A (i).
- The location the proposed traveller's site would have an adverse impact on the character and appearance of the surrounding open countryside and farmland and is therefore contrary to Policy LP 12(c).
- The location is not in keeping with the core shape and form of the village and will adversely harm the character and appearance of the village and is therefore contrary to Policy LP12(d).
- The application does not pay due regard to the local ecology and heritage of adjoining land that contains the observer corps bunker, which should be protected as part of the local history. Therefore development of this site would harm the local heritage and be contrary to policy LP12 (g).
- The site falls within Flood Zone 3 and is therefore at risk of flooding and we consider that an alternative site, if needed, could be found. This is contrary to

policy LP14 Part (B) as it does not conform to the sequential test or the exception test. We note that the agent states this site passes the sequential test for placement of additional traveller pitches, however we strongly refute this fact as this is located in flood zone 3 and considering the district as a whole there will be numerous other sites in flood zones 1 and 2 that would be more acceptable in planning terms. Therefore this application quite clearly fails the sequential test. We also note the lack of evidence supplied to support this claim under item 45 of the agent's letter demonstrating other sites have been considered.

- The road at this end of Sealy's Lane is narrow, has no footpaths or street lighting and would put people in danger on the public highway and is therefore contrary to Policy LP12(j).
- Given the nature of the issues highlighted then it is considered that the culmination of these issues would result in the application being in breach of policy LP 12 (k), which requires sites to be served by the local infrastructure such as waste water drainage and suitable highway provision.
- There are several traveller sites in Fenland, one being the District Councils travellers site at Turf Fen Bridge, Murrow where there are currently vacant pitches. We therefore question the need for additional pitches at this current time as confirmed in Policy LP5 Part D.
- The site and its proposed use will conflict with other development plan policies relating to flood risk, landscape character, and protection of the natural environment as stated in LP5 Part D (a).
- The site does not enable safe and convenient pedestrian access to the main road as stated in Policy LP5 Part D (d) and will have an unacceptable adverse impact on the occupiers of nearby properties, the health and well-being of the occupiers of the site and the appearance and character of the area, therefore it does not comply with LP5 Part D (e).
- This application is not supported by the local community. This would therefore indicate that this is contrary to policy LP 12 (i).

## 5.2 **Cambridgeshire County Council Local Highways Authority (LHA)**

Raises no objection subject to conditions securing;

- Visibility splays
- Gate positioning
- Access provision

## 5.3 **Cadent Gas**

[Following confirmation of specific site location] Raises no objection.

## 5.4 **Environment Agency**

Object in principle; the proposed development within a flood risk vulnerability category that is inappropriate to the Flood Zone in which the application site is located. The development is classed as highly vulnerable (caravans and tourers intended for permanent residential uses), in accordance with table 2 of the Flood Zones and flood risk tables of the PPG. Tables 1 and 3 make it clear that this type of development is not compatible with this Flood Zone and therefore should not be permitted. The application is therefore contrary to the National Planning Policy Framework and its associated planning practice guidance.

## 5.5 **North Level internal Drainage Board (IDB)**

Advises they have no comments to make



## 5.6 Local Residents/Interested Parties

13 letters of objection received from 12 households raising the following comments;

- Environmental Concerns
- Noise
- Local services/schools - unable to cope
- Would set a precedent
- Out of character/not in keep with area
- Outside the village boundary
- Grounds of ethnicity should not justify the development
- Alternative sites are available
- No need for this development
- Access
- Waste and litter
- Does not comply with policy
- It is not discriminatory to refuse this application
- Devaluing property
- Flood risk and Drainage
- Untidy land
- No services to the site
- Highways safety concerns – narrow road, lack of passing places, increased traffic
- Lack of street lighting and footpath
- Assumes lighting will be installed which may be a distraction for drivers
- Close to a mains gas line
- Visual impact
- Wildlife Concerns
- Planning permission for traveller pitches and affordable housing schemes previously rejected
- Parson Drove near to its 10% village threshold limit
- The funds available for this development could be better spent improving/expanding one of the existing traveller sites in the region
- Why have the works been allowed to happen?
- Why is the application allowed to proceed?
- The grounds for refusal of the previous application are still relevant. This application does not adequately address these.
- Likely that pitches will increase

## 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).

The Council has a duty Under the Equality Act 2010, Section 149, to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

## **7 POLICY FRAMEWORK**

### **7.1 National Planning Policy Framework (NPPF)**

### **7.2 National Planning Practice Guidance (NPPG)**

### **7.3 Planning Policy for Traveller Sites (PPTS)**

### **7.4 National Design Guide, 2019 (NDG)**

Context

Identity

Built Form

Movement

### **7.5 Fenland Local Plan, 2014 (FLP)**

LP2: Facilitating Health and Wellbeing of Fenland Residents

LP3: Spatial Strategy, the Settlement Hierarchy and the Countryside

LP5: Meeting Housing Need

LP12: (Part D) Mobile Homes

LP14: Flood Risk

LP15: Transport Network

LP16: Delivering and Protecting High Quality Environments

LP18: Historic Environment

LP19: Natural Environment

### **7.6 Parson Drove Neighbourhood Plan (PDNP)**

Section 3.2 of the plan reads;

“The Parson Drove Neighbourhood Development Plan is in general conformity with the strategic policies of the Local Plan. The Neighbourhood Development Plan policies should be read alongside the Local Plan policies as complimentary parts of the Development Plan, providing the framework for local expectations of development.”

Policy 5: Road and pedestrian safety

### **7.7 Supplementary Planning Documents/ Guidance:**

- Delivering & Protecting High Quality Environments in Fenland SPD (2014)
- Cambridgeshire Flood & Water SPD (2016)
- The Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) which includes the RECAP CCC Waste Management Design Guide SPD (2012)
- Fenland Gypsy and Traveller Accommodation Needs Assessment (GTANA) Update 2013

## **8 KEY ISSUES**

- **Principle of Development**
- **PPTS policies and criteria**
- **Impact on the character and appearance of the area**
- **Impact on the amenity of neighbours and dominance of the nearest settled community**
- **Access and Highways**
- **Access to services/ facilities**

- Heritage
- Ecology
- Flood risk & Drainage
- Other Considerations

## 9 BACKGROUND

9.1 Planning permission for the same development was previously refused under F/YR19/0540/F for the following reasons;

1. *The site lies in Flood Zone 3 (high risk) and the development comprises the stationing of caravans for permanent residential occupation. Table 2: Flood Risk Vulnerability Classification of the Planning Practice Guidance (PPG) categorises caravans, mobile homes and park homes as highly vulnerable forms of development. Table 3: Flood Risk Vulnerability Classification of the PPG states that highly vulnerable development should not be permitted in this location. Accordingly the proposal would result in an inappropriate form of development having regard to the flood risk constraints of the site which would place people and property at an unacceptable risk of flooding contrary to policies LP2, LP5 (Part D) and LP16(m) of the Fenland Local Plan and policy 13(g) of the Planning Policy for Traveller Sites, 2015 (Department for Communities and Local Government)*
2. *The proposed development due to its prominent location in an area of open countryside would urbanise this part of Sealey's Lane and could not be adequately mitigated through landscaping. The development would therefore demonstrably detract from the rural and open character of the countryside contrary to Policy LP5 (e) and LP16 (d) of the Fenland Local Plan, 2014.*

9.2 Planning permission for a similar scheme was also previously refused under F/YR171047/F for the following reasons;

1. *Policy LP14 Part B of the Fenland Local Plan (2014) and Paragraphs 100 and 101 of the National Planning Policy Framework seek to direct development to areas of lowest flood risk. The development is located within Flood Zone 3, the area of highest flood risk and therefore would result in highly vulnerable development being located in the area of highest flood risk. The application is required to pass a sequential test to demonstrate there are no sequentially preferable sites reasonably available that can meet the development's need. Guidance on the application of the sequential test is given in 'The Cambridgeshire Flood and Water Supplementary Planning Document' adopted by the Local Planning Authority on the 15th December 2016. The application failed to demonstrate that there are no reasonably available sites in sequentially preferable locations which could meet the needs of the development. Therefore, the sequential test is contrary to Paragraphs 100 and 101 of the National Planning Policy Framework 2012, and Policy LP14 Part B of the Fenland Local Plan 2014 as well as the guidance in the adopted Cambridgeshire Flood and Water Supplementary Planning Document 2016.*

2. *Policy LP5 Part D (e) and LP16 (d) of the Fenland Local Plan 2014 seek to ensure new developments do not adversely harm the appearance or character of the local area. The proposed development visual intrudes into the open countryside and demonstrably detracts from its openness character. As such, the proposed development fails to comply with Policy LP5 Part D (e) and LP16 (d) of the Fenland Local Plan 2014.*

## 10 ASSESSMENT

### Principle of Development

- 10.1 The site is outside the built-up area of a settlement and therefore, in planning policy terms it is in an area which is considered to be in the countryside whereby local plan policies for 'Elsewhere' locations apply. Except on statutorily designated Green Belt land (not applicable anywhere in Fenland) the Planning Policy for Traveller Sites (PPTS) published in August 2015 is not opposed in principle to traveller sites in the countryside. It does however state in Policy H (paragraph 25) that Local Planning Authorities (LPAs) should "very strictly limit" new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan.
- 10.2 Furthermore, paragraph 25 states that LPAs should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community, and avoid placing undue pressure on the local infrastructure. In its recent decisions the Council has accepted that planning permission can be granted on sites in the countryside, acknowledging that the identified need will not be met by land within existing towns and villages.
- 10.3 As such, the principle of traveller sites in the countryside is supported. The means by which new traveller development is to be controlled are set out in further policies in the PPTS and in local policies, and these are considered below.
- 10.4 Whilst the comments from the Parish Council and residents in respect of village thresholds and identified harm under policy LP12 (Part A) are noted, the development is considered to be located outside of the village where these considerations are not applicable. The application stands to be determined in accordance with the policies listed above i.e. FLP policy LP5 in respect of specific traveller development and including the PPTS and NPPF as well as more general policies in respect of environmental concerns.

### PPTS policies and criteria

- 10.5 Under PPTS Policy B planning authorities should, amongst other things, set pitch targets for gypsies and travellers which address likely needs in their area, working collaboratively with neighbouring local planning authorities. In producing their local plans they should amongst other things:
- a) identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets;
  - b) identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15.
  - d) relate the number of pitches to the circumstances of the specific size or location of the site and the surrounding population's size and density;
  - e) protect local amenity and environment.

- 10.6 Policy H, paragraph 22 of the PPTS notes that planning law requires applications for planning permission to be determined in accordance with the provisions of the development plan, unless material considerations indicate otherwise. Applications should also be assessed and determined in accordance with the presumption in favour of sustainable development in the NPPF and the PPTS. It says that local planning authorities should consider the following issues, amongst other relevant matters, when considering planning applications:
- a) the existing level of local provision and need for sites,
  - b) the availability (or lack) of alternative accommodation for the applicants,
  - c) other personal circumstances of the applicant,
  - d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches should be used to assess applications that may come forward on unallocated sites,
  - e) that they should determine applications for sites from any travellers and not just those with local connections.

As such, in respect of Policy H the following is considered;

- 10.7 *(a) The existing level of provision and need for traveller pitches*  
Policy LP5 Part D states there is no need for new pitches as per the findings of the Fenland Gypsy and Traveller Accommodation Needs Assessment (GTANA) update 2013. However, an appeal decision received in April (APP/D0515/C/19/3226096) identified that there was an unmet need within Fenland which was a matter of common ground between the LPA and the appellant. The GTANA is due to be reviewed later this year and until this time, Officers are unable to accurately assert what the District's need is or how this will be met.
- 10.8 *(b) the availability (or lack) of alternative accommodation for the applicants*  
Based on the current status of the GTANA, it is concluded that the Council is unable to adequately demonstrate that they have a 5 year supply of traveller pitches at present. Therefore it can be reasonably concluded that the Council would be unable to confirm the availability of alternative accommodation for the applicants as per part (b) of the PPTS. Policy H states that where an authority cannot demonstrate an up-to-date five year supply this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission.
- 10.9 *c) other personal circumstances of the applicant*  
The applicant in their Planning Statement advises that a separate document concerning their personal circumstances and demonstration of Gypsy status would be submitted. The applicant has provided a confidential statement from a support worker clarifying the applicant's personal circumstances and providing some detail as to why the applicant should be accommodated at this location. This accounts for only one occupant against an application for 2 pitches.
- 10.10 Initially however, the assessment is carried out on the basis that the application would meet the accommodation need of persons of Gypsy Traveller status. In essence therefore given that the evidence of the current, personal circumstances of the current occupants are limited, this application is to be considered as an application for 2 pitches for Gypsy Travellers against an unmet need - which also captures criteria (c) and (d) of paragraph H of the PPTS. Should it be necessary to take into account the personal circumstances, these are to be considered separately but nonetheless added to the planning balance.

### **Impact on the character and appearance of the area**

- 10.11 As noted in the site description, the site is in the open countryside with no built form directly adjacent – the nearest being c.250m to the north, with the main housing along Sealey’s Lane c.300m south. In this regard, the site would be prominent – particularly when approaching from the north or along Harrolds Bank which runs perpendicular to the north of Sealey’s Lane. Due to the low lying land in the area, the site would be highly visible from these vantage points.
- 10.12 The proposed development would therefore urbanise this immediate part of Sealey’s Lane which would be difficult to fully mitigate through soft landscaping which could only reasonably be retained through planning condition in the short term. That said, it is acknowledged that recent planning approvals for expansion of the horticultural business to the north which includes erection of polytunnels and an expanse of 2m high fencing along the highway boundary has altered the openness of this side of Sealey’s Lane. As such wider views of this road from a distance are interrupted, to a degree by built form and in this regard, the proposed site would not appear overly isolated or wholly out of character.
- 10.13 For gypsy and traveller accommodation FLP Policy LP5 Part D sets out criteria as to a site’s suitability for occupation by those who meet the planning definition set out in Planning Policy for Traveller Sites 2015 (PPTS). Decisions are made on a “case by case” basis subject to: no conflict with national planning policy; a peaceful and integrated coexistence with the local settled community; and no unacceptably adverse impact on local character or appearance. PPTS, Policy H also sets out similar criteria for determining planning applications for traveller sites.
- 10.14 PPTS does to a degree expect sites to be found in the countryside outside the Green Belt since Paragraph 25 advises Councils to “very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan”.
- 10.15 Policy LP5 states that permission for sites in the countryside would depend on evidence of a need for such provision. However this policy conflicts with the latest PPTS (post Local Plan adoption) Paragraphs 11 and 24, which endorse criteria-based policies where there is no such need, and Paragraph 25 which expects sites to be located in the countryside, albeit with restrictions, but without any precondition of evidence of need.
- 10.16 In conclusion, the development would demonstrably detract from the rural and open character of the site and immediate surroundings contrary to Policy LP5 (e) and LP16 (d) of the FLP. However, it is acknowledged that the principle of such development in the open countryside is accepted which does, to a certain extent accept that some harm will accrue to the countryside through this type of development. Additionally, it is also acknowledged that the open character of Sealey’s Lane has altered through the expansion of the Horticultural business to the north which does to a degree reduce the rural open characteristics of the countryside. This harm therefore needs to be weighed against the benefits of the proposal.

### **Impact on the amenity of neighbours and dominance of the nearest settled community**

- 10.17 The development is considered to be relatively small scale providing accommodation needs for 2 households. Furthermore, the site is set a notable distance away from the nearest settled community at Sealey’s Lane (south). In

this regard the development would not dominate the nearest settled community and would be unlikely to give rise to any obvious amenity harm, certainly which could not otherwise be controlled though Environmental Protection legislation e.g. noise, odour or pollution should it arise.

### **Access and Highways**

- 10.18 The LHA has been consulted on the proposal and note that the layout of the development could be made acceptable through the imposition of planning conditions e.g. securing adequate visibility. They have raised no objection to the principle of the residential use of the site in respect of cumulative transport impacts. Whilst it is noted that this part of Sealey's Lane is single track and offers limited places to pass, the scale of the development is not considered to give rise to significant highways conflicts.

### **Access to services/ facilities**

- 10.19 The site is approximately 900m north of Main Road, Parson Drove. Parson Drove includes a primary school, doctors' surgery a shop and public house and is therefore generally well supported with amenities within 1 to 1.5 miles from the site. It is acknowledged that there are currently no opportunities to safely access Main Road from Sealey's Lane due to a lack of footpath and with street lighting only extending as far as No. 5 Sealey's Lane – 450m from the application site. Sealey's Lane already supports over 30 dwellings, none of which have access via footpath to Main Road Parson Drove, albeit they are generally closer to this junction. In this regard, it would not be considered reasonable to conclude that the site has insufficient access to local services. Notwithstanding this, there would likely be a reliance on private motor car to access such services which weighs against the scheme having regard to the aims of national and local policy to encourage more sustainable means of transport. However, it is recognised that the PPTS identifies that traveller sites in the countryside are acceptable and it can be reasonably assumed therefore that a reliance on private motor car to access services would be common in these instances.
- 10.20 In respect of concerns raised over pressure on local services; Parson Drove is anticipated for some growth over the plan period. The Parson Drove Neighbourhood Plan projects greater growth (20%) than that set out under the Fenland Local Plan (10%). This anticipated growth indicates that the local facilities and services would be able to sustainably accommodate an increased population of Parson Drove which is contrary to the concerns raised.

### **Heritage**

- 10.21 The site lies adjacent to a cold war observer corps bunker which was built in the 1960's during the Cold War and sealed off in the early 1990's. A majority of the structure is underground with access hatch and ventilation shafts visible above ground.
- 10.22 The development is unlikely to affect this structure given its distance away and minimal ground intrusion, particularly with the permanent structures located away from this area. The bunker lies in an area of undeveloped paddock land which is privately owned. The bunker is not listed and is afforded no statutory protection and therefore notwithstanding that the development proposed is not considered to adversely affect this structure, it would not be reasonable to refuse the development on grounds of unacceptable heritage impacts.

### **Ecology**

10.23 The site has been cleared and fencing erected and therefore it is not possible to determine whether any protected species have been affected through the works to date. The site in its current condition is unlikely to provide any decent habitat for any protected species at present. However, the landscaping proposed may provide some vegetation for foraging and nesting and biodiversity enhancements could be reasonably secured through planning condition in accordance with Policies LP16 and LP18 of the FLP.

#### **Flood risk & Drainage**

10.24 The site is recognised as lying within Flood Zone 3a in accordance with the EA's latest planning flood mapping and therefore at a high probability of flooding.

10.25 Policy LP14 as well as Paragraph 101 of the NPPF requires proposals to adopt a sequential approach to flood risk, where new developments are steered to areas with the lowest possibility of flooding. Paragraph 101 states development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

10.26 In this regard it is recognised that the Council has an unmet need for traveller pitches. This would infer that there are no sites available to accommodate the 2 pitches proposed at this time. Having regard to recently permitted sites, the Council at the Bar Drove Appeal (APP/D0515/C/19/3226096 – planning ref: F/YR18/0821/F) concluded that any recently permitted pitches were already occupied or had occupants ready to accommodate the sites and therefore agreed that there were no sites reasonably available to accommodate the appellant. Having regard to planning permissions for pitches since the appeal, of which there are none, it can reasonably be concluded that the situation is the same as during the appeal and as such, the sequential test has been met in that there are no other reasonably available sites to accommodate the development proposal in a lower area of flood risk.

10.27 Following successful completion of the sequential test, the exception test must be met which requires (a) development to demonstrate that it achieves wider community sustainability benefits having regard to the District's sustainability objectives, and (b) that it can be made safe for its lifetime and will not increase flood risk elsewhere ('flood risk management').

#### *Wider community sustainability benefits*

10.28 The District's sustainability objectives are outlined under 2.4 of the FLP and, relevant to this application includes the aim to thrive in safe environments and decent affordable homes (6.1) and redress inequalities related to age, gender, disability, race, faith, location and income. In respect of the proposal, it would assist in addressing a shortfall of accommodation needs for the traveller community where an inadequate supply of housing currently exists.

#### *Flood risk management*

10.29 The applicant has submitted an FRA in which it concurs that the application site is within Flood Zone 3 but considers the residual risk to be low due to the existing maintenance of current flood defences by the IDB. The FRA also includes flood modelling taken from the EA's hazard mapping which indicates that in the event of a failure of EA infrastructure resulting in overtopping of the river Nene, flood waters would be unlikely to inundate the site.



- 10.30 The FRA proposes to set floor levels of the caravans at 300mm above the level of the adjacent highway and that occupiers would be signed up to the EA's flood warning service.
- 10.31 The EA considers that the main source of flood risk at the location is associated with watercourses under the jurisdiction of the IDB. The FRA is accompanied by a document entitled "sensitivity on reduced pumping capacity. 100 year peak water levels" produced by Royal Haskoning DHV on behalf of the IDB which details maximum flood outline including with reduced pump efficiency as low as 60% and which denotes that the site would not experience any flood water inundation. No objection has been raised by the IDB and the EA has confirmed that the site would not be affected by any breach of tidal defences.
- 10.32 It is recognised through the scenarios presented within the FRA that it is unlikely that flood waters would seriously affect the site in a major event in respect of overtopping of the tidal defences. However, there is a reliance on flood defences, particularly IDB infrastructure to perform in flood events. The FRA notes for example that the risks to flooding include local blockages to riparian drains. It is uncertain how this could effectively be managed over the lifetime of the development to ensure that water could flow effectively through the riparian watercourses. Whilst mitigation in the event of pump failure is addressed, the long term management and maintenance of riparian drains is not.
- 10.33 The EA has considered the proposal and the accompanying FRA which includes their modelling and maintain that caravans for permanent occupation in Flood Zone 3 are not appropriate.
- 10.34 The applicant has re-submitted this application in light of a recent appeal decision for a single traveller pitch in Bevis Lane, Wisbech St Mary - APP/D0515/C/18/3196061, enforcement ref: ENF/183/17/UW. The applicant considers that the flood risk assessment and findings of the Planning Inspector are relevant to the application site.
- 10.35 The flood risk element centred on the fact that the hazard mapping produced by the EA indicated that in the event of a breach of river flood defences, any inundation of the site would be at low velocity and at a depth of around 100mm and that in the event of overtopping, the site would not be affected. The Inspector concluded that in light of the modelling information, the site could be made safe from flooding and proceeded to allow the development despite PPG guidance that caravans in food zone 3 are not appropriate, concluding that "*there can be circumstances where development in Flood Zone 3 can be permitted.*"(para 23)
- 10.36 The appeal site sits notably closer to the main river than this site and the EA mapping supporting this application indicates that in the case of a breach of defences, the site and indeed the roads which could achieve safe passage to a place of safe refuge would not be affected. In addition, the applicant has provided scenario modelling commissioned by North Level Drainage Board which demonstrates that during a major event, when pumps may need to be throttled back allowing for some overland flooding, the site would still not be affected by flood waters.
- 10.37 Therefore, taking a strict approach to PPG guidance which indicates that caravans in FZ3 should not be permitted, the actual residual impacts of a major flood event have been demonstrated to have a neutral effect of the site i.e. the site would be safe from flooding in extreme events, with a breach of tidal flood

defences. It is not unreasonable to assume that the same conclusions would be drawn by the Planning Inspectorate as at the Bevis Lane appeal should this application be refused on flood risk grounds as before. This is a material consideration to which weight is afforded.

- 10.38 In respect of drainage it is understood that a septic tank has already been installed within the pitches although no further details of this have been provided e.g. if/ where this drains to and how it will be managed. Furthermore, whilst the proposal to utilise soakaways for surface water drainage, again there is no further information to establish whether ground conditions are conducive to this method of drainage or how effective it will be. It is considered that should the application be looked upon favourably, appropriate methods of drainage could be secured via planning condition.

#### **Other considerations**

- 10.39 Whilst most concerns raised by the Parish Council and residents have already been addressed above, the following matters are considered as follows;

##### *Would set a precedent*

- 10.40 All applications are to be considered against the development plan as required by law (unless material considerations dictate otherwise). As such, should any future development proposals come forward, these would be dealt with on a case by case basis in accordance with the development plan having regard to the overall sustainability of the proposal.

##### *Devaluing property*

- 10.41 The planning system does not exist to protect private interests such as value of land or property and as such no weight can be afforded to this concern.

##### *Untidy land*

- 10.42 Waste produced and removed off-site during the construction of the development would be controlled under license through the Environment Agency. Furthermore, the District Council has a statutory duty to collect household waste and already operates in the area. The ability to store, sort and have household waste collected is not anticipated to be an issue with this development.

##### *No services to the site*

- 10.43 The site is already served by water and a foul treatment vessel has already been installed. It is also noted the housing development to the south and the business horticultural business to the north is served by electricity and future occupiers would be able to incorporate gas or oil for heating. In this regard the ability to access services is not anticipated to be an issue.

##### *Grounds of ethnicity should not justify the development*

- 10.44 The rationale for considering gypsy status in a planning application is that their nomadic lifestyle brings with it special needs that render them more vulnerable to homelessness if subject to the normal regime of planning control.

- 10.45 Article 8 of the European Convention on Human Rights, enshrined into UK law by the Human Rights Act 1998, imposes a positive obligation to facilitate the gypsy way of life in that the vulnerable position of gypsies as a minority group means that some special consideration should be given to their needs and lifestyle in reaching planning decisions in particular cases. This provides some justification for a bespoke policy document addressing gypsy traveller developments – the PPTS.

*Why have the works been allowed to happen/ Why is the application allowed to proceed?*

10.46 The Council has a statutory duty to consider all planning applications. In light of the aforementioned recent appeal decisions, it was considered prudent to consider this planning application again, rather than to refuse to determine it which would have likely led to the Council being involved at an appeal for non-determination and the potential claims for costs against them for failing/ declining to determine the application.

10.47 The applicant has proceeded with some works at their own risk as has been explained by the Council's Planning Enforcement Team. The Enforcement Team will await the conclusion of the planning application process before determining what next steps are required which is standard in such cases.

*Assumes lighting will be installed which may be a distraction for drivers*

10.48 The application does not propose any lighting at this time but this detail can be reasonably controlled through a planning condition should the proposal be approved.

*The funds available for this development could be better spent improving/expanding one of the existing traveller sites in the region*

10.49 There are no 'funds' available for this privately owned development which could otherwise be spent on existing/ future provision. Council tax is applicable to occupants of the pitches and fees generated may be put toward existing/ future provision and services as is standard.

#### **Planning balance and conclusion**

10.50 The development would assist in meeting an identified accommodation need for travellers where the Council is currently unable to meet this need. The site is located within reasonable proximity to essential services and amenities and could likely meet the day to day needs for 2 families. These benefits weigh substantially in favour of the proposal.

10.51 The development would result in some erosion of open countryside and would be visible from surrounding roads. This harm could not be fully mitigated but the enclosing fence could be softened over time through a robust landscaping scheme.

10.52 The site lies in Flood Zone 3 and current government guidance advises that the permanent siting of caravans in high risk flood areas is not acceptable and this is endorsed by the Environment Agency. However, detailed modelling provided by the applicant in respect of flood risks arising through tidal and fluvial flooding appear to demonstrate that the site would not be affected in respect of a major flood event. Having regard to a recent appeal decision which relied on similar EA modelling, assessing the same defences that this site would rely upon, it is reasonable to assume that the same conclusion would be drawn by the Planning Inspectorate were this application advanced to an appeal due to a refusal on this ground.

10.53 PPTS Policy H states that where an Authority cannot demonstrate an up-to-date five year supply this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission. A grant of temporary planning permission would limit the long-term character harm identified albeit this harm, given recent

approvals for expansion of the business to the north along with existing built form along this side of Sealey's Lane would in any case be relatively limited.

- 10.54 Furthermore, a temporary permission would limit any long-term exposure to flood risk, although, as found within the enhanced modelling provided, the residual risk of a flood incident appears to be nil.
- 10.55 Whilst a temporary permission would reduce some longer term impacts, it would not address the long-term accommodation needs of the applicant and the Council is unable to say with any certainty at this point that these needs would be addressed through future provision. Given the limited harm identified, there would be insufficient justification for a temporary permission in this instance
- 10.56 Therefore, given the limited visual harm and negligible flood risk harm through this development and the significant benefits of addressing an identified immediate need of providing long-term accommodation where the Council is unable to demonstrate provision of such accommodation elsewhere, the recommendation is to approve permanent permission for the proposal subject to conditions controlling access, lighting, development and future occupancy of the pitches and measures to limit and or mitigate the visual impacts arising through the development.
- 10.57 Given that the scheme is considered to be acceptable in its own right, it is not necessary to explore the personal circumstances of the applicant or to restrict occupation to the applicant and their dependants. It is necessary however to restrict future occupancy to persons meeting the Gypsy traveller definition of the PPTS given the nature of the development and the PPTS policy specific justification for it.

## 11 RECOMMENDATION

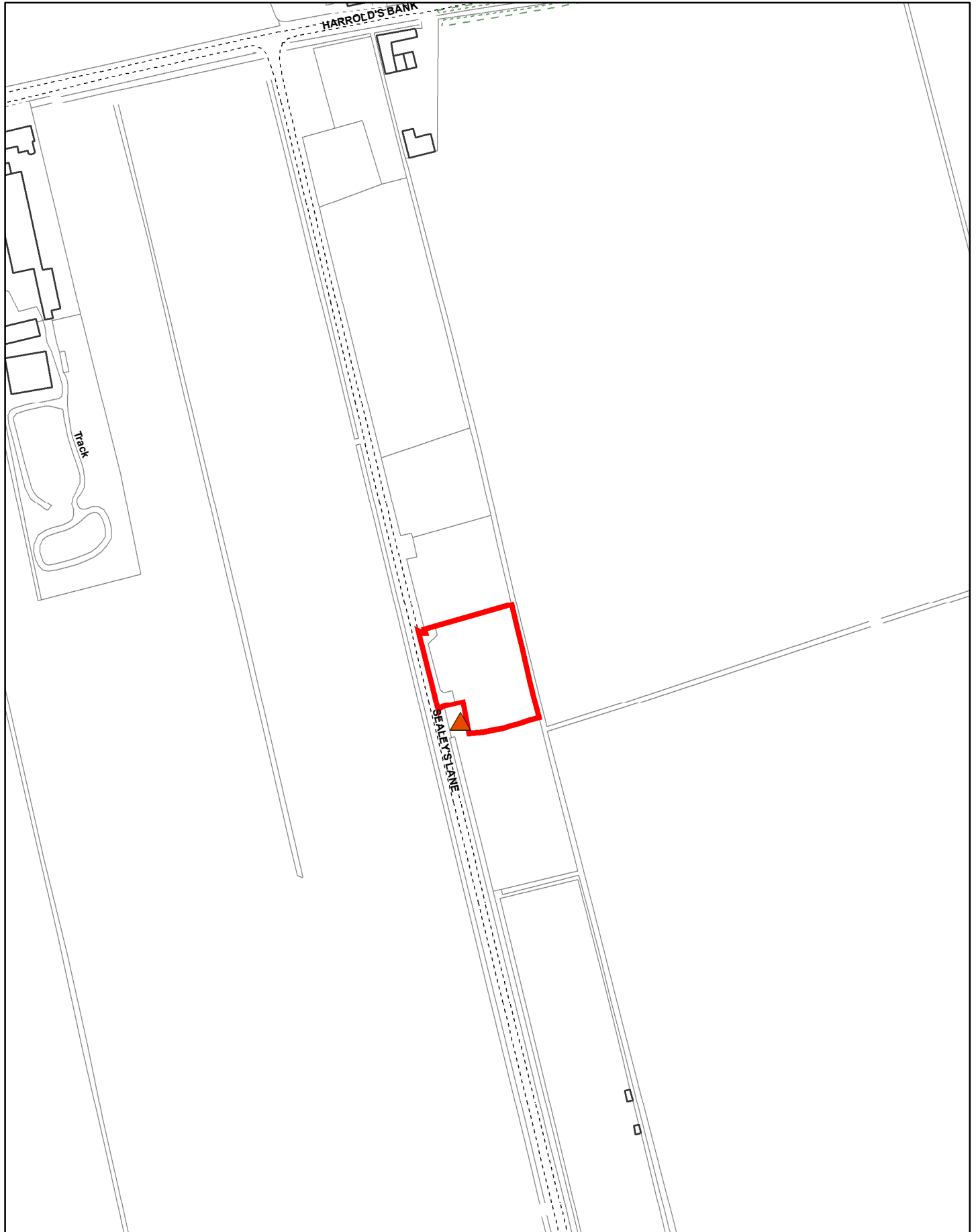
### 11.1 Grant subject to the following conditions;

1.	<p>The site shall be limited to two pitches each containing no more than two caravans as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968. At any one time only one of the caravans on each pitch shall be static caravans.</p> <p>Reason: In order that the Local Planning Authority can control the impact of the use of the site on the locality, in accordance with Policy LP2, LP15 and LP16 of Fenland Local Plan 2014.</p>
2.	<p>The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1 to 'Planning policy for traveller sites' (Department for Communities and Local Government, August 2015), namely "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such".</p> <p>Reason: The site is in an area where residential development other than in particular circumstances would be contrary to policy LP3 of the Fenland Local Plan, 2014. Planning permission has only been granted in order to provide accommodation for occupation by gypsies and travellers having regard to the</p>

	specific policies for development of this nature in place at this time.
3.	<p>The use hereby permitted shall cease and all caravans, structures, equipment and materials (including hardcore and hardstandings) brought onto the land for the purposes of such use shall be removed within 28 days of the date of failure to meet any one of the requirement set out in (i) to (iv) below:</p> <p>(i) Within 2 months of the date of this decision, notwithstanding the details approved a scheme detailing the access configuration for each pitch shall have been submitted for the written approval of the local planning authority. The scheme shall provide construction specification for the access providing a sealed surface (which is drained away from the highway) for a minimum length of 5m from the back edge of the existing carriageway and a timetable for the implementation of the works.</p> <p>(ii) If within 4 months of the date of this decision the site development scheme has not been approved by the local planning authority or, if the local planning authority refuse to approve the scheme, or fail to give a decision within the prescribed period, an appeal shall have been made to, and accepted as validly made by the Secretary of State.</p> <p>(iii) The scheme shall have been completed fully in accordance with the details as submitted and approved under step (i).</p> <p>(iv) If an appeal is made in pursuance of (ii) above, that appeal shall have been finally determined and the submitted scheme shall have been approved by the Secretary of State.</p> <p>Reason: To ensure safe access to the site in accordance with the provisions of Policy LP15 of the Fenland Local Plan 2014.</p>
4.	<p>Within 1 month of the date of this decision, visibility splays shall be provided each side of the vehicular access. Minimum dimensions to secure the required splays shall be 2.4m, measured along the centre line of the proposed accesses from its junction with the channel line of the highway carriageway, and 215m, measured along the channel line of the highway carriageway from the centre line of the proposed access. The splays shall be thereafter maintained free from any obstruction exceeding 0.6m above the level of the highway carriageway.</p> <p>Reason - To ensure safe access to the site in accordance with the provisions of Policy LP15 of the Fenland Local Plan 2014.</p>
5.	<p>The use hereby permitted shall cease and all caravans, structures, boundary treatments, equipment and materials (including hardcore and hardstandings) brought onto the land for the purposes of such use shall be removed within 28 days of the date of failure to meet any one of the requirements set out in (i) to (iv) below:</p> <p>(i) Within 2 months of the date of this decision a scheme for the means of foul and surface water drainage of the site shall have been submitted for the written approval of the local planning authority and the said scheme shall include a timetable for its implementation.</p> <p>(ii) If within 6 months of the date of this decision the site development scheme has not been approved by the local planning authority or, if the local planning authority refuse to approve the scheme, or fail to give a decision within the prescribed period, an appeal shall have been made to, and accepted as validly made by, the Secretary of State.</p>

	<p>(iii) If an appeal is made in pursuance of (ii) above, that appeal shall have been finally determined and the submitted site development scheme shall have been approved by the Secretary of State.</p> <p>(iv) the approved scheme shall have been carried out and completed in accordance with the approved timetable.</p> <p>Reason: In order to ensure a safe and effective means of drainage within the site in the interests of flood risk, contamination and biodiversity in accordance with LP16 of the Fenland Local Plan, 2014</p>
6.	<p>Within 6 months of the date of this decision, the formation of the hardstanding to support each pitch shall be implemented in accordance with the details as approved on plan ref: TDA.2453.03 (dated February 2019) and the Local Planning Authority shall be provided with written confirmation within 30 days of the implementation.</p> <p>Reason: Given the part retrospective nature of the development and the current site layout and structures which does not reflect the approved plans, the LPA require certainty that the development has been implemented as approved in order to the control the development through the listed conditions for its lifetime in order to ensure that it satisfies the relevant policy requirements of the Fenland Local Plan, 2014 and the Planning Policy for Traveller Sites, 2015.</p>
7.	<p>No commercial activities shall take place on the land, including the storage of materials.</p> <p>Reason: To protect the general amenity and character of the area in accordance with policy LP16 of the Fenland Local Plan, 2014 and Policy B and H of the Planning Policy for Traveller Sites, 2015.</p>
8.	<p>No vehicle over 3.5 tonnes shall be stationed, parked or stored on this site. No more than one commercial vehicle per pitch shall be kept on the land for use by the occupiers of the caravans hereby permitted, and they shall not exceed 3.5 tonnes in weight. No person other than a permanent resident of the pitch to which this planning permission relates shall bring a laden commercial vehicle to the site, or park, or keep laden commercial vehicles on the site.</p> <p>Reason: To protect the general amenity and character of the area in accordance with policy LP16 of the Fenland Local Plan, 2014 and Policy B and H of the Planning Policy for Traveller Sites, 2015.</p>
9.	<p>The floor levels of any habitable structure shall be 300mm above the level of the adjacent highway.</p> <p>Reason: In order to safeguard future occupiers and possessions in the event of flooding in accordance with LP14 of the Fenland Local Plan, 2014.</p>
10.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification) no development covered by Class A to Part 2 of Schedule 2 to that Order (the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure) shall be carried out without planning permission granted by the Local Planning Authority.</p> <p>Reason: To protect the general amenity and character of the area in accordance</p>

	with policy LP16 of the Fenland Local Plan, 2014 and Policy B and H of the Planning Policy for Traveller Sites, 2015.
11.	<p>Space shall be made available at all times to enable the turning and parking of all vehicles calling at the site.</p> <p>Reason: In order to ensure the free flow of traffic along Sealey's Lane in the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
12.	<p>On not more than 28 days in any calendar year, of which no more than 14 shall be consecutive days, not more than 1 additional caravan which is capable of being lawfully moved on the public highway without division into separate parts may be stationed on each pitch.</p> <p>Reason: To protect the general amenity and character of the area in accordance with policy LP16 of the Fenland Local Plan, 2014 and Policy H of the Planning Policy for Traveller Sites, 2015.</p>
13.	<p>All hard and soft landscape works shall be carried out in accordance with the approved detailed with the exception of the access surfacing details which are to be agreed via condition 03. 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 (except those contained in enclosed rear gardens to individual dwellings) 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.</p> <p>Reason: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
14.	The development shall be carried out in accordance with the following approved plans;



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**F/YR19/1082/F**  
Scale = 1:2,500



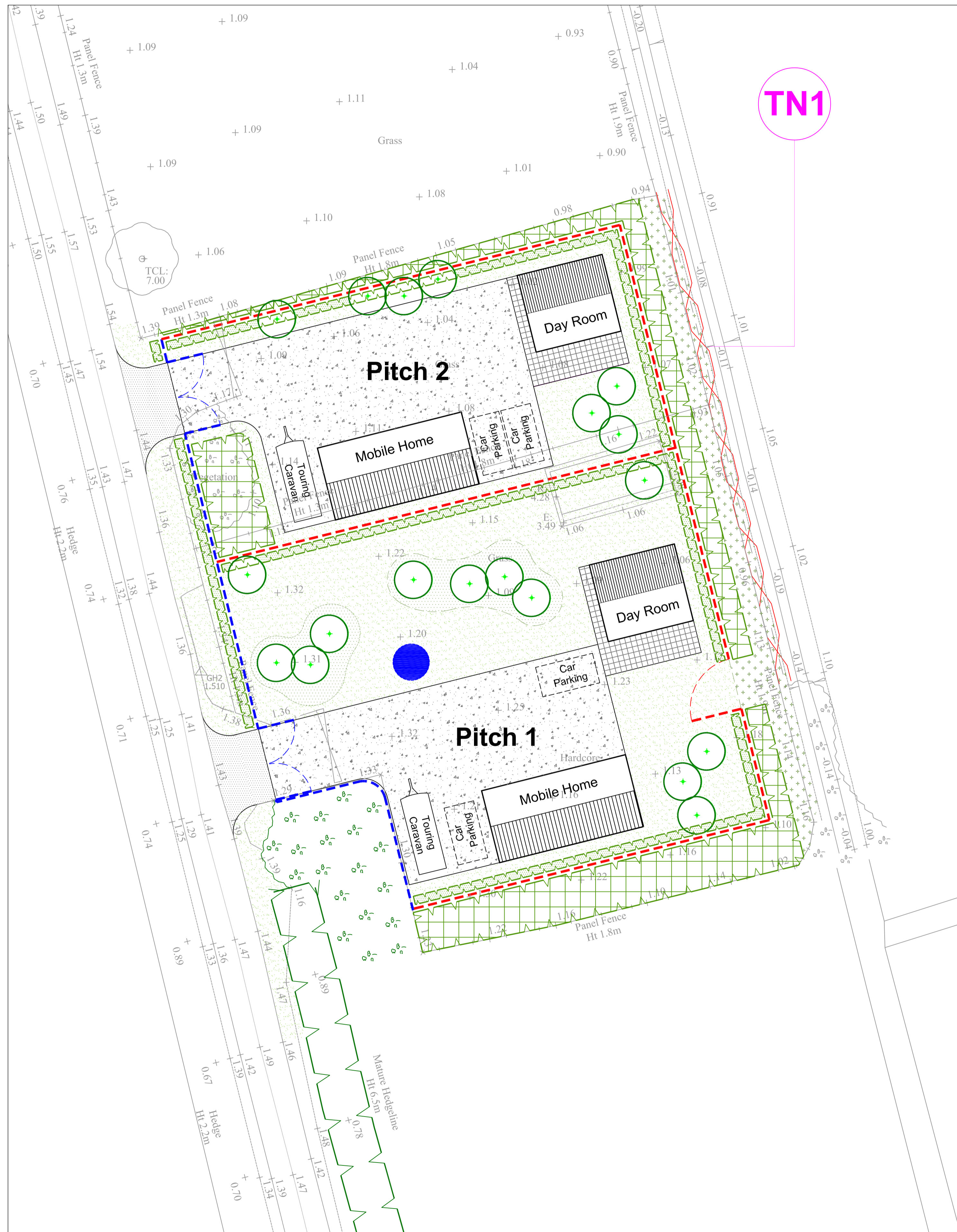




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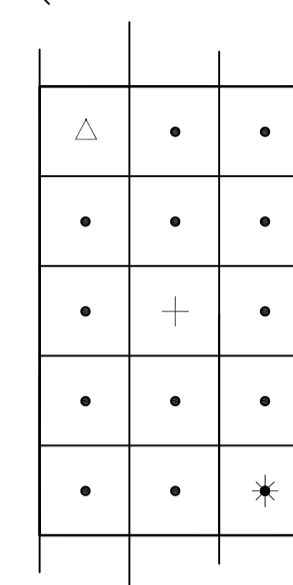
- APPLICATION BOUNDARY
- OTHER LAND WITHIN CLIENT OWNERSHIP

REV	NOTES	BY	DATE
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-size: small;"> <p>TDA THE GRANARY NEWLAND FAWR FARM LLANGAN CF35 5DN TEL: 01446 789367</p> </div> <div style="text-align: center;">  </div> </div>			
<p>CLIENT <b>MR. LEVI UPTON</b></p>			
DRAWING NUMBER	SCALE		
TDA.2453.01	1:2500 @ A3		
DRAWN	DATE		
RhC	FEBRUARY 2019		
PROJECT			
<p><b>PROPOSED GYPSY &amp; TRAVELLER SITE ON LAND AT SEALEYS LANE, PARSON DROVE</b></p>			
DRAWING TITLE			
<p><b>SITE LOCATION PLAN</b></p>			



**NATIVE WOODLAND BUFFER**

3M WIDE WOODLAND MIX



**KEY TO PLANTING MODULE:**

(TYPICAL 3.0m x 5.0m MODULE BASED ON 1.0m GRID)

- △ 1 no/module *Alnus glutinosa* (Feathered) 200-250 (h) BR
- + 1 no/module *Acer campestre* (Standard) 10 - 12 (g) CON
- \* 1 no/module *Betula pendula* (Feathered) 200 - 250 (h) BR
- 12 no/module *Cornus sanguinea* 60-80 (h) BR (30%)  
*Crataegus monogyna* 60-80 BR(h) (25%)  
*Prunus spinosa* 60-80(h) BR (25%)  
*Salix caprea* 60-80(h) BR (30%)

**GENERALLY:-**

Existing hardcore to be removed and 600mm topsoil imported and spread over all areas to be planted with native woodland buffers. Topsoil to be cultivated and organic material incorporated (50mm well spent mushroom compost or similar approved).

Trees to be planted as diagram and firmly staked. Transplants planted in random groups of three, five or seven of single species and pruned back by one third.

Plantations to be maintained weed free for minimum of 2 years. All plants dying of natural causes during this period to be replaced.

**KEY:**

**HARD LANDSCAPE KEY:**

- PROPOSED ENTRANCE THRESHOLDS**  
(Threshold to be surfaced with concrete to stop gravel ingress into highway. Concrete to be brush finished with smooth floated curved edges.)
- DRIVEWAY, PARKING & COURTYARD AREAS**  
(Areas to be surfaced with gravel laid on a weed suppressing membrane over a compacted 'open' sub grade to allow for surface water percolation.)
- PROPOSED PATIOS**  
(Pavios to be paved with 450x450mm PCC slabs. Type and colour to be agreed with client)
- EXISTING 1.8 M HIGH PANEL FENCES RE-LOCATED AS SHOWN**
- PROPOSED 1.2M HIGH POST AND RAIL TIMBER FENCES WITH MATCHING GATES**
- PROPOSED LOCATION FOR CESS PIT**

**SOFT LANDSCAPE KEY:**

- EXISTING HEDGEROW RETAINED**
- EXISTING HEDGEROW REMOVED**  
(Refer to Target Note 1)
- EXISTING VEGETATION RETAINED**
- PROPOSED NATIVE WOODLAND BUFFERS**  
(Refer to planting module for species/densities)
- PROPOSED NATIVE TREE PLANTING**  
(Refer to plant schedule for species/densities)
- PROPOSED NATIVE HEDGEROWS**  
(Refer to plant schedule for species/densities)
- PROPOSED LAWN AREAS**
- PROPOSED NATIVE BULB PLANTING**  
(Refer to plant schedule for species/densities)
- PROPOSED WILDFLOWER AREAS**

**PLANT SCHEDULE**

**TREE PLANTING**

ABBRV	SPECIES - FORM & (% IN MIX)	DENSITY	HEIGHT/GIRTH (cm)	ROOT COND.	POT SIZE	TOTAL
Ac	<i>Acer campestre</i> - Std (25%)	As Plan	12-14 (h)	ROOTBALLED	--	--
Ag	<i>Alnus glutinosa</i> - Fthd (25%)		200-250 (h)	ROOTBALLED	--	--
Bp	<i>Betula pendula</i> - Fthd (25%)		200-250 (h)	ROOTBALLED	--	--
Qr	<i>Quercus robur</i> - Std (25%)		12-14 (h)	ROOTBALLED	--	--

**NATIVE HEDGEROWS**

ABBRV	SPECIES	DENSITY	HEIGHT (cm)	ROOT COND.	POT SIZE	TOTAL	
As Key	<i>Acer campestre</i> (20%)	5 km/m	60-80 (h)	BARE ROOT	--	--	
	<i>Corylus avellana</i> (10%)		60-80 (h)	BARE ROOT	--	--	
	<i>Crataegus monogyna</i> (30%)		60-80 (h)	BARE ROOT	--	--	
	<i>Ilex aquifolium</i> (10%)		--	--	CON-PS	--	--
	<i>Prunus spinosa</i> (30%)		60-80 (h)	BARE ROOT	--	--	--

**NATIVE BULB PLANTING**

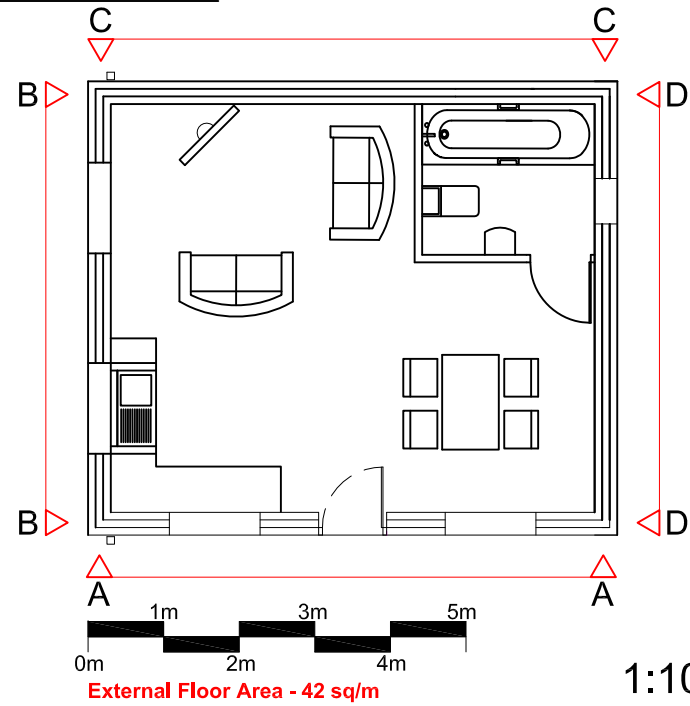
ABBRV	SPECIES	DENSITY	HEIGHT (cm)	ROOT COND.	POT SIZE	TOTAL
As Key	<i>Anemone nemorosa</i> (20%)	30 Sq/m	--	BULB	--	--
	<i>Eranthis hyemalis</i> (10%)		--	BULB	--	--
	<i>Galanthus nivalis</i> (20%)		--	BULB	--	--
	<i>Hyacinthoides non-scripta</i> (20%)		--	BULB	--	--
	<i>Narcissus pseudonarcissus</i> (20%)		--	BULB	--	--
	<i>Viola riviniana</i> (10%)		--	BULB	--	--

**TARGET NOTES**

- TN1**
- Existing conifer hedgerow to be removed and 1.8m high panel fence re-located to establish maintenance easement adjacent to existing ditch.
- Maintenance easement to be seeded with a wildflower grass mix and access to be retained in perpetuity via a vehicular gate to the rear of Pitch 1

REV	NOTES	BY	DATE
TDA THE GRANARY NEWLAND FAWR FARM LLANGAN CF35 5DN TEL: 01446 789367			
<b>CLIENT</b> MR. LEVI UPTON			
DRAWING NUMBER	SCALE		
TDA.2453.03	1:200@ A1		
DRAWN	DATE		
RhC	FEBRUARY 2019		
<b>PROJECT</b> PROPOSED GYPSY & TRAVELLER SITE ON LAND AT SEALEYS LANE, PARSON DROVE			
<b>DRAWING TITLE</b> PROPOSED SITE LAYOUT & DETAILED LANDSCAPE SCHEME			

### Proposed Floor Plan



1:100 @ A3

### Material Details

#### WALLS:

Cavity walls consisting of fair faced blocks internally and timber cladding externally. Cladding to be painted dark brown

#### ROOF:

Cement fibre slates

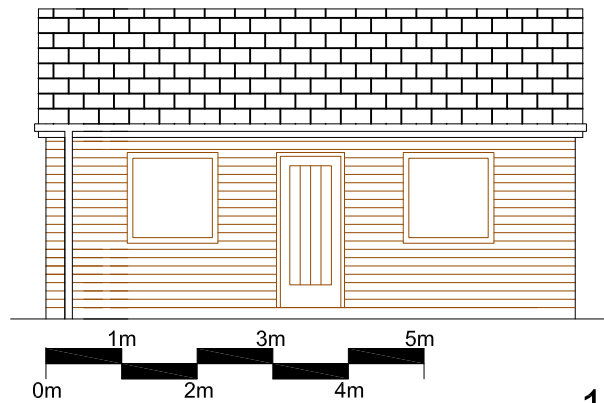
#### WINDOWS & DOORS:

Dark brown UPVC double glazed windows  
Dark brown solid timber doors

### Note:

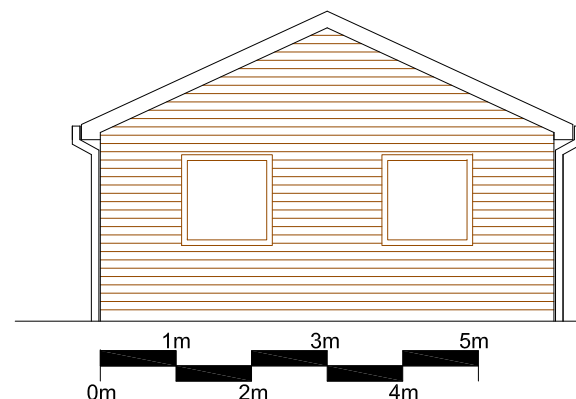
All dimensions shown in millimetres unless stated otherwise

### Elevation A-A



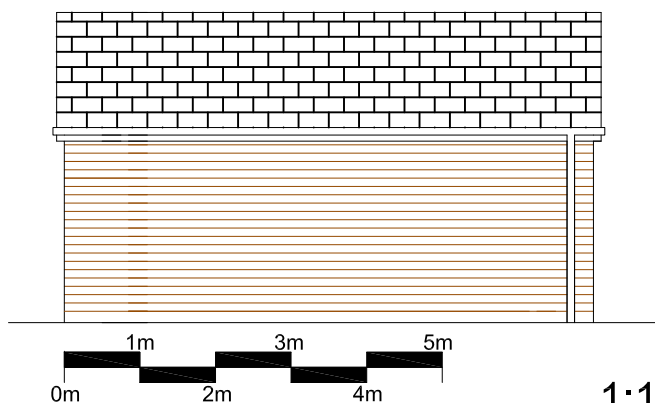
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### Elevation B-B



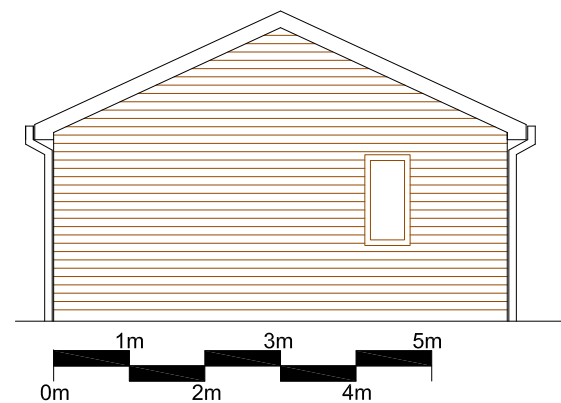
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### Elevation C-C



1:100 @ A3

### Elevation D-D



1:100 @ A3

A	External floor area and scale bars added to drawing	RhC	18.02.19
REV	NOTES	BY	DATE

TDA  
THE GRANARY  
NEWLAND FAWR FARM  
LLANGAN  
CF35 5DN  
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CLIENT  
**MR. LEVI UPTON**

DRAWING NUMBER TDA.2453.04	SCALE 1:100 @ A3
DRAWN RhC	DATE FEBRUARY 2019

PROJECT  
PROPOSED GYPSY & TRAVELLER SITE ON LAND AT  
SEALEYS LANE, PARSON DROVE

DRAWING TITLE  
PROPOSED DAY ROOM - PITCHES 1 & 2  
(PLAN & ELEVATIONS)

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F/YR20/0083/F

**Applicant: Mr Z Watson**

**Agent : Mr M Netlau  
Swann Edwards Architecture Limited**

**The Hollies, Middle Broad Drove, Tydd St Giles, Cambridgeshire**

**Erect a 3-storey 4/5-bed dwelling with detached garage and study above involving demolition of existing dwelling and change of use of land from paddock to garden.**

**Officer recommendation: Refuse**

**Reason for Committee: Number of representations received contrary to Officers recommendation.**

---

## **1 EXECUTIVE SUMMARY**

- 1.1 The application seeks permission for a replacement dwelling.
- 1.2 The proposal would enable the effective use of land for a residential property following the removal of an existing, relatively restrictive dwelling and would provide a high quality living environment for future occupiers which would not compromise the amenity of neighbouring occupiers or result in any adverse highway impacts.
- 1.3 However, the proposed dwelling, due to its scale and massing, which is compounded by the large detached garage, would fail to respect the rural context of the site, scale of local built form and general character of the area.
- 1.4 As a result, the development would adversely impact on the character and appearance of the area contrary to policy LP12 Part C and LP16(d) of the Fenland Local Plan (2014), DM3 of the Delivering & Protecting High Quality Environments in Fenland Supplementary Planning Document (2014) and Chapter 12 of the National Planning Policy Framework.
- 1.5 The recommendation is to refuse the application.

## **2 SITE DESCRIPTION**

- 2.1 The site comprises a detached bungalow situated to the north-west of Middle Broad Drove (MBD), Tydd St Giles. MBD is a typical fen drove with sporadic development along its length which intersperses with the open countryside and agricultural fields which is the predominate character of the location.
- 2.2 The Hollies is a small detached bungalow which sits alongside the drain which marks the eastern boundary of the site. There is a tarmacked access and parking area to the western side of the dwelling from which an informal track runs in a north-westerly direction to barns which are north-east of Jillendy, a single storey

dwelling which has been previously extended (planning permission F/YR16/0208/F refers). It should be noted that Jillendy is set within a large open curtilage.

- 2.3 The domestic curtilage associated with the dwelling is a small area of land immediately behind the dwelling; although the rear boundary fence has blown down when the site was visited it is clear that the site area indicated in this submission significantly exceeds the residential curtilage associated with the original dwelling house and is in fact open countryside.
- 2.4 The location is situated at some distance from the settlement core, there are no footpaths or lighting within the vicinity; the site is a flood zone 3 location.

### 3 PROPOSAL

- 3.1 This application seeks full planning permission for a replacement dwelling; this dwelling will have a footprint of 14.6 metres wide x 16.9 metres deep, a ridge height of 8.7 metres and an eaves height of 5.1 metres.
- 3.2 The replacement dwelling is proposed to be situated to the western side of the site and north-west of the existing dwelling. To the east of the proposed dwelling is shown a double garage with study/WC over, the upper floor to this outbuilding being accessed via an external staircase. The footprint of the proposed garage is 7.2 metres wide x 6.8 metres deep and the eaves height of 2.4 metres; the overall ridge height is 6.1 metres.
- 3.3 It is proposed to construct the dwelling from Audley Antique facing bricks with a slate roof and fenestration will be cream UPVC as will the external doors.

Full plans and associated documents for this application can be found at:  
<https://www.fenland.gov.uk/publicaccess/simpleSearchResults.do?action=firstPage>

- 3.4 The scheme also proposes the change of use of existing paddock land to garden.

### 4 SITE PLANNING HISTORY

F/90/0488/O	Erection of a bungalow Land East Of Jillendy Middle Broad Drove	Refused	09.10.1990
F/1597/89/O	Erection of a bungalow Land East Of Jillendy Middle Broad Drove	Refused	23.04.1990

### 5 CONSULTATIONS

- 5.1 **Parish Council:** *Members expressed concerns regarding the scale of the proposed property, its proximity to the adjoining property, the character of the proposal, which they consider to be out of keeping with its rural location and other buildings in Middle Broad Drove and the possibility of establishing a precedent for further three-storey dwellings.*

*The Council does not support this proposal, but would be more inclined to support a two-storey dwelling at this location.*

- 5.2 **Environment & Health Services (FDC):** *Note and accept the submitted information and have 'No Objections' in principle, as it is unlikely to have a detrimental effect on local air quality or the noise climate. As the proposal involves demolition of an existing structure, and removal of the associated external oil tank, the unsuspected contamination condition should be imposed in the event that planning consent is granted;*
- 5.3 **Cambridgeshire County Council Highways Authority:** *The new single access on to Middle Broad Drove should be laid out as per the attached and annotated as sealed and drained away from the highway for the first 5m from the carriageway edge and constructed in accordance with CCC Highway construction specification. Visibility splays should also be detailed 2.4m x 215m.*

Amended plans have subsequently been submitted and an updated consultation response will be reported to Committee by way of an update report.

- 5.4 **Environment Agency:** *Have no objection to the proposed development but [...] make [...] comments re the sequential test. In respect of the Flood Risk Assessment they note that they 'have no objection to this application, but strongly recommend that the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) (ref Ellingham Consulting ECL0179/Swann Edwards Ltd Dated Jan 2020) are adhered to. The FRA states:*

- *Finished floor levels shall be set no lower than 0.8 metres above Ordnance Datum (AOD), 0.3m above existing ground levels.*
- *Flood resistant/ resilient construction to be included to a minimum of 0.3m above the finished floor level.*

Also provide advice to the applicant with regard to flood resilient measures, flood warning and foul drainage.

- 5.5 **Local Residents/Interested Parties:** 7 letters of support have been received from 6 households these letters are generic and confirm that the signatories: *'support[s] this development and see no negative impact to the site or surroundings'*

Whilst an opportunity has been given for the contributor to provide additional comments only two contributors have made any additional comments; these being

- *'No issues from this household'*
- *'I cannot see the problem it will look nice place and make a good family 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

### 7.1 National Planning Policy Framework (NPPF)

Paragraph 2 - Applications must be determined in accordance with the development plan unless other material considerations indicate otherwise

Paragraph 10 - Presumption in favour of sustainable development  
Paragraph 12 - Applications must be determined in accordance with the development plan unless other material considerations indicate otherwise  
Paragraph 47 – All applications for development shall be determined in accordance with the development plan, unless material considerations indicate otherwise  
Paragraphs 55-56 - Outline the tests to be applied with regard to conditions  
Chapter 14 - meeting the challenge of climate change, flooding and coastal change

## 7.2 National Planning Practice Guidance (NPPG)

## 7.3 National Design Guide 2019

## 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

LP12 – Rural Areas Development Policy

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

## 7.5 Supplementary Planning Documents/ Guidance:

Delivering & Protecting High Quality Environments in Fenland SPD (2014)

## 8 KEY ISSUES

- Principle of Development
- LP12 considerations
- Residential amenity
- Flood risk
- Highway safety

## 9 ASSESSMENT

### Principle of Development

9.1 Middle Broad Drove is an elsewhere location as it is situated away from the main settlement core/built form of Tydd St Giles. The area is characterised by sporadic development which intersperses the open countryside. There is a dwelling on the site and accordingly whilst the proposal would not comply with Policy LP3 there is scope to achieve policy compliance under LP12 (Part C) which relates to replacement dwellings.

9.2 Notwithstanding this it is also necessary to ensure that the scheme represents no issues in terms of residential amenity and the character of the area as required by Policy LP16. Similarly site constraints with regard to flood risk and highway safety should also be considered in accordance with LP14 and LP15.

### LP12 considerations

9.3 Policy LP12 Part C supports the principle of replacement dwellings in locations outside of the developed footprint subject to 6 criteria as follows;



- (a) The residential use of the original dwelling has not been abandoned; and
- (b) The original dwelling is not important to retain due to its character and/or contribution to the landscape; and
- (c) The original dwelling is not a temporary or mobile structure, such as a caravan; and
- (d) It is of a design appropriate to its rural setting; and
- (e) It is of a similar size and scale to the original dwelling; and
- (f) It is located on the footprint of the original dwelling unless an alternative position within the curtilage would enhance the setting of the building on the plot and have no adverse impact on the wider setting.

9.4 In respect of (a) the use has not been abandoned. Nor is it considered that the existing permanent dwelling important to retain (b and c). In respect of criteria (d) to (f); these are considered in detail below as they relate to the impact of the development on the character and appearance of the area.

9.5 Middle Broad Drove is a sporadically developed area featuring a range of dwelling styles; these include typical farmhouses and converted barn arrays. There is a single storey property to the south-west of 'The Hollies' and whilst this dwelling has been extended and the frontage of the site cleared it still remains as a low-lying and non-intrusive element in the rural street scene. In terms of ridge heights these are generally a maximum of 7 - 7.5 metres, as opposed to the 8.7 metres proposed by this submission.

9.6 As indicated in the consultation response of the Parish Council the scale of dwelling does not reflect the general characteristics of the area. The dwelling is more akin to that which would be found in a more urban setting and as such it is considered that the scheme is at odds with its rural setting thereby failing to accord with Policy LP12 Part C (d). In addition the large detached garage which presents its side aspect to the road frontage which would further emphasize the incongruous scale and massing of the development overall.

9.7 In respect to scale again the scheme fails to correspond with the aims of Policy LP12 Part C (e); a comparison table has been produced below to evidence this further;

	Existing dwelling	Proposed dwelling	Variance
Maximum length	17 m	16.8 m	0.2 m shorter overall
Maximum width	11.2	14.5 m	3.3 m wider
Maximum Ridge height	5.2 m	8.7 m	3.5 m higher
Maximum Eaves Height	2.5 m	5.3 m	2.8 m higher
Floor area (Ground floor)	115 sq. m	200 sq. m	Plus 73%
Floor area (First floor)	-	175 sq. m	
Floor area (second floor)	-	69 sq. m	
Total floor area	115 sq. m	444 sq. m	Plus 286%

Garaging	Included in floor space of above as attached	Width - 7.2m (excl. stairs) Depth - 6.8 m Ridge height - 6.1m Eaves height - 2.6 m Floor-space - 80 sq. m (GF & FF)	
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This table clearly identifies that the dwelling proposed is significantly larger than the dwelling on site. Accordingly the scheme fails to comply with Policy LP12 Part C (e)

- 9.7 In addition it should be noted that the curtilage associated with the existing dwelling is 650 square metres with that proposed to serve the replacement dwelling being 2324 square metres - an increase of 257%. Due consideration has been given to this aspect of the proposal and mindful of the extent of curtilage associated with Jillendy to the west the extension of the curtilage is not considered to represent any issues in this instance.

### **Residential amenity**

- 9.9 No objections have been received in respect of the scheme as to any adverse amenity impacts arising from the development and indeed the immediate neighbour to the south-west has written in support of the development. Having regard to the layout of the development relative to neighbouring property, it is considered that residential amenity would not be compromised, for example through overlooking, loss of light or negative outlook. As such, the scheme accords with the aims of LP16 (e).
- 9.10 In addition, the development would afford the future occupiers adequate private amenity space and a pleasant environment in accordance with the aims of LP2 and LP16 (h) of the FLP.

### **Flood risk**

- 9.11 Policy LP14 seeks for proposals to be safe from the risk of flooding and to not exacerbate flood risk elsewhere within the locality. As the proposal is for a replacement dwelling it will not result in an additional dwelling within a flood zone 3 location and therefore the scheme is deemed to pass the sequential test.
- 9.12 The proposed finished floor level, as expressed in the submitted FRA is 0.3m above existing ground levels, the FRA having been accepted by the Environment Agency who have raised no objection to the proposal subject to the imposition of condition which requires adherence to the FRA recommendations.
- 9.13 It is not considered that the scheme represents any issues in terms of flood risk and indeed it could be deemed to offer a level of betterment given that it will introduce a safe refuge for the intended occupants.
- 9.14 Based on the above it is not considered that there are any matters of flood risk to reconcile with regard to Policy LP14 of the FLP or the NPPF.

### **Highway safety**

9.13 The Local Highway Authority (LHA) has raised no objection to the scheme albeit they have requested an amended drawing which illustrates access construction and demonstrates visibility. This drawing has been provided and is currently out to re-consultation. Subject to the updated layout being accepted by the LHA it is concluded that the development would achieve safe and effective access for future users and would not compromise highway safety in accordance with policy LP15 of the FLP.

## 10 CONCLUSIONS

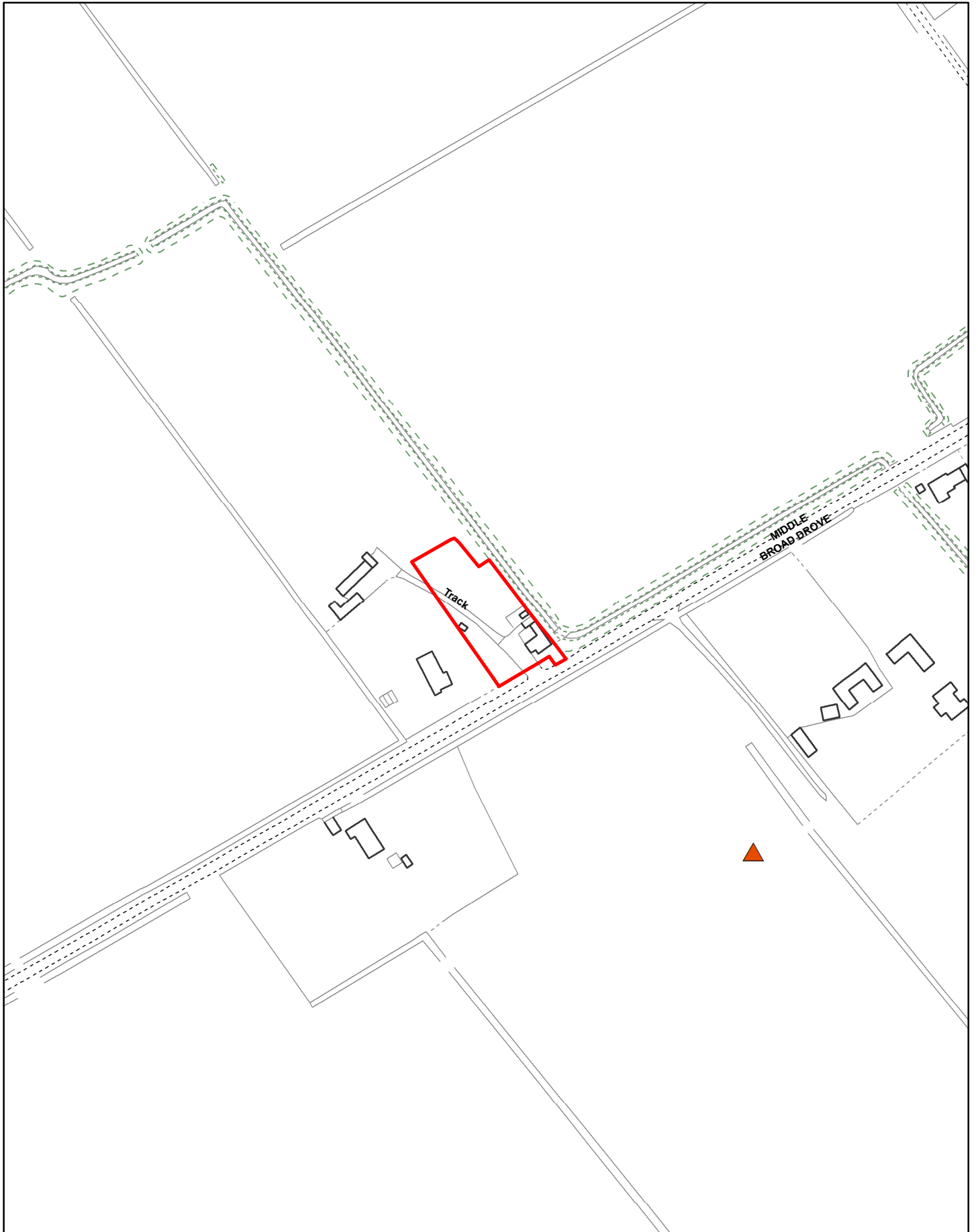
10.1 The proposal would enable the effective use of land for a residential property following the removal of an existing, relatively restrictive dwelling and would provide a high quality living environment for future occupiers which would not compromise the amenity of neighbouring occupiers or result in any adverse highway impacts.

10.1 However, the proposed dwelling which is substantial in terms of its scale and massing, alongside its large detached garage is considered to be at odds with the more modest scale and design of development in this rural area.

10.2 As a result, the development would adversely impact on the rural context and character of the area and would ultimately fail to make a positive contribution to the local distinctiveness and character of the local built environment contrary to Policy LP12 Part C and LP16(d) of the Fenland Local Plan (2014), DM3 of the Delivering & Protecting High Quality Environments in Fenland Supplementary Planning Document (2014) and Chapter 12 of the National Planning Policy Framework.

## 11 RECOMMENDATION: Refuse

1	The proposed dwelling by reason of its large scale and massing is at odds with the more modest scale and mass of development in this rural area, this would be compounded by the large garage which presents its side aspect to the road frontage which would further emphasize the incongruous scale and massing of the development. As a result, the development would adversely impact on the on the rural context and character of the area and would ultimately fail to make a positive contribution to the local distinctiveness and character of the local built environment contrary to policy LP12 Part C and LP16(d) of the Fenland Local Plan (2014), DM3 of the Delivering & Protecting High Quality Environments in Fenland Supplementary Planning Document (2014) and Chapter 12 of the National Planning Policy Framework
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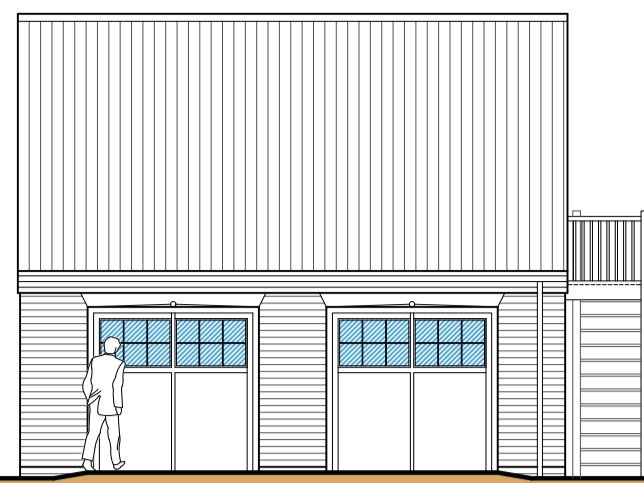
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**F/YR20/0083/F**

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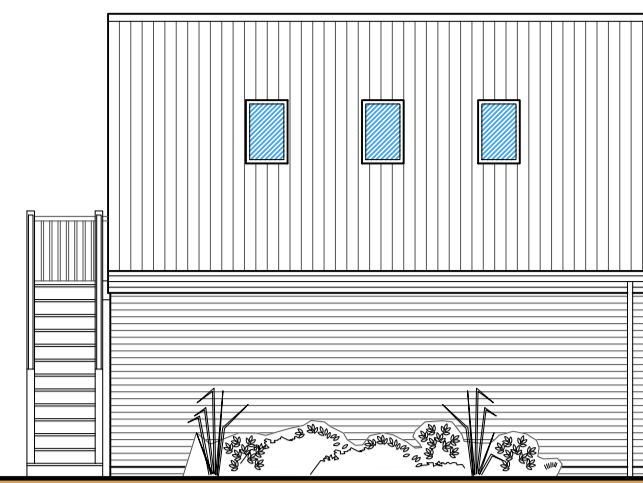
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Side Elevation (NW)

Scale: 1:100



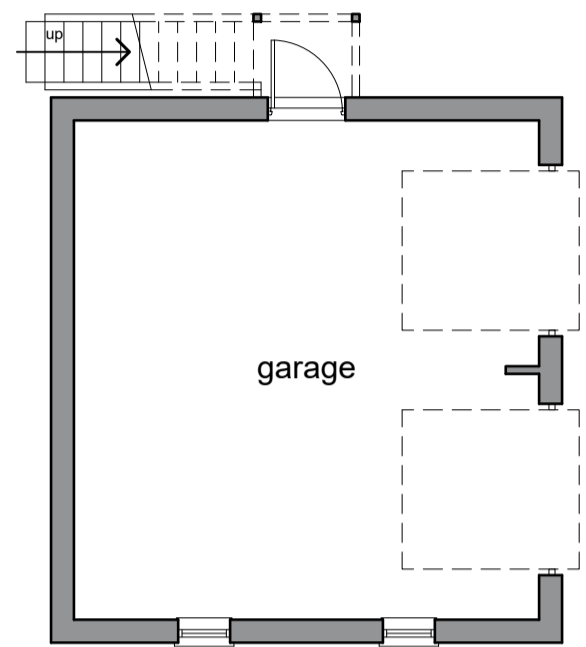
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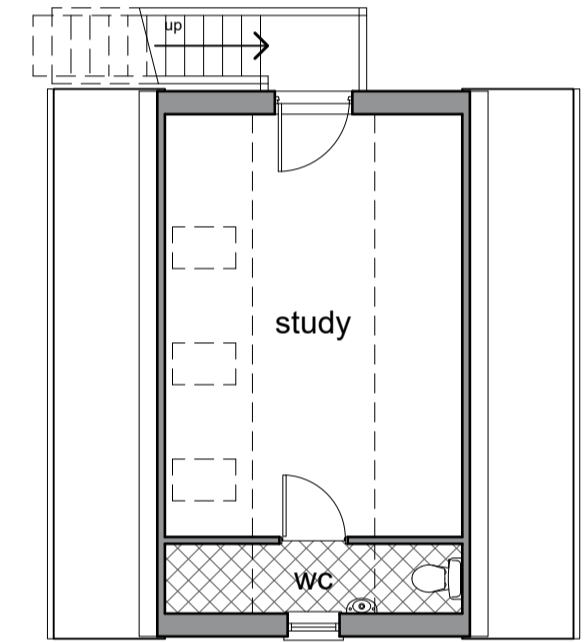
Side Elevation (SE)

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Ground Floor

Scale: 1:100



First Floor

Scale: 1:100



Site Plan Scale: 1:200

SITE PLAN KEY

- Indicates demolished structures
- Indicates un-surveyed buildings taken from OS map
- Indicates site access
- Indicates approximate position of un-surveyed trees and hedges
- Indicates position of surveyed trees and hedges
- Indicates existing site levels measured from temporary datum
- Indicates proposed buildings
- Indicates site boundary and visibility splays
- Indicates structures to be demolished

Access to be sealed and drained away from the highway for the first 5m from the carriageway edge and constructed in accordance with CCC Highway construction specification

- General Notes
- This drawing shall not be scaled, figured dimensions only to be used.
  - All dimensions are shown in "mm" unless otherwise stated.
  - The contractor, sub-contractors and suppliers must verify all dimensions on site prior to the commencement of any work.
  - This drawing is to be read in conjunction with all relevant engineers and specialist sub-contractors drawings and specifications.
  - Any discrepancies are to be brought to the designers attention.

CONSTRUCTION DESIGN & MANAGEMENT REGULATIONS 2015

The following information must be read in conjunction with the project Risk register. This drawing highlights significant design related Health & Safety Risks present during Construction phase, and Residual Risks which remain post completion. Other Health & Safety Risks associated with Construction Activities may be present, and must be identified by the Principal Contractor prior to works commencing. Design Risks relating to specialist design items must be identified by the relevant specialist designers/ consultants as issued to the Principal Designer.

ELEVATION KEY

- Slate roof tiles
- Audley Antique brickwork
- White UPVC joinery

Revisions

A	Dec 2019	Clients Amendments
B	Jan 2020	Clients Amendments Roof lights added
C	Feb 2020	Planning Amendments Access amended & Location Plan moved

Status

FOR APPROVAL

**SWANN EDWARDS**  
ARCHITECTURE

Swann Edwards Architecture Limited, Swann Edwards Architecture, Black Barn, Fen Road, Guyhirn, Wisbech, Cambs, PE13 4AA  
t 01945 450694 e info@swannedwards.co.uk w www.swannedwards.co.uk

Job Title Proposed Replacement Dwelling Middle Broad Drive Tydd St Giles For: Mr Watson	Date November 2019	Drawn by M.N. Checked by G.E.
Drawing Title Planning Drawing Site & Location Plan Garage floor Plans and Elevations	Job No. SE-1234 Dwg No. PP1000	Sheet Size A1 Revision C



Front Elevation (SE)

Scale: 1:100



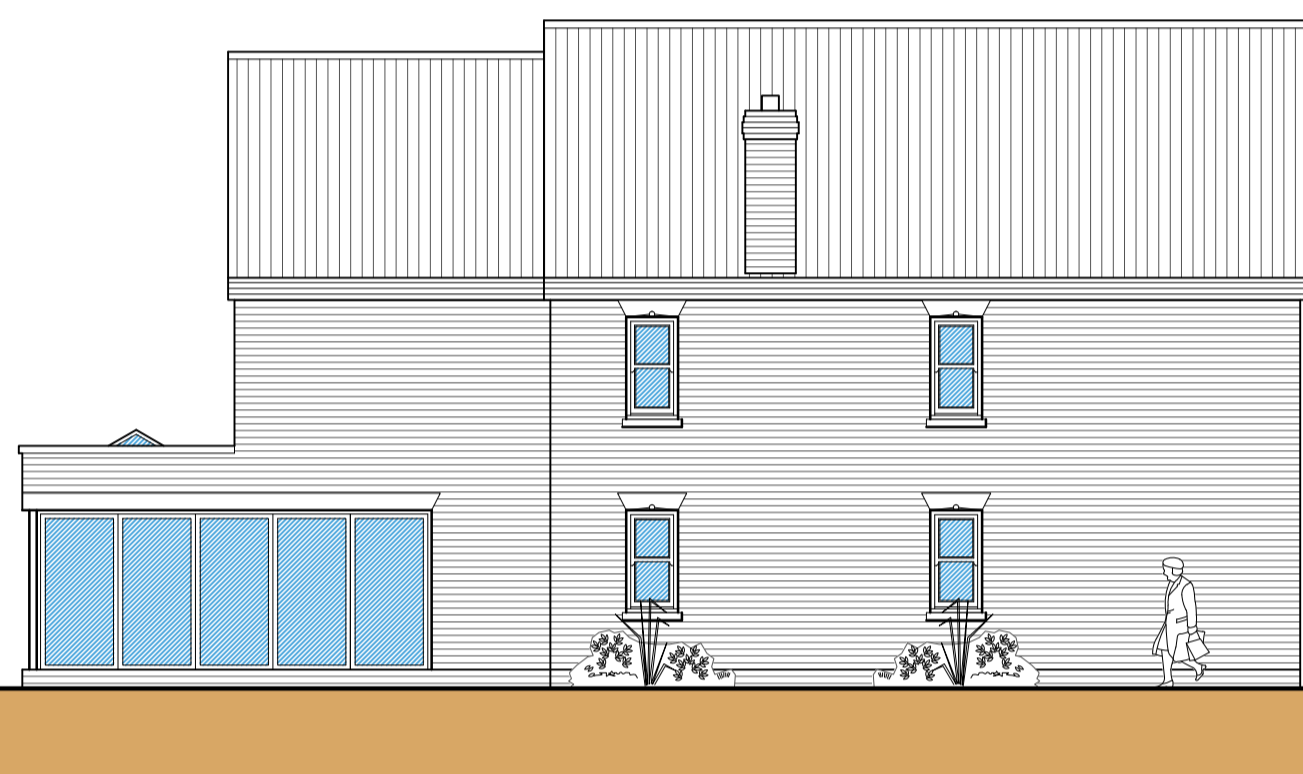
Side Elevation (NE)

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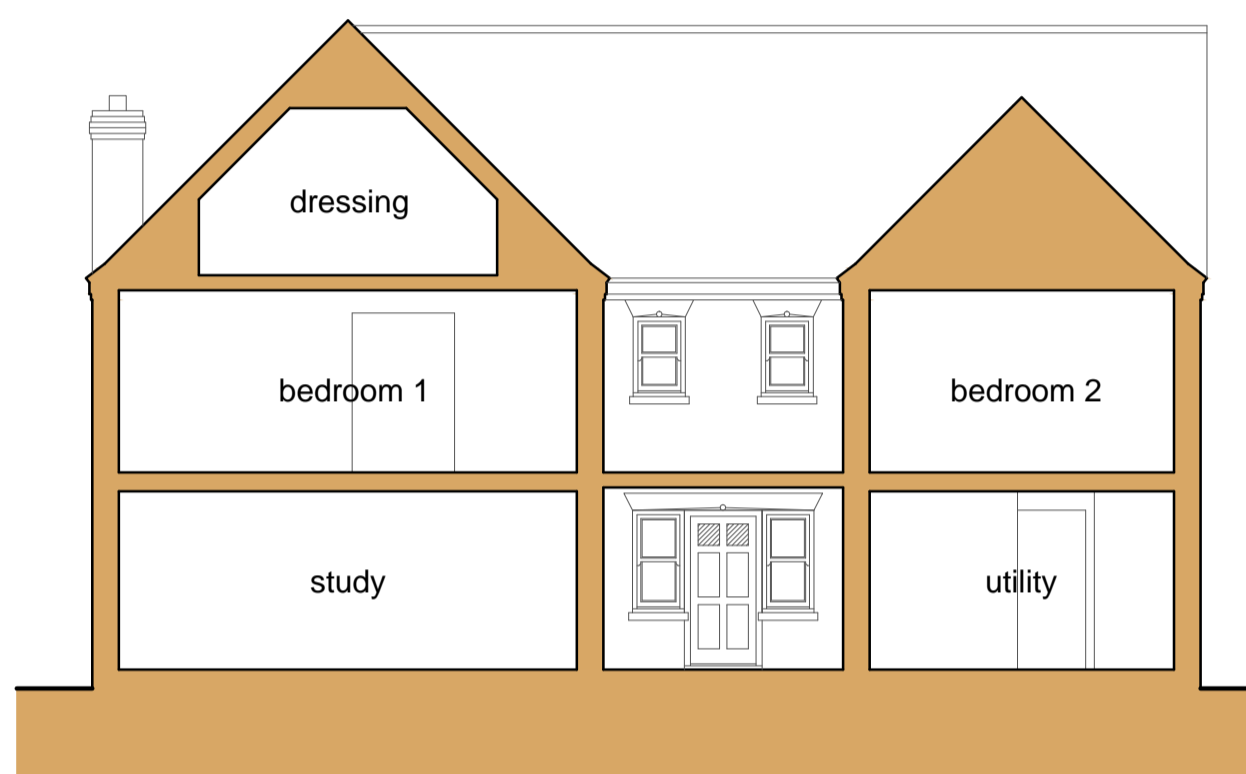
Rear Elevation (NW)

Scale: 1:100



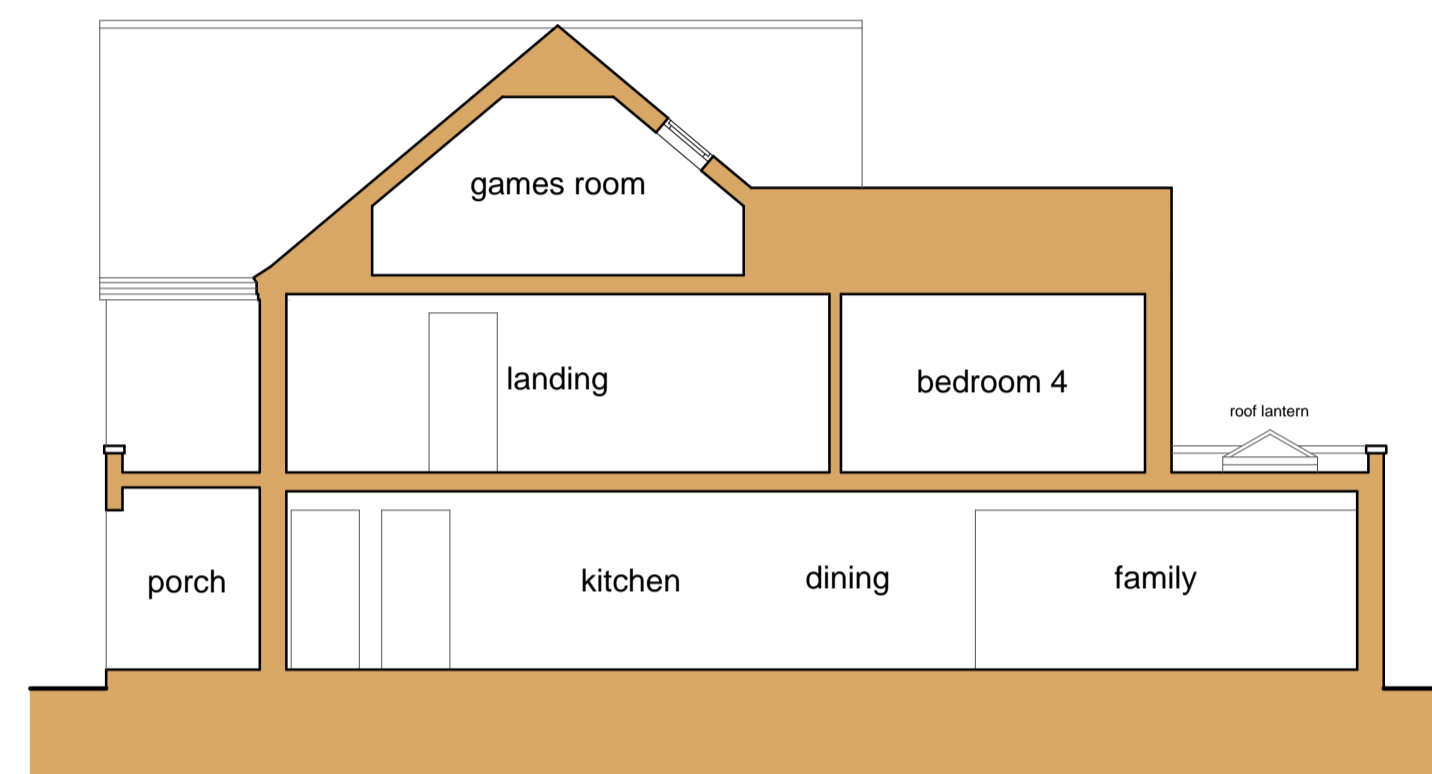
Side Elevation (SW)

Scale: 1:100



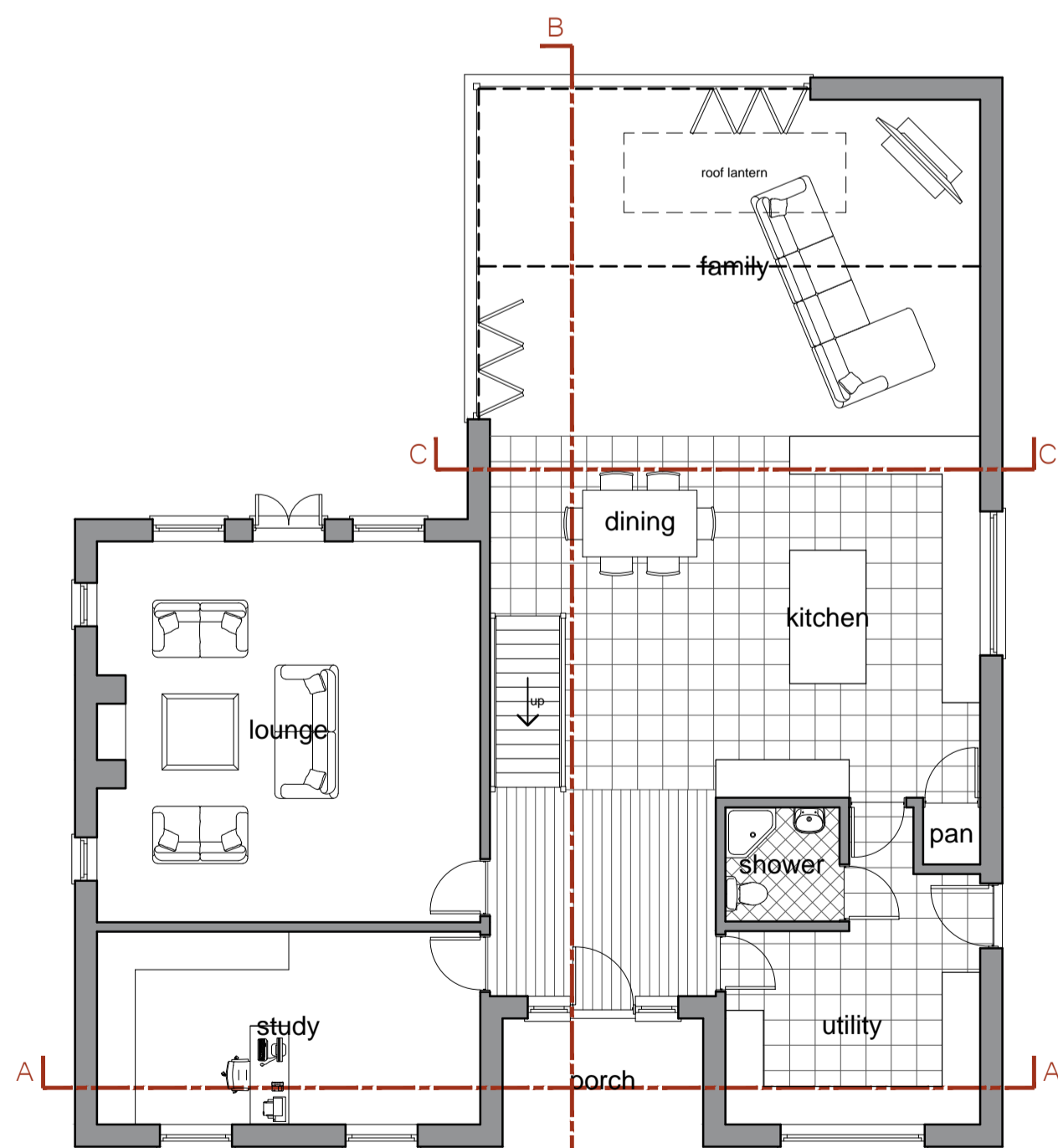
Section A-A

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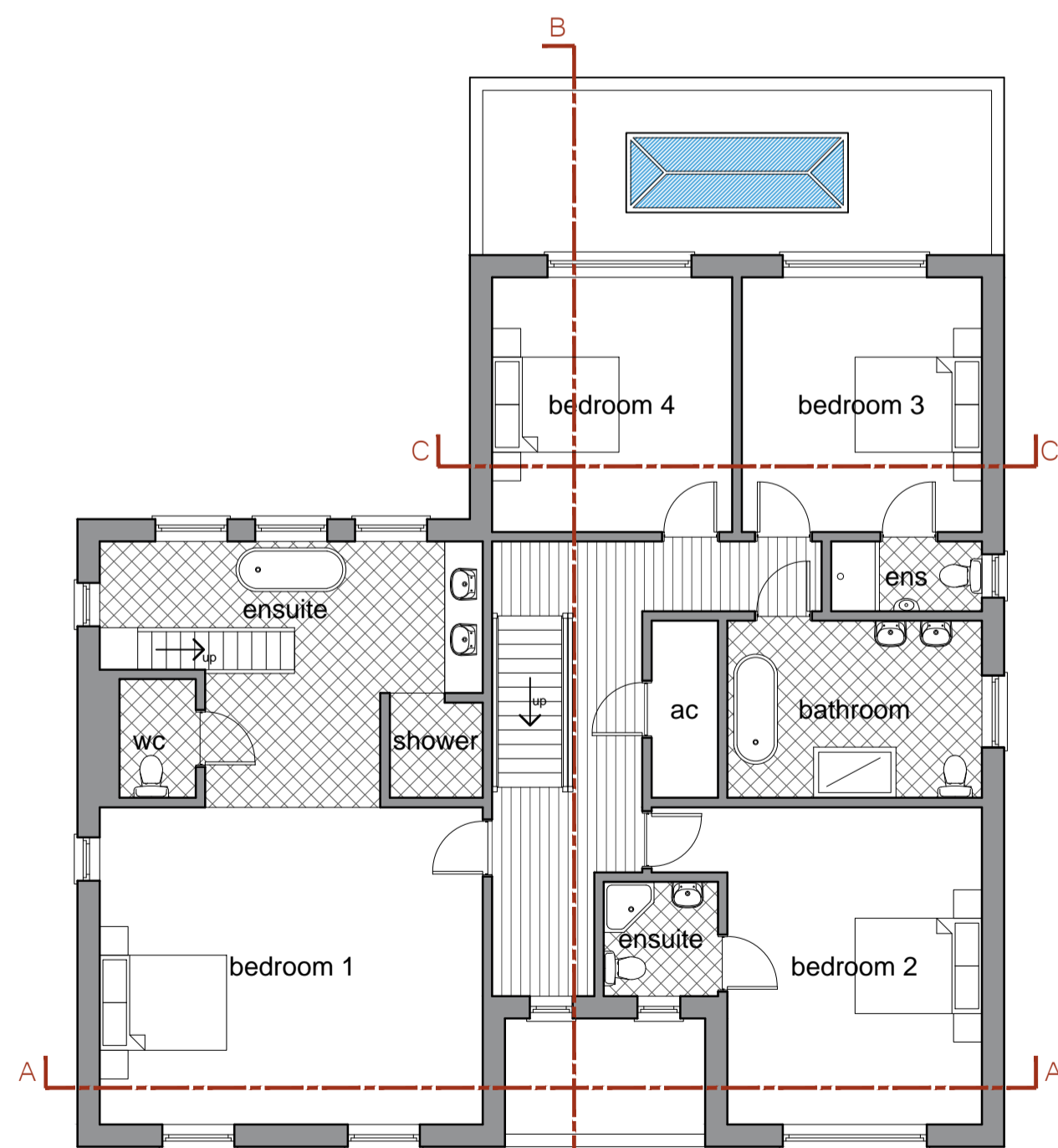
Section B-B

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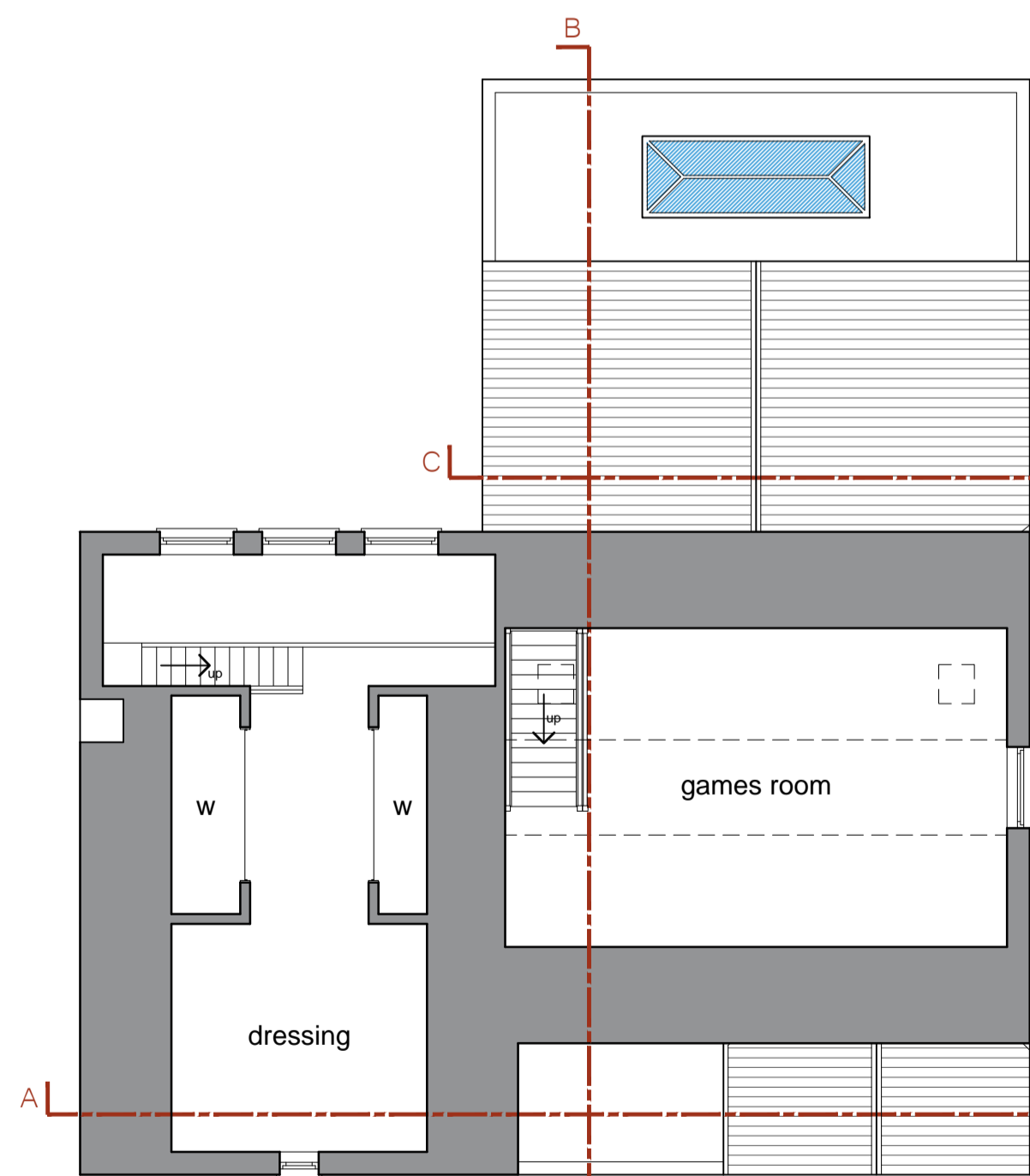
Ground Floor Plan

Scale: 1:100



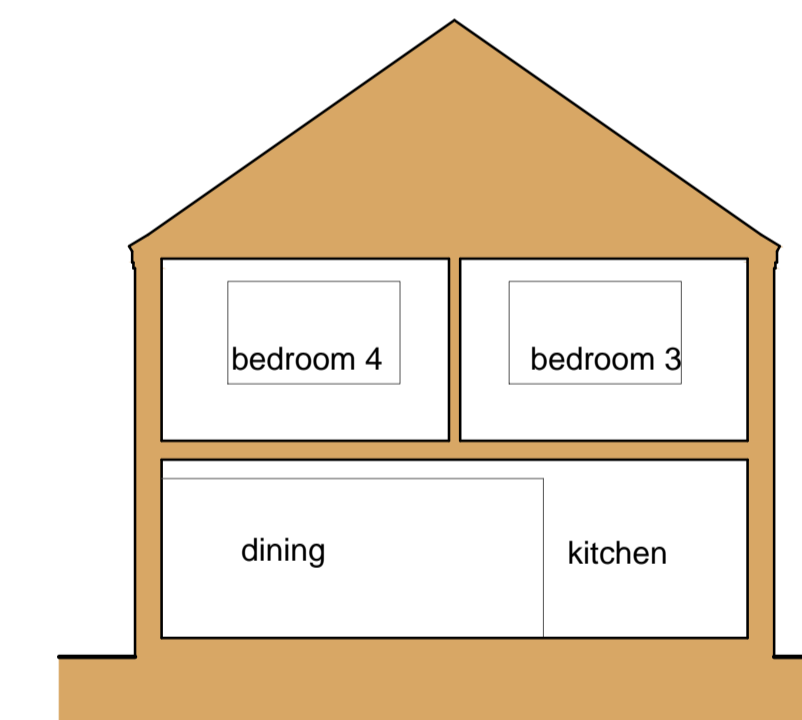
First Floor Plan

Scale: 1:100



Second Floor Plan

Scale: 1:100



Section C-C

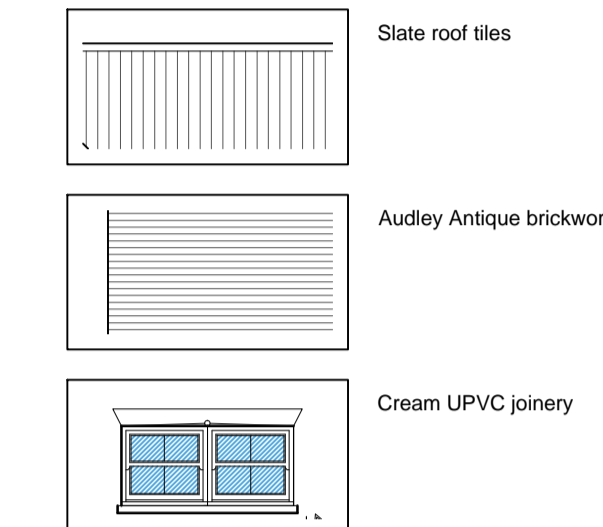
Scale: 1:100

- General Notes
1. This drawing shall not be scaled, figured dimensions only to be used.
  2. All dimensions are shown in "mm" unless otherwise stated.
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**CONSTRUCTION DESIGN & MANAGEMENT REGULATIONS 2015**

The following information must be read in conjunction with the project Risk register. This drawing highlights significant design related Health & Safety Risks present during Construction phase, and Residual Risks which remain post completion. Other Health & Safety Risks associated with Construction Activities may be present, and must be identified by the Principal Contractor prior to works commencing. Design Risks relating to specialist design items must be identified by the relevant specialist designers/ consultants ad issued to the Principal Designer.

ELEVATION KEY



Revisions

B	Jan 2020	Ensuite Amended
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Status: **FOR APPROVAL**

**SWANN EDWARDS ARCHITECTURE**

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 t 01945 450694 e info@swannedwards.co.uk w www.swannedwards.co.uk

Job Title Proposed Replacement Dwelling Middle Broad Drive Tydd St Giles For: Mr Watson	Date November 2019	Drawn by M.N. Checked by G.E.
Drawing Title Planning Drawing	Job No. SE-1234	Sheet Size A1
Dwelling Floor Plans, Elevations and Sections	Dwg No. PP2100	Revision B

**PLANNING COMMITTEE DATE: 7<sup>th</sup> May 2020**

**Agenda Item 5**

**APPLICATION NO: F/YR20/0083/F**

**SITE LOCATION: The Hollies, Middle Broad, Tydd St Giles**

**UPDATE**

The Parish Council have updated that there is now a static caravan on the site, which appears to be connected to services and occupied and they note that this was not mentioned in the application. The agent has been contacted regarding this matter however no response has been received to date.

**Recommendation: Refuse as per recommendation on page 35 of the Agenda**

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F/YR20/0099/F

**Applicant:** Mr F Simpson

**Agent :** Mr Ian Gowler  
Gowler Architectural

**Site of Former DRP Vehicle Services, Fallow Corner Drove, Manea,**

**Erect 2 dwellings (2-storey 4-bed) involving demolition of existing building**

**Officer recommendation: Refusal.**

**Reason for Committee: Number of letters of support from separate sources contrary to the Officer recommendation.**

## 1. EXECUTIVE SUMMARY

- 1.1. The application is for the demolition of the existing commercial building on the site and its replacement with two detached dwellings.
- 1.2. The site has been refused permission for three dwellings previously by the Planning Committee in January 2019, and then substantively the same scheme as the current proposal was refused under delegated powers in July 2019.
- 1.3. The application site is located in Flood Zone 3 and the applicant has not provided a sequential test to demonstrate that the development cannot be accommodated on other sites within Manea that are at lesser risk of flooding. The scheme is therefore contrary to local and national policy.
- 1.4. In order to mitigate flood risk for the proposed dwellings the properties would be raised up above the level of the highway to the north, which combined with their appearance and position on the application site would result in an unacceptable impact on the character and appearance of the area contrary to policy.
- 1.5. The recommendation therefore is for refusal of the scheme.

## 2. SITE DESCRIPTION

- 2.1. The application relates to an existing vehicular garage and photo studio/office site located on the southern side of Fallow Corner Drove off West Field Road on the western edge of Manea. The garage is a brick and metal clad building, which remains actively in use. The photo studio is a small modular building. There is a brick-built barn attached on the eastern side. To the north is a recently constructed dwelling. The site is within Flood Zone 3 an area at highest risk of flooding.

## 3. PROPOSAL

- 3.1. The application is for the construction of two 2-storey dwellings, both of 4 bedrooms and raised up from the surrounding land levels due to flood risk. The scheme incorporates the widening of a section of the adjacent road, with a 1.8 metre wide footpath indicated across the site frontage.
- 3.2. The scheme includes parking provision on the basis of three spaces per dwelling, however these spaces are split across three separate locations on the site, with plot 1 having a double-width parking area to the west, and 1 space of two provided side-by-side between the proposed dwellings. Plot 2 benefits from the second of these spaces, and includes a tandem arrangement for its remaining two spaces at the eastern end of the site. None of the parking spaces indicated include off-street turning provision.
- 3.3. The dwellings proposed would be surrounded by 1.8 metre high close boarded fencing to the south and west sides of the site, and also between the two dwellings, although this separating fence would be set back from the front elevations to a point towards the rear of the dwellings.

#### 4. SITE PLANNING HISTORY

F/YR19/0459/F	Erect 2 dwellings (2-storey 4-bed) involving demolition of existing building	Refused 25.07.2019 (Delegated decision)
F/YR18/0899/F	Erection of 2 x 2-storey 3-bed dwellings and 1 x 2-storey 4-bed dwelling involving demolition of existing building	Refused 10/01/2019 (Committee decision)
F/YR18/0314/F	Erection of 3 x 2-storey 4-bed dwellings involving demolition of existing building	Withdrawn 27/04/2018
F/YR04/4339/O	Erection of 2-3 detached dwellings involving demolition of existing workshop and offices	Withdrawn 21/01/2005
F/95/0948/F	Erection of single-storey sales office and extension to existing workshop including elevational alterations	Granted 21/05/1996
F/95/0646/F	Change of use of part of site to sale of agricultural machinery	Granted 18/04/1996
F/91/0805/O	Erection of 2 dwellings	Granted 26/02/1992
F/1628/89/O	Erection of 2 houses	Dismissed by Sec of State 04/10/1991
F/91/0177/O	Erection of 2 houses (siting and means of access committed at this stage)	Refused 14/08/1991
F/0803/84/F	Change of use from mill to general industrial	Granted 15/11/1984

#### 5. CONSULTATIONS

- 5.1. **Manea Parish Council**  
No objection
- 5.2. **Environment & Health Services (FDC)**  
No objection to proposal, but further intrusive investigation and potential mitigation is required pre-commencement. Recommend also that an asbestos management plan is prepared prior to the commencement of relevant works.
- 5.3. **Natural England**

No objections

**5.4. Environment Agency**

No objection. It should be noted that the lack of objection on flood risk grounds does not mean the proposal is considered to have passed the sequential test. Strongly recommend the mitigation measures in the flood risk assessment are adhered to

**5.5. Cambridgeshire County Council Local Highways Authority**

*“The proposed footway either needs to connect up to the existing footway network along Westfield Road or it should be omitted from the development proposal.*

*The proposal carriageway widening should be extended to provide seamless transition/tapper between new and existing. The existing carriageway needs to be surveyed and detailed (geometry and widths (existing/proposed)). The proposal may result in superfluous carriageway construction.*

*The paths and driveways within the public highway will need to be constructed to highway construction specification. Slabs/wall or ancillary house furniture should not encroach upon the PH.”*

**5.6. Local Residents/Interested Parties**

11 letters have been received from members of the public in relation to the proposal (4 objections from 3 separate sources, 7 letters of support) raising the following points.

Support

- The village needs new non-estate housing.
- Current premises not a good reflection on the village.
- Appearance.
- Two houses would look better at the entrance of the village than derelict buildings.
- Current site a health & safety hazard.
- Will go towards meeting the need for local housing.
- Village needs investment in new property to attract new and diverse people to the community.

Objection

- Proximity of dwellings will present a road safety issue, particularly once Lavender Mill development is complete.
- High kerbstones will result in localised flooding despite the assurance regarding soakaways.
- The location map shows Amber Cottage in the wrong place.
- The site is occupied by a successful vehicle repair business.
- There are at least seven other construction sites in Manea with other still to commence, the housing market is already stagnating due to overdevelopment.
- Density/Overdevelopment.
- Devaluation of property.
- Loss of privacy.
- Proximity of property.
- Shadowing/loss of light.
- Visual impact.

- Water levels mean the houses will need to be built much higher than adjacent properties.
- Kerbing and frontage of the properties will prevent water run-off.
- Increase and disrupt flow of traffic along the highway.
- Likelihood of contamination on the site.
- Disruption during construction.
- What will be the future of the road, which cannot support much traffic at present.
- The views from Amber Cottage across open agricultural land will be lost, exacerbating the impact of the adjacent dwelling's construction.
- Last minute submission of support letters and the nature of their collective submission is somewhat suspicious given when they are dated.
- Six of the letters of support are submitted by employees/neighbours/business associates of the applicant, most of whom do not live near the site.

## **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**

### **7.1. National Planning Policy Framework (NPPF)**

Para 2: NPPF is a material consideration

Para 8: 3 strands of sustainability

Para 11: Presumption in favour of sustainable development

Para 127: Well-designed development

Para 130: Permission should be refused for development of poor design that fails to take opportunities for improving the character and quality of an area.

Para 155: Development should be directed away from areas at highest risk of flooding.

Para 157: Need to apply the sequential and exceptions tests.

Para 158: Development should not be permitted if there are reasonably available sites in areas at lower risk of flooding.

Para 159-161: Need for the exception test.

### **7.2. National Planning Practice Guidance (NPPG)**

Determining a planning application

### **7.3. 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

LP12 – Rural Areas Development Policy

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

## **8. KEY ISSUES**

- **Principle of Development**
- **Flood Risk**
- **Highway Safety and Parking**
- **Amenity Impact**
- **Visual Impact and Character**
- **Other Issues**

## **9. BACKGROUND**

- 9.1. Three previous applications have been submitted under the terms of the current development plan, the first of which was withdrawn, the second refused by the Planning Committee and the third a delegated refusal.
- 9.2. The withdrawn application related to the provision of three 2-storey 4-bed dwellings and was withdrawn following the applicant being informed of the need to pass the sequential test and concern being raised regarding the cramped nature of the site for three large dwellings. The Committee refused application proposed a single 4-bedroom property and two 3-bedroom units, and included three reasons for the refusal. The first of these was that the development failed to pass the sequential test and demonstrate a positive approach to reducing flood risk, and had also not demonstrated any wider sustainability benefits to the community sufficient to outweigh the flood risk and therefore had failed the Exceptions Test. The second reason for refusal related to an unduly cramped layout and poor parking provision, access and amenity levels, whilst the third reason detailed the visual impact of the scheme on its surroundings.
- 9.3. The third application proposed two four-bedroomed dwellings identical to those proposed under the current application. The application was refused on two grounds, namely the lack of a sequential test to demonstrate that the development was not capable of being accommodated on land at a lower risk of flooding, and the impact of the development on the character and amenity of the surrounding area with particular regard to the scale and position of the proposed dwellings.
- 9.4. The neighbouring detached dwelling to the north west was granted planning permission in 2014. A previously refused scheme in 2013 referred to an inadequate FRA but did not refuse the scheme on the grounds of a failed Sequential test. Subsequently the Council considered that in the 2014 instance the sequential test had been passed. Also that scheme raised the floor level by only 300mms from the ground level. The Flood Authorities did not object and therefore the dwelling was built at that level. The current application includes an FRA which considered it necessary to raise the floor by 1 metre, subsequently supported by the Environment Agency. This explains fundamental differences between the existing house and the current application.

## **10. ASSESSMENT**

### **Principle of Development**

- 10.1. The application site is located at the southern edge of the village of Manea, which is a Growth Village within the Settlement Hierarchy as defined by Policy LP3 where development may be appropriate albeit of a more limited scale than in the Market Towns. To the south of the site itself lies open agricultural land. Manea has exceeded its threshold as defined by Policy LP12 in terms of the provision of new dwellings and therefore the policy seeks demonstration of clear local

support. However following an appeal decision where an inspector advised not to refuse applications solely on this lack of support, little weight has been given to this. It is therefore considered subject to compliance with criteria a-k of policy LP12, it is possible that the principle of development could be acceptable.

### **Flood Risk**

- 10.2. The application site lies within Flood Zone 3 as designated by the Environment Agency, which is the highest risk of flooding outside functional flood plains. Policy LP14 of the Fenland Local Plan, and paragraph 155 of the National Planning Policy Framework (NPPF) indicates that development should be directed to areas at the lowest risk of flooding, with the above policy and paragraph 157 of the NPPF requiring development in areas at higher risk of flooding to pass the sequential and exceptions tests.
- 10.3. The application is accompanied by a Flood Risk Assessment that asserts that the sequential test is met by the development as the site should be considered to be in flood zone 1 due to the protection of the Ouse Washes Barrier Bank. The designation of flood zones is made irrespective of flood protection measures in place due to the potential for failure of these protective elements, and the need to pass the sequential test is not superseded by the presence of such measures. This approach has been consistently supported at appeal, for example under decision APP/D0515/W18/3218952 where the Planning Inspector stated that it is for the applicant to provide a satisfactory sequential test. Other avenues are open to the applicant to challenge the status of the land as being within flood zone 3 however these are not within the remit of a planning application to establish.
- 10.4. No sequential test information has been submitted by the applicant to indicate that any investigation of sites at a lower risk of flooding has been undertaken, however it is evident that there are several sites within Manea that are available for development and at a lower risk of flooding than the proposed site, and therefore the sequential test is considered to be failed.
- 10.5. The Exception Test is only applied if the Sequential Test is passed. Given that there is no shortfall in housing land supply at this point in time, the need for the development does not outweigh the policy presumption against the release of land in such areas. As a result, the proposal would be contrary to the provisions of Policy LP14 of the Fenland Local Plan and paragraphs 155 and 157 of the National Planning Policy Framework.
- 10.6. This approach is consistent with other recent decisions in Manea, including the refusal by committee of a single dwelling proposed to be constructed approximately 100m from the site.

### **Highway Safety and Parking**

- 10.7. The application site is located on a relatively narrow stretch of highway at present, approximately 4 metres in width, which is flanked by a section of concrete hardstanding that slopes down away from the road surface to the south. The proposed layout plans do not indicate any on-site turning provision, and thus require vehicles to reverse either onto or off the driveways associated with the dwellings. This is a similar arrangement to the dwelling approved to the north west of the site, but at odds with the remainder of the dwellings that gain access from Fallow Corner Drove, which are located to the north of the road. The existing businesses that are to be replaced under the current proposal benefit from sufficient on-site turning as to allow vehicles to both enter and exit the highway in a forward gear.

- 10.8. The comments received from the Local Highways Authority indicate that the proposals to widen the existing carriageway do not tie in adequately to the existing highway network, instead stopping abruptly at the edge of the site, and with the proposed footpaths not connected to any part of the wider highway network resulting in a 45 metre section of footpath adjacent to a highway that leads nowhere.
- 10.9. Although the Local Highways Authority has indicated that the plans submitted should be amended to take account of these factors and to ensure no built elements of the dwellings within the public highway, it is not clear to what extent the proposals would need to be amended and how an acceptable solution could be reached without requiring development to be undertaken on land outside of the control of the applicant. In any case, should a solution to these issues be arrived at, it would not overcome the matter of the sequential test explored above, and therefore it has not been deemed appropriate to require the applicant to go to the expense of the additional survey work required at this stage when such work is not likely to affect the outcome of the application.
- 10.10. The proposed parking spaces in between the dwellings are constrained by the proximity of the adjacent spaces and the side elevations of the dwelling, and as such their usability is restricted. Whilst not sufficient to justify refusal on its own grounds this is a detrimental factor relevant to the impact of the proposal on the surroundings, as well as to the amenity standards of the dwellings themselves.

#### **Amenity Impact**

- 10.11. The proposal will result in a variety of amenity impacts on the surrounding properties, although some of those raised in the responses received in relation to the scheme are not material to the determination of the planning application such as impacts on views across the landscape and the proximity to nearby dwellings (proximity itself is not a material factor, although there could be specific other impacts arising due to such proximity). The application site itself is located alongside an existing dwelling to the north west, with further properties located across the other side of Fallow Corner Drove to the north east. The existing building flanking the site to the south east is to remain, however it is not in residential use.
- 10.12. The main impact of the proposal therefore in relation to neighbouring amenity is in relation to the dwelling to the north west, with the proposed two-storey dwelling located approximately 6.5 metres from the shared boundary, and 10 metres from the side elevation of that property, which does not contain any windows.
- 10.13. The location of a residential use in such close proximity to the neighbouring dwelling would not automatically result in a detrimental impact on the neighbouring amenity, and with no overlooking of the private rear aspects of that property. Concerns have also been raised regarding privacy and overlooking of the other dwellings in the area, however those properties are separated from the site by the existing highway, and their rear gardens would not be overlooked to an extent that would result in an unacceptable impact on their privacy due to the intervening distance and the structures located between them and the site.
- 10.14. The proposed use would not by its nature lead to unacceptable impacts on other amenities through issues such as noise, and any impacts in this regard would therefore be controlled by other legislation, whilst the separation between the site

and the dwellings to the north would ensure no unacceptable loss of natural light to those dwellings at a scale that would justify refusal of the scheme.

### **Visual Impact and Character**

- 10.15. The application proposes two dwellings to be built on the site, which is located on ground slightly lower than the adjacent highway and is within flood zone 3. These factors combine to result in the proposed design being considerably taller than would normally be the case for dormer-style dwellings due to the internal floor levels within the dwellings being raised up 1 metre above the adjacent land levels for reasons relating to flood protection, which includes stepped/ramped access to the dwellings.
- 10.16. The appearance of the dwellings is particularly unusual due to the proposal to raise the internal floor levels 1 metre above the adjacent land levels. The result of this is that the dwellings appear overly tall in comparison to their proposed design, and would therefore represent an incongruous feature within the street scene. Such an impact would be contrary to the requirements of policy LP16 of the Fenland Local Plan, which requires development to make a positive contribution to the local distinctiveness and character of an area, enhancing its local setting and responding to and improving the character of the local built environment.
- 10.17. The proposals are similar in style to the adjacent dwelling to the northwest, however given the raised floor levels they will appear to be taller within the street scene and are also substantially greater in height than the existing commercial buildings on the site, which are single-storey.
- 10.18. Similarly, the dwellings to the north of the highway are also single-storey in nature, and this factor, combined with the significant set-back from the street of the majority of these dwellings gives a more open, spacious feel to the area than would be the result of the proposal, which would result in the two dwellings dominating the area. This would be exacerbated by the position of, in particular, plot 2, which includes a forward facing gable that is located projecting approximately 3 metres closer to the road than the adjacent brick built structure, which is currently the dominant feature of the street scene. This building would remain taller than the proposed dwellings however the more prominent location of the proposed plot 2 would increase its impact on the street scene. The scheme will result in an adverse impact on the character and visual amenity of this area of the settlement, particularly given its close relationship with the open countryside beyond.

### **Other Issues**

- 10.19. Several other issues have been raised in relation to the proposed scheme, including the devaluation of nearby property, which is not a material factor in a planning decision, the mis-labelling of some of the nearby dwellings (this is a label present on the ordnance survey base map and therefore not an issue of the applicant's making, it is also not relevant to the application site itself) and the density of the development, which is acceptable in this case given the development density of approximately 23 dwellings per hectare is proportionate to several of the other properties in the vicinity.
- 10.20. Contamination of the land has also been raised as a concern, and the applicant has provided a Phase I & II Geo-Environmental Assessment alongside an addendum letter to that report. The detailed report has been assessed by the Environmental Health team and is considered acceptable, subject to further



intrusive assessment, approval of a validation report to demonstrate the remediation work has been carried out satisfactorily and successfully, and the submission and approval of an asbestos management plan relating to asbestos removal and site demolition operations.

## 11. CONCLUSIONS

- 11.1. The proposal is for the construction of a dwelling in flood zone 3 which is the zone of highest flood risk where local and national policy indicates development should be avoided. The applicant has not provided any details to satisfy the requirement of the sequential test in that regard and that test is therefore failed.
- 11.2. The scheme also results in the presence within the street scene of several buildings of significant height, which is exacerbated by the need to raise floor levels within the buildings to mitigate against the flood risk of the site, and this results in a detrimental impact on the character and amenity of the area within which they are located, contrary to the provisions of policy LP16 of the Fenland Local Plan (2014).
- 11.3. Other issues raised are acceptable or are capable of being made so by appropriately worded planning conditions.

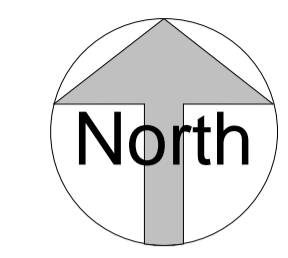
## 12. RECOMMENDATION

### Refuse, for the following reasons

1. Policy LP14 (part B) of the Fenland Local Plan (2014) requires development proposals in higher flood risk areas to undergo a sequential test to demonstrate through evidence that the proposal cannot be delivered elsewhere in the settlement at lower risk of flooding. Policy LP2 seeks to deliver high quality environments ensuring that people are not put at identified risks from development thereby avoiding adverse impacts in the interests of health and wellbeing. The site lies within flood zone 3 which is an area of high risk. The applicant has failed to demonstrate that the development could not be delivered in an area of lower flood risk and thereby fails to accord with the requirements of Section 14 of the NPPF (paragraph 158 and 160) and local policies LP14 of the Fenland Local Plan 2014 and the Cambridgeshire Flood and Water SPD. Consequently the proposal also fails to satisfy policy LP2 of the Fenland Local Plan (2014) as it fails to deliver a high quality environment and unjustifiably puts future occupants and property at a higher risk of flooding.

2. The proposed houses by reason of scale and position in the street, alongside the increased height of the dwellings due to the requirement for floor levels to be raised 1 metre above the surrounding ground level, will result in an incongruous and unduly prominent visual impact unbalancing the appearance of the street scene particularly in relation to smaller surrounding buildings nearby to the north. It is therefore considered that the proposal fails to make a positive contribution to local distinctiveness and is out of keeping with the character of the area which is predominantly of buildings of modest scale. The proposal therefore results in adverse impact in design and scale on the street scene and would therefore not meet the requirements of Section 12 of the NPPF that seeks to achieve well designed places and in particular para 127 and being contrary to Policy LP16(d) of the Fenland Local Plan 2014 (2014).

**Notes**  
 Any discrepancies to be brought to attention of Author as soon as possible.  
 All dimensions shown in "mm" unless otherwise shown.  
 Unless stated otherwise, this drawing has been assessed for risks and nothing is deemed to be outside of normal good safe working practice that would be covered by a contractors Construction Phase Health and Safety Plan.  
 Do not scale from this drawing.



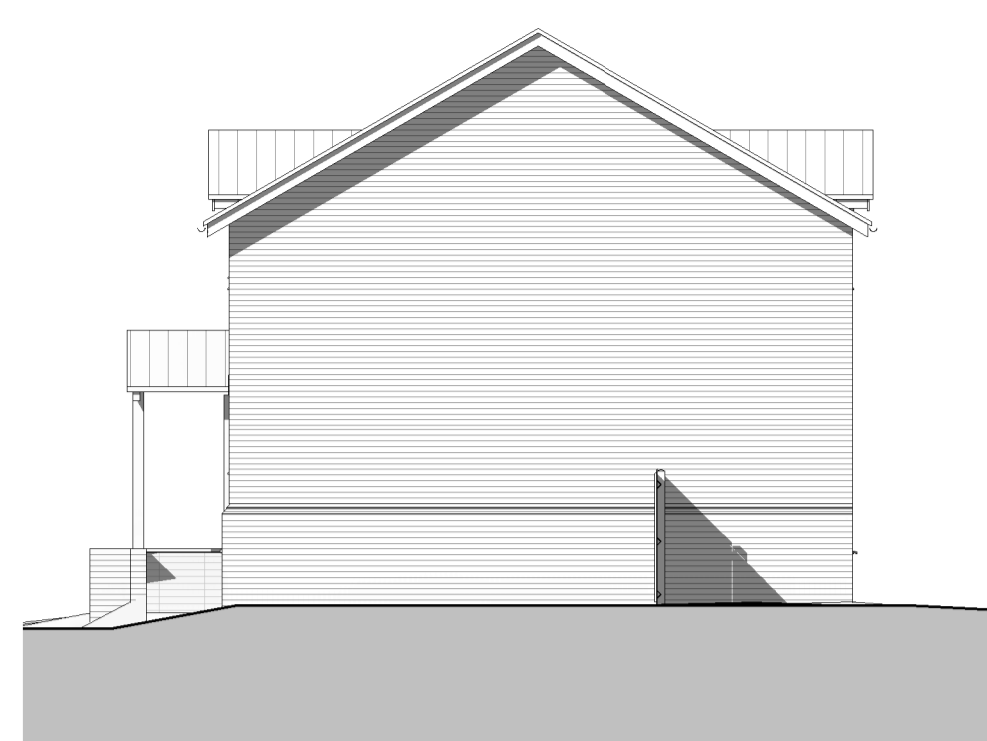
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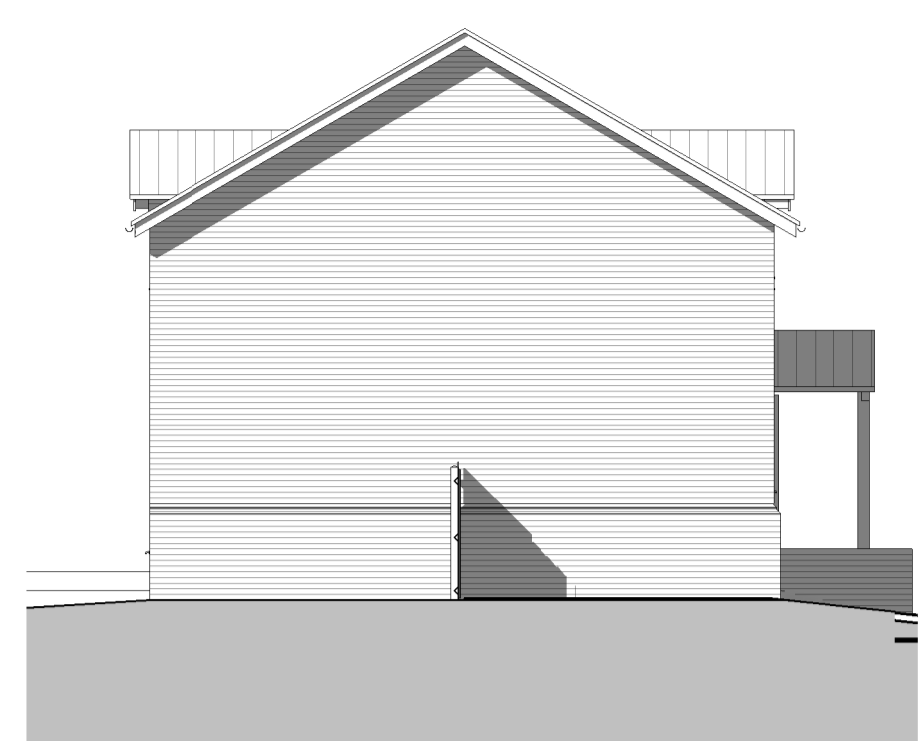
Planning Plot 1 Front  
 Scale 1 : 100



Planning Plot 1 Rear  
 Scale 1 : 100



Planning Plot 1 Side (north west)  
 Scale 1 : 100



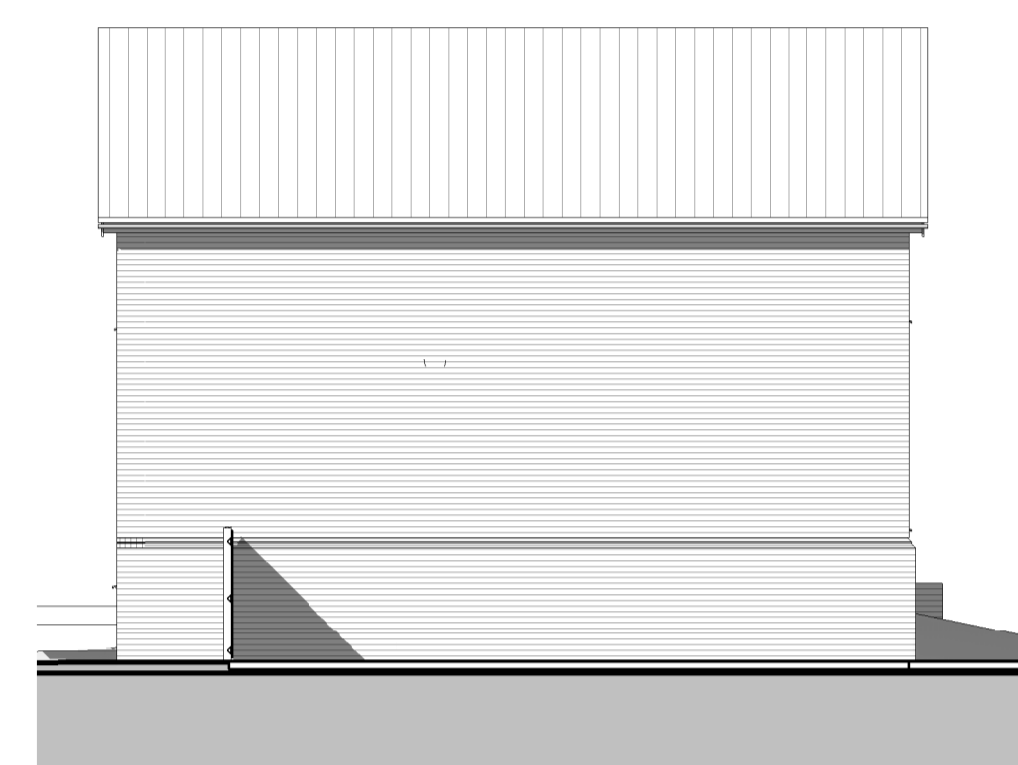
Planning Plot 1 Side (south east)  
 Scale 1 : 100



Planning Plot 2 Front  
 Scale 1 : 100



Planning Plot 2 Rear  
 Scale 1 : 100



Planning Plot 2 (south east)  
 Scale 1 : 100



Planning Plot 2 Side (north west)  
 Scale 1 : 100

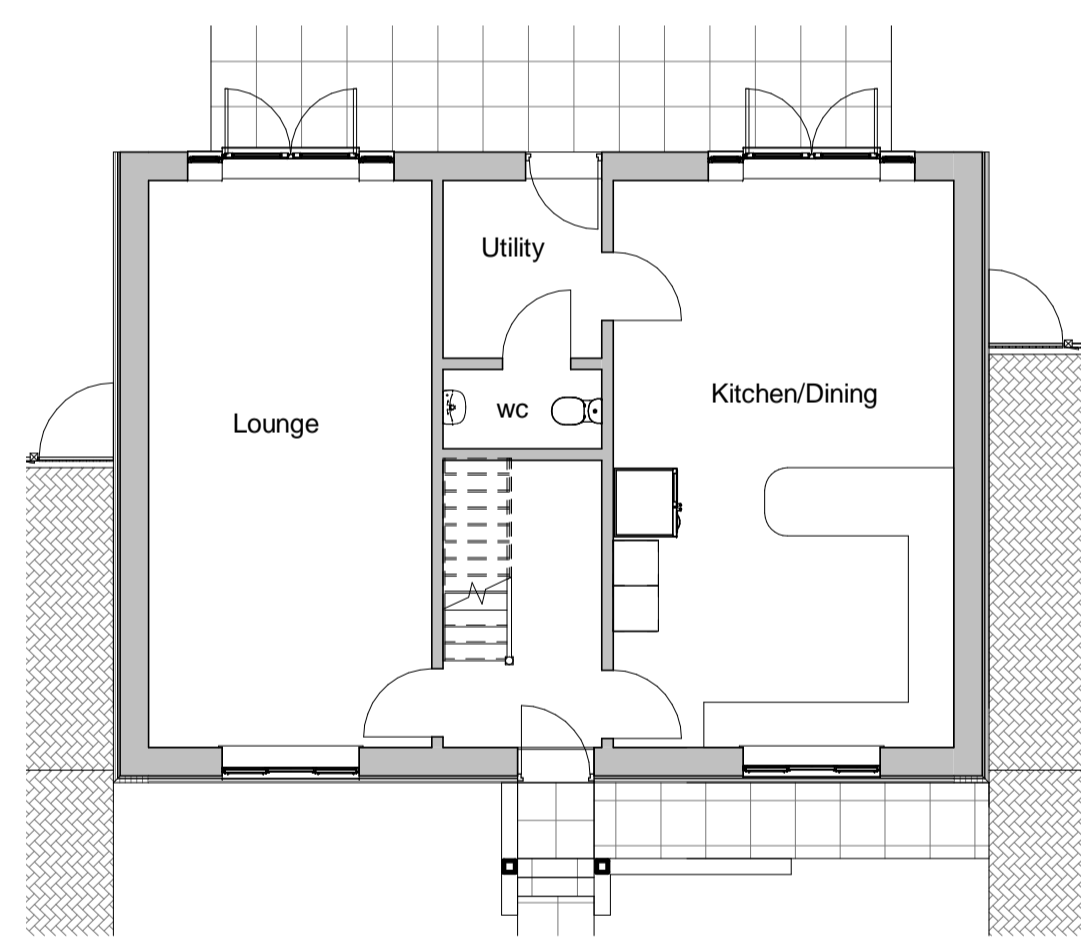
**PERMIABLE AREAS**

TOTAL AREA = 880msq

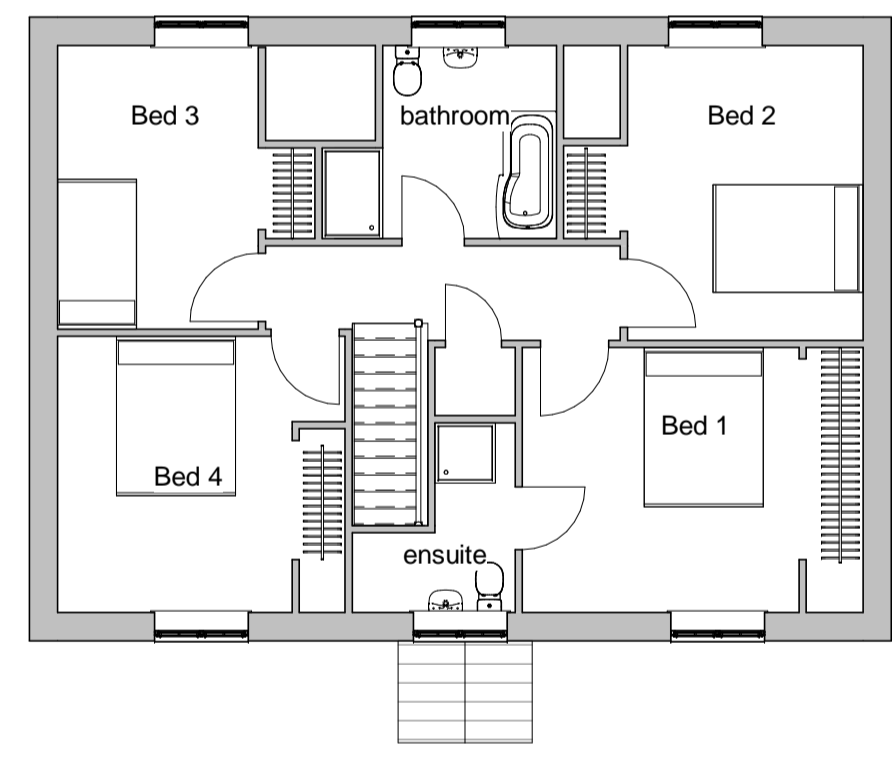
Existing 100% impermeable  
 Existing buildings = 412msq  
 Concrete paving = 468msq  
 Total impermeable area = 880

Proposed Impermeable Area 35%  
 Proposed Buildings = 242msq  
 Proposed Footpath = 74msq  
 Proposed Impermeable area = 316msq

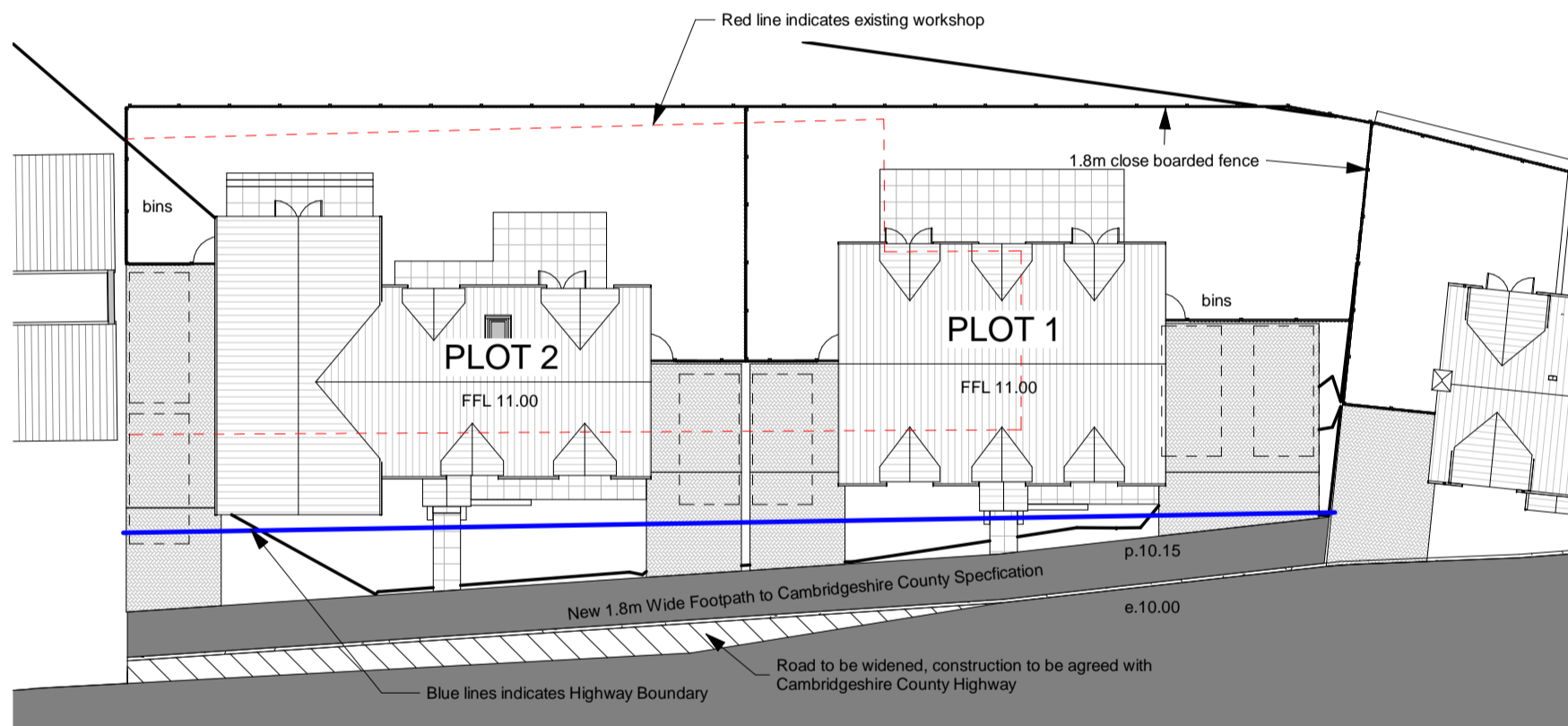
Drives constructed with permeable paving



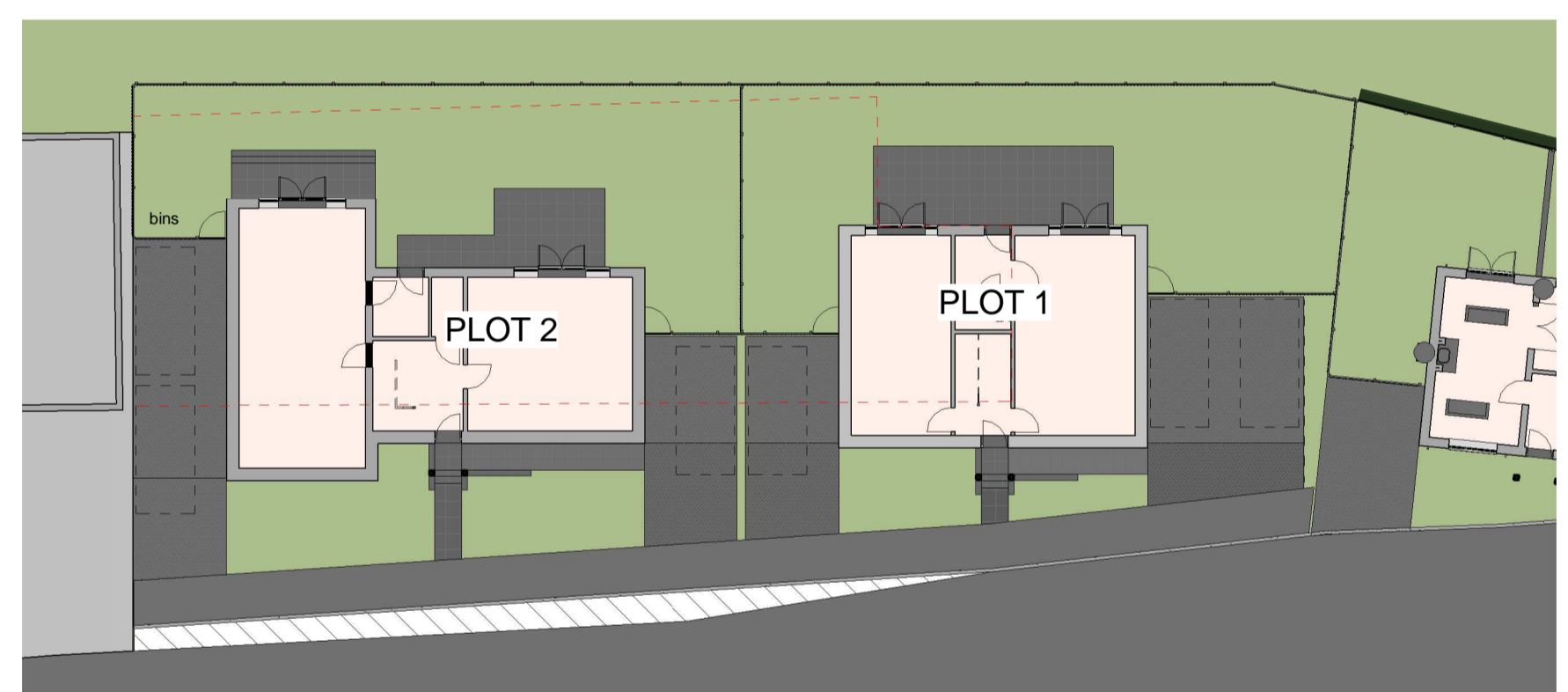
Plot 1 Ground Floor  
 Scale 1 : 100



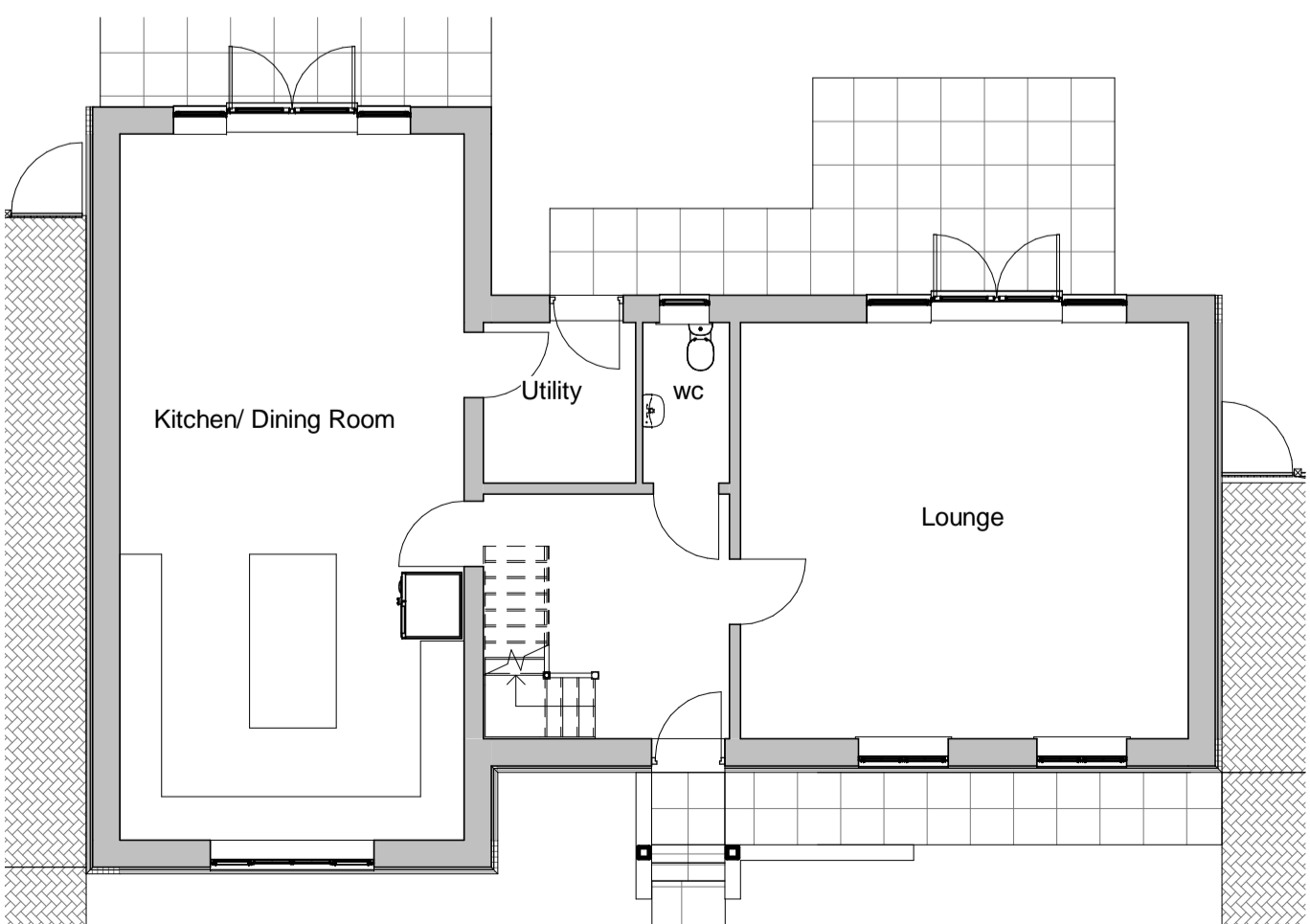
Plot 1 First Floor  
 Scale 1 : 100



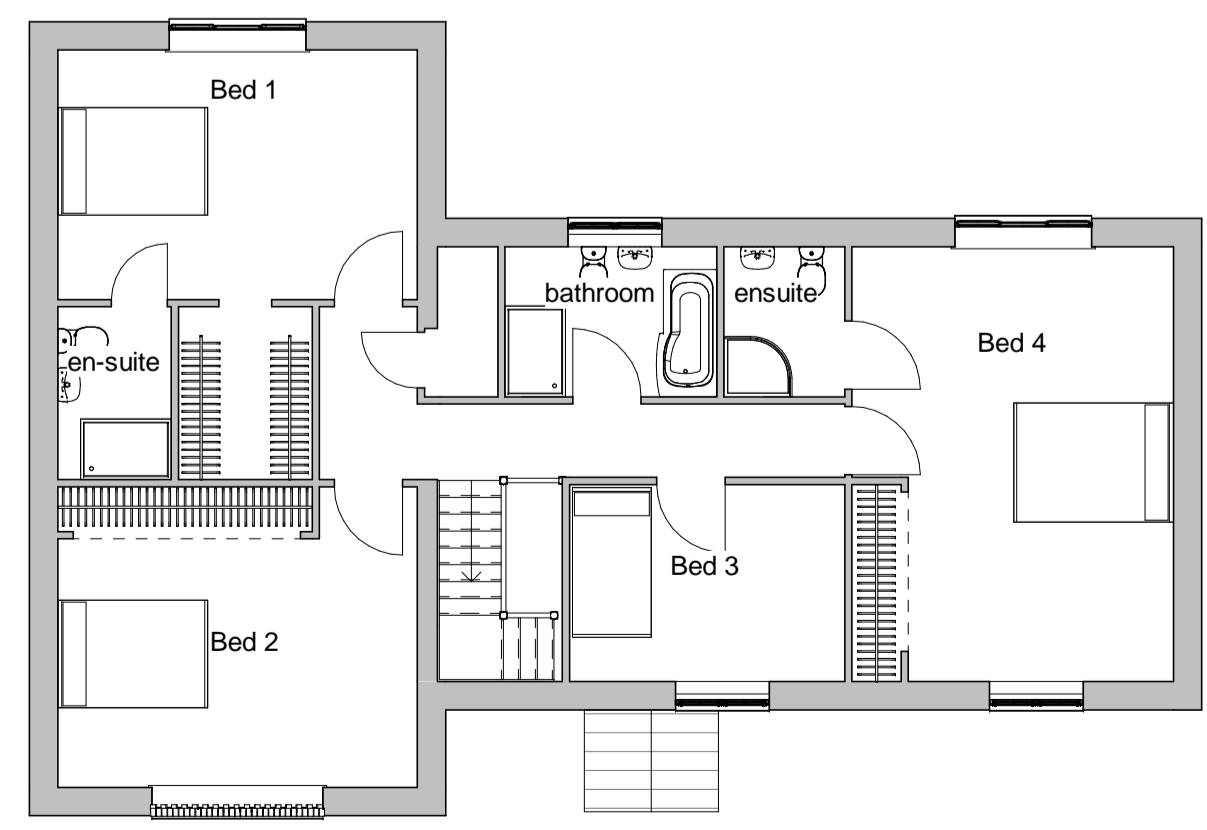
Planning Site Plan  
 Scale 1 : 250



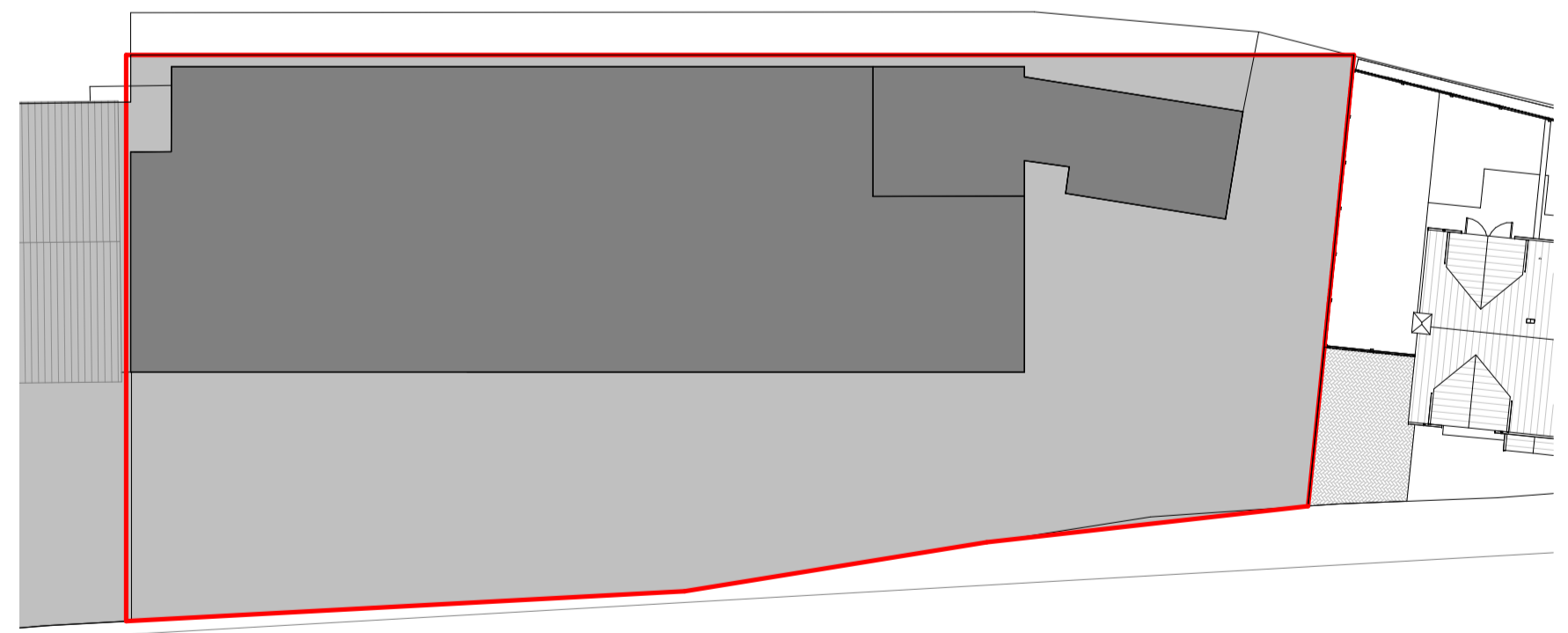
Planning Block Plan  
 Scale 1 : 250



Plot 2 Ground Floor  
 Scale 1 : 100



Plot 2 First Floor  
 Scale 1 : 100



Planning Existing Site Plan  
 Scale 1 : 250



Street Elevation  
 Scale 1 : 200

A	Layout Amended	31-12-19
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**Ian Gowler Consulting Ltd**  
 Architectural and Domestic  
 Energy Consultant  
 Grove House, 22 Primrose Hill, Dodington, Cambs, PE15 0SU  
 tel. 01354 667005 email. ian@gowler-architectural.co.uk

Proposed Dwellings at The Weighbridge,  
 Fallow Corner Drive, Manea for Mr F  
 Simpson

Planning Drawing

date created	scale	drawing no.	rev.
17-03-19	As indicated @ A1	225 - P20	A

**F/YR20/0186/F**

**Applicant: Mr & Mrs J Cook**

**Agent : Mr Lee Bevens  
L Bevens Associates Ltd**

**Land West Of 110, Westfield Road, Manea, Cambridgeshire**

**Erect 1 dwelling (2-storey 4-bed) including an office and a detached double garage in association with existing business.**

**Reason for Committee: Number of letters of support contrary to the officer recommendation.**

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## **1. EXECUTIVE SUMMARY**

- 1.1. The proposal is for the construction of a two-storey dwelling with detached double garage on land outside but adjacent to the edge of the settlement of Manea, on land designated as Flood Zone 3, the zone of highest flood risk.
- 1.2. A previous application for a dwelling on this site was refused by the Planning Committee in August 2019. The current proposal involves an amended position of the dwelling within the site and additional groundworks.
- 1.3. The applicant states that the dwelling is required on the site to provide additional security to the existing haulage business operating from the adjacent site to the north, and would also result in sustainability benefits. The applicant's current address is located approximately 200 metres from the site.
- 1.4. The application is not accompanied by any information demonstrating the need for a 24-hour on-site presence.
- 1.5. The application is not accompanied by a sequential test exploring the availability of alternative sites in locations of lower flood risk.
- 1.6. The location of the proposed development would be at odds with the prevailing character of residential development in the area, which is predominantly frontage development along the main streets.
- 1.7. Recommendation is to refuse planning permission.

## **2. SITE DESCRIPTION**

- 2.1. The application site is an area of maintained grassland surrounded by a 2 metre high chainlink fence supported on concrete posts with barbed wire topping for security purposes. 7-bar steel gates close off the vehicular access to the site and the adjacent premises.

- 2.2. To the immediate north of the application site lie three storage buildings associated with the applicant's haulage business, with substantial amounts of concrete hardstanding and turning area for the vehicles and products associated with that use. To the west and south of the application site lies open agricultural land outside the applicant's ownership.
- 2.3. East of the application site are located a group of four large residential dwellings constructed under consents ranging from 2011 to 2017. These properties benefit from rear aspects facing north west, although only 110 Westfield Road is likely to be directly affected by the proposed dwelling.
- 2.4. Access to the highway network is via an existing access to the haulage business off Westfield Road opposite Fallow Corner Drove, with a driveway being located behind where the gate currently closes off the site, although the gate is proposed to be relocated further into the site as part of the scheme. A public right of way runs adjacent to the south boundary of the site, and a second along the eastern boundary. Neither are directly affected by the specific proposals.
- 2.5. The application site is located within flood zone 3, and lies within the boundary of Wimblington Parish.

### 3. PROPOSAL

- 3.1. The proposal is for the construction of a 4-bedroomed detached 2-storey dwelling with a separate double garage on the site, including an office to be utilised in conjunction with the haulage business. The dwelling detailed on the plans is stated as being 251m<sup>2</sup> floor area, with an additional 44m<sup>2</sup> floor area for the garage. The office use associated with the haulage business comprises 22.3m<sup>2</sup> of the floorspace of the dwelling, which equates to 8.9% of the floor area of the dwelling and 7.6% of the total floorspace proposed on the site.
- 3.2. The ground level around the dwelling is to be raised up above the existing site to mitigate against the risk of flooding, by 1.05 metres at the front entrance and 1.6 metres at the rear elevation due to the natural slope of the land.
- 3.3. Full plans and associated documents for this application can be found at: <https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=Q6MKX8HE01U00>

### 4. SITE PLANNING HISTORY

F/0650/83/F	Erection of a steel framed agricultural general purpose building	Permission 23/9/83
F/92/0523/AG1	Erection of a storage building	Further details not required 9/11/92
F/YR00/0624/AG1	Erection of general purpose agricultural building	Further details not required 27/7/00
F/YR18/0123/AG1	Erection of an agricultural storage building	Further details not required 2/3/18
F/YR19/0566/F	Erect 1 dwelling (2-storey 4-bed) including an office and a detached double	Refused 19/8/19

	garage in association with existing business	
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While the majority of the above applications relate to agricultural development there is no evidence provided as part of the current application to demonstrate that the site is in agricultural use

## 5. CONSULTATIONS

- 5.1. **Wimblington Parish Council:** No objections.
- 5.2. **Manea Parish Council:** No objections.
- 5.3. **FDC Environmental Health:** No objections, but would question if the intention is to tie the occupation of the building to the business due to the proximity to its premises and the potential for associated noise impacts.
- 5.4. **Cambridgeshire County Council Highways Authority:** No objection.
- 5.5. **Cambridgeshire County Council Public Rights of Way:** Request a condition requiring a public access scheme to include design of public rights of way routes and any proposals for diversion and closure of public rights of way and alternative route provision.
- 5.6. **Cambridgeshire Constabulary:** Consider the area to be of low vulnerability to the risk of crime.
- 5.7. **Natural England:** Proposal requires the assessment of recreational pressure impacts on sensitive Sites of Special Scientific Interest
- 5.8. **Environment Agency:** No objection. Note that the lack of objection does not mean that the scheme is considered to have passed the sequential test.
- 5.9. **Local Residents/Interested Parties:** 12 responses have been received in relation to the proposal from 12 separate sources, including 3 businesses using the services provided by the applicant from the adjacent land, and 4 employees of the applicant. The letters note the following points.
  - Products stored on the site are required 24 hours a day.
  - Value of goods stored on the site.
  - Site requires close monitoring.
  - Proposal will result in less disturbance to neighbours due to fewer vehicle movements to and from the site.
  - Site is more sustainable than the current location.
  - Increased site security.
  - Proposal will enhance the entrance to the village.
  - Proximity of the proposed office to the business premises will facilitate a more efficient business.

## 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)**

Para 2: NPPF is a material consideration

Para 8: 3 strands of sustainability

Para 11: Presumption in favour of sustainable development

Para 78: Housing should be located where it will enhance or maintain the vitality of rural communities.

Para 79: Avoid the development of isolated homes in the countryside unless specified exceptions apply

Para 127: Well-designed development

Para 130: Permission should be refused for development of poor design that fails to take opportunities for improving the character and quality of an area.

Para 155: Development should be directed away from areas at highest risk of flooding.

Para 157: Need to apply the sequential and exceptions tests.

Para 158: Development should not be permitted if there are reasonably available sites in areas at lower risk of flooding.

Para 159-161: Need for the exception test.

### **National Planning Practice Guidance (NPPG)**

Determining a planning application

### **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

LP12 – Rural Areas Development Policy

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

LP16 – Delivering and Protecting High Quality Environments across the District

## 8. KEY ISSUES

- **Principle of Development**
- **Justification for the Location of the Dwelling**
- **Flood Risk**
- **Visual Impact & Character**
- **Residential Amenity**
- **Highway Safety**
- **Other Matters**

## 9. BACKGROUND

- 9.1. The site was the subject of an application for the construction of a dwelling in summer 2019, which the Planning Committee refused. The current application has not been the subject of pre-application advice.
- 9.2. The scheme has been amended from the previous refusal, relocating the dwelling on the site by approximately 2 metres, and by proposing the raising of the ground level around the property.

## 10. ASSESSMENT

### **Principle of Development**

- 10.1. The application site is located outside the developed part of the settlement of Manea, but immediately adjacent to the current edge of the village. Manea is identified within the settlement hierarchy set out in policy LP3 of the Fenland Local Plan (2014) as a Growth Village, where development within the existing urban area or as small village extensions will be appropriate albeit at a more limited scale than that appropriate to the Market Towns. Policy LP12 of the Fenland Local Plan (2014) indicates that sites adjacent to the existing developed footprint of a village can be considered for development subject to site specific impacts.

#### **Justification for the Location of the Dwelling**

- 10.2. The Design and Access Statement submitted alongside the application states in section 4 that *“a key consideration in the development of the proposal is that the applicant currently lives in Manea but has to make regular trips from home to the site and back again as part of his daily routine.”* The statement then goes on to assert that the proposal would therefore provide a more sustainable solution, avoiding regular car trips and providing security for the site.
- 10.3. From the application form submitted alongside the application, and as noted above, the applicant currently resides in Manea. The address given is located approximately 200 metres from the application site however, and as a result it is not considered that the scheme would result in significant sustainability benefits given that the existing distances involved in travelling from their place of residence to the site are well within what would be considered to be a reasonable walking distance, taking approximately 2½ minutes to walk at average walking speeds.
- 10.4. The application also states that there will be increased security for the business from living adjacent to its premises. Security is a matter to be considered in relation to the acceptability or otherwise of a planning application, however it would not be uncommon or unreasonable for business premises of the type present on the adjacent land to operate under a scheme of security cameras and alarms typical of the majority of commercial premises, and the site is overlooked from the adjacent dwellings to the east that provide natural surveillance of the premises. There are no welfare issues to consider from livestock present at the site. No evidence has been provided alongside the application of a history of crime or theft from the premises, and Cambridgeshire Constabulary have confirmed that they consider the area to be of low vulnerability to crime.
- 10.5. It is not considered therefore that the increased security from the applicant residing adjacent to the site is a material factor sufficient to overcome the policy requirement to direct development away from such sites.

#### **Flood Risk**

- 10.6. The site is located within an area designated as Flood Zone 3. Policy LP14 of the Fenland Local Plan and paragraph 157 of the National Planning Policy Framework require development to be the subject of a sequential test, which aims to direct new development to areas at the lowest risk of flooding.
- 10.7. The application is accompanied by a flood risk assessment, which states that the site is protected by flood defences that were not considered when flood zones were designated and therefore the site has a low probability of flooding when these are taken into account. It then goes on to state that the proposed dwelling is to be occupied by the manager of West Wood Farm to facilitate its

day to day running and therefore the development cannot be undertaken at an alternative site.

This does not constitute a sequential test. The matter of need for the dwelling to be located on the site is addressed above, however given the number of permissions currently in place within the village of Manea on land not within flood zone 3 that would meet the functional requirements of the application in terms of the number of dwellings to be provided it is not considered that a sequential test would be passed.

### **Visual Impact & Character**

- 10.8. The proposed dwelling is of substantial scale, with a ridge height of 8.1m above the raised ground level, resulting in a height above existing levels of between 9.15 and 9.7m, with an overall width of 18.1 metres (not including chimney/bay window). In height terms this is proportionate to the recently approved dwellings to the east fronting Westfield Road, and although those properties are also approximately 18 metres in width, their built form incorporates double garaging to the side of the main dwellings meaning the residential part of the properties is generally of the order of 12 metres wide. The application proposes a detached garage 7.3 metres wide by 6.8 metres deep in addition to the 18 metre width of the house and located forward of the proposed front elevation and facing the vehicular access to the premises.
- 10.9. The site would mainly be visible when approaching Manea from the south west along Toll Drove where the built environment consists of the recently constructed dwellings fronting Westfield Road and Fallow Corner Drove, with the application site forming a green open space in front of the commercial buildings comprising the storage units for the agricultural and general haulage use of the adjacent land. The current proposal includes the raising of the ground levels around the dwelling, which would result in the proposal being constructed on the top of a grass mound, exacerbating the scale of the building and its visual impact on the character and appearance of the surrounding area.
- 10.10. The proposal would introduce an additional element of residential development away from the existing strong focus of residential dwellings comprising frontage development along Westfield Road and Fallow Corner Drove, introducing a more backland style relationship which would be detrimental to the distinct character of the area and the entrance to the village.
- 10.11. The comments submitted in support of the visual impact of the proposal are noted with regard to the entrance to the village, however as noted above, it is the distinction between the location of this property as a backland site and the distinctive frontage development elsewhere that results in the harmful impact.

### **Residential Amenity**

- 10.12. The proposed dwelling is located with its front elevation facing towards the adjacent dwellings to the east of the site from a distance of approximately 20 metres. Two of the first floor bedrooms within the dwelling and its gallery landing look out towards this boundary, beyond which is the private residential garden of 110 Westfield Road. Policy LP16 of the Fenland Local Plan (2014) requires development not to adversely impact on the amenity of neighbouring users due to issues such as a loss of privacy. Although there would be the potential for some views of the neighbouring private amenity space should the dwelling be permitted, the distance between the windows in question and the adjacent garden, combined with the partial restriction of such views due to the position of



the proposed double garage is such that the impact will not be sufficient to justify refusal of the scheme on these grounds.

- 10.13. Turning to the matter of the residential amenities of the dwelling itself, it is noted that the scheme meets the one third plot size requirement for private amenity space set out in policy LP16. The comments of the Environmental Health team are also noted regarding the potential for the operation of the adjacent business to constitute a detrimental impact on the residential amenity of the property itself and the associated need to tie the occupation of the building to the operation of the adjacent business. In that regard should permission be granted it would be appropriate to impose such a condition.

### **Highway Safety**

- 10.14. The proposal is to use the existing vehicular access from Westfield Road that currently serves the haulage business to allow the occupants of the dwelling to access the wider highway network. Given the use of this current access by HGV's and the comparatively low levels of additional traffic that would result from the additional use by a single dwelling, the proposal is considered not to have a detrimental impact on highway safety.
- 10.15. The comments from the Public Rights of Way Officer are noted, however the proposals do not impinge upon the public footpath that crosses the site and therefore it is not considered necessary to impose a condition requiring proposals for changes to the footpath, its route and surfacing etc.

### **Other Matters**

- 10.16. The comments from Natural England are noted with regard to the impact of the proposal on the Ouse Washes SSSI. The proposal is for a single dwelling and the guidance provided by Natural England with regard to the screening of such proposals indicates that *"it should be possible for most proposals below 50 dwellings to be screened out for likely significant effect."* Notwithstanding that statement however, the application does not include any supporting justification to screen out the potential recreational pressure impacts of the proposal on the SSSI.

## **11. CONCLUSIONS**

- 11.1. Despite their assertion that the proposal would result in greater security for the commercial operations undertaken from the adjacent land to the north of the application site, the applicant has not demonstrated any functional requirement for them to be resident on the land that would preclude them being resident in the wider vicinity of the site as is currently the case. As a result, the proposal is required to be subject to a sequential test given its location within flood zone 3.
- 11.2. The application is not accompanied by a sequential test with regards to flood risk. It is therefore contrary to the requirements of policy LP15 of the Fenland Local Plan (2014) and paragraph 158 of the National Planning Policy Framework (2019), which justify its refusal. This approach is supported by decisions made by the Planning Inspectorate, including appeal APP/D0515/W18/3218952 where the Inspector concluded that development not within flood zone 1 needed to be the subject of a Sequential Test.
- 11.3. The proposal would result in a new residential dwelling beyond the current developed part of the village, in a location that would detract from the distinctive character of its surroundings. In particular, this is due to the detached nature of

the site from the highway network, where the predominant character of development is for properties to be in close proximity to and fronting the highway. The proposal would as a result be contrary to the provisions of policies LP12 and LP16 of the Fenland Local Plan (2014).

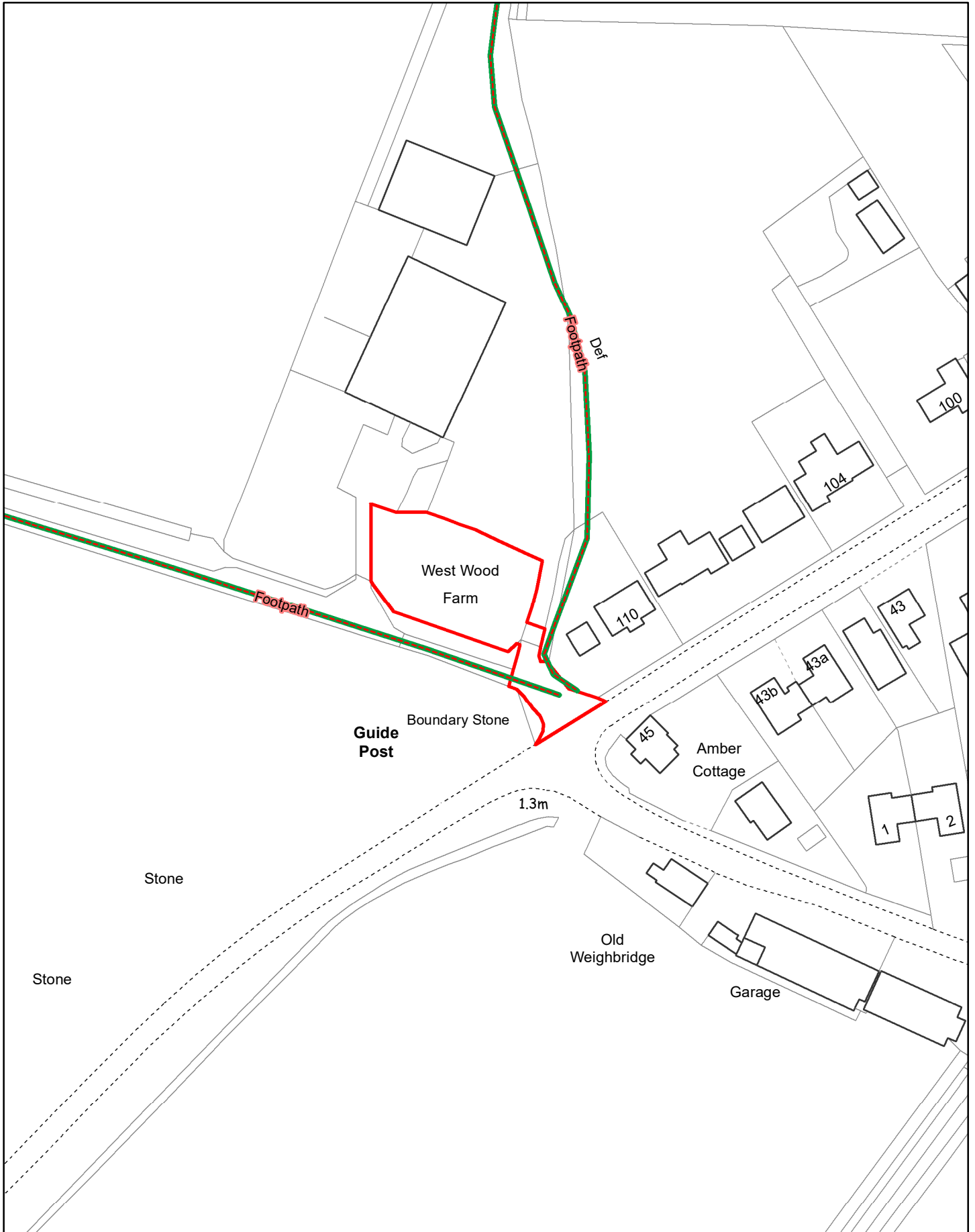
- 11.4. The proposal will have some impact on the residential amenity of the neighbouring property to the east, known as 110 Westfield Road, however this would not be of sufficient magnitude to warrant the refusal of the application on these grounds.
- 11.5. The scheme will not have any adverse highway impacts, and although no supporting justification is given to confirm that the proposal will not have an adverse impact on the recreational pressures from residential development on the nearby Ouse Washes Site of Special Scientific Interest, this is not sufficient to justify refusal of the scheme in view of the scale of the proposal and the lack of likely effects.

## 12. RECOMMENDATION

Refuse, for the following reasons.

<p>1. Policy LP14 part B of the Fenland Local Plan (2014) states that “<i>all development proposals should adopt a sequential approach to flood risk from all forms of flooding</i>” and that “<i>development in areas known to be at risk from any form of flooding will only be permitted following...the successful completion of a sequential test</i>”. No justification has been provided demonstrating that a dwelling is required on the site to allow the operation of the adjacent haulage business. The application is not accompanied by a sequential test and on that basis, the proposal is contrary to the requirements of policy LP14 of the Fenland Local Plan (2014), and paragraphs 155-165 of the National Planning Policy Framework (2019).</p>
<p>2. Policy LP14 part B of the Fenland Local Plan sets out the requirements for development proposals to undertake a sequential test, whilst section 4 of the Cambridgeshire Flood and Water Supplementary Planning Document (2016) sets out the process for undertaking such as test. This process requires developers to identify and list reasonably available sites, obtain flood risk information for those sites and state reasons why they are unsuitable for the development or are not available. Given the number of sites that are considered to be reasonably available within the adjacent settlement of Manea that could accommodate the quantum of development proposed, and their location within areas identified as being within flood zone 1, the application site would not be able to pass the sequential test and the scheme is therefore contrary to policy LP14 part B, and paragraph 158 of the National Planning Policy Framework (2019).</p>
<p>3. Policy LP16 of the Fenland Local Plan (2014) requires new development to make a positive contribution to the local distinctiveness and character of an area, enhancing its setting and not adversely impacting on the street scene and settlement pattern of an area. Policy LP12 requires development adjacent to villages to not have an adverse impact on the character and appearance of the surrounding countryside and farmland, and be in a location in keeping with the core shape and</p>

form of the settlement without adversely affecting its character and appearance. The site of the proposed dwelling is at odds with the prevailing character of residential development in the area, which is characterised by frontage development along Westfield Road and Fallow Corner Drove. The scheme would extend the residential development of the settlement out into the countryside in front of the existing agricultural style storage buildings to the north of the site, which provide a visual link between the settlement and the more open countryside beyond. The proposal would therefore be contrary to the requirements of policies LP12 and LP16 of the Fenland Local Plan (2014) and the aims and objectives of section 12 of the National Planning Policy Framework (2019).



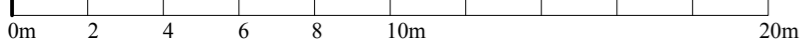
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Scale = 1:1,250





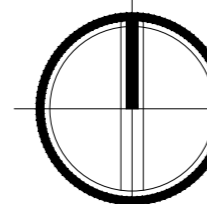
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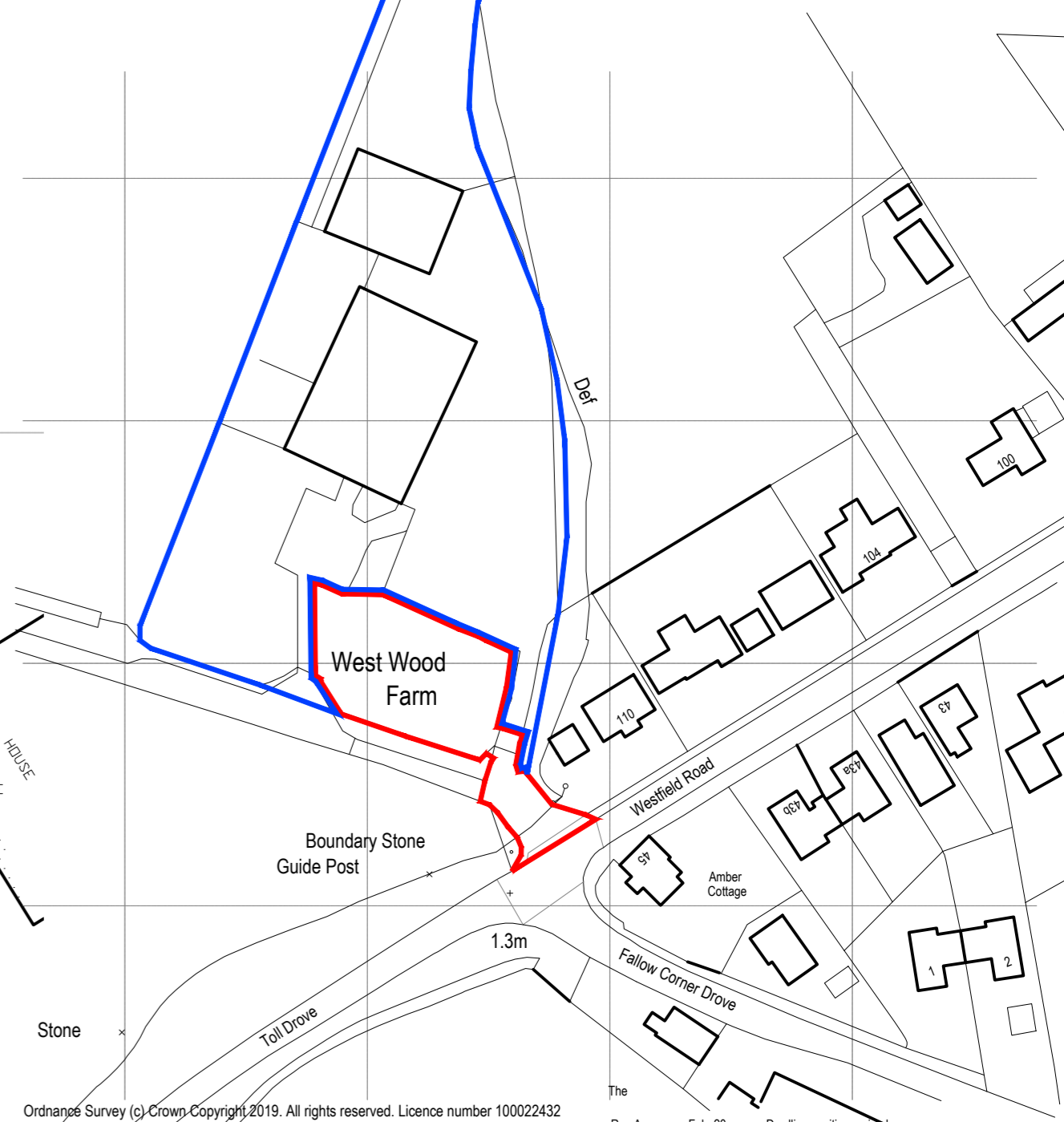
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North



Nr	Abbreviated Text	Class	Plant Name	Height/Spread/Grade	Girth	Container	Root	Density	Density Type
1	Tree	Tree	Malva, Scabrid Horsetail	300-350	10-12	15L	C		
2	Tree	Tree	Robinia pseudacacia 'Bessoniiana'		10-12	15L	C		
4									

**OUTLINE SPECIFICATION NOTES.**

**Implementation**  
Soft landscaping to be timetabled and implemented during the first planting season (Mid-November to Mid-March) after the substantial completion of the hardworks.

**Topsoil preparation**  
Shrub beds and hedgerows shall be topsoiled to a depth of 300mm. Grass areas shall be topsoiled to a depth of 150mm. Tree pits within soft landscape areas shall be excavated to a minimum size of 600 x 600 x 600 deep and backfilled with approved topsoil and 100mm depth of peat free compost. All tree pits to be thoroughly decompacted across base and sides prior to back-filling. All planting beds and hedgerows shall be covered with 50mm depth of peat free compost across all beds prior to final cultivation.

**Proposed trees**  
Trees shall be supplied to the sizes and stock shown on the plant schedule and planted in the locations shown. Each specimen tree shall have a single leader with a well developed, balanced crown and clear, straight stem. Trees 10-12 cm girth and above shall have a double stake located to each side of the rootball within the pit.

**Proposed native shrub, ornamental shrub and hedgerow areas**  
The topsoil in areas planted with shrubs and hedgerow plants shall be 300mm deep. All beds shall be cultivated to a depth of 250mm. Hedgerow plants shall be planted in the centre of the prepared trench a minimum of 750mm wide and 300mm deep in a single row at 3/m located at the centre of the trench.

**Turf Areas**  
Rear gardens to be cultivated only and left to the occupier to either seed or turf unless otherwise instructed by the client. A circle of 1m diameter shall be cut around the base of all trees located within grass areas to allow for bark mulch.

**Maintenance**  
To comply with planning conditions the site shall be maintained for a period of 5 years by the contractor, resident or client as applicable.

**BIO-DIVERSITY ENHANCEMENTS.**

- Bird boxes**  
Bird boxes to be provided on gable ends of garage as appropriate. These should be installed at least 3m above the ground level and should avoid direct sunlight (not directly south facing), prevailing wind, and be out of reach of cats and other predators.
- A smaller, open fronted box, made to 810 dimensions** (for song thrush, robin and spotted flycatcher)
- Three hole-box type bird boxes with 32mm holes for house sparrows and starlings** - which should be located in a group for colonial nesting species.

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Web: www.lbevns-associatesltd.co.uk

DRAWING STATUS: PRELIMINARY  CONSTRUCTION   
PLANNING  FILE COPY

CLIENT: Mr and Mrs J Cook

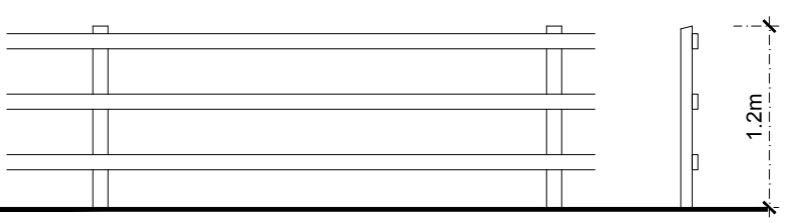
PROJECT: West Wood Farm, Westfield Road, Manea, Cambridgeshire.

DRAWING TITLE: Proposed Site Plan Location Plan

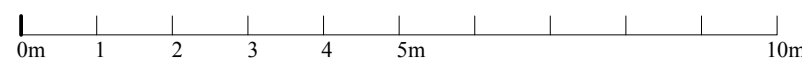
PLANNING ISSUE

SCALE: 1:200 @ A2 DATE: May 2019 DRAWN: LB CHECKED:

DRAWING NUMBER: CH19/LBA/510/FP-1-100 REVISION: A



125mm X 75mm Softwood Posts At 1.5m Ctr's weathered one way. Horizontal rails 100 x 38mm section  
1200mm High Post and Rail Fence 1:50



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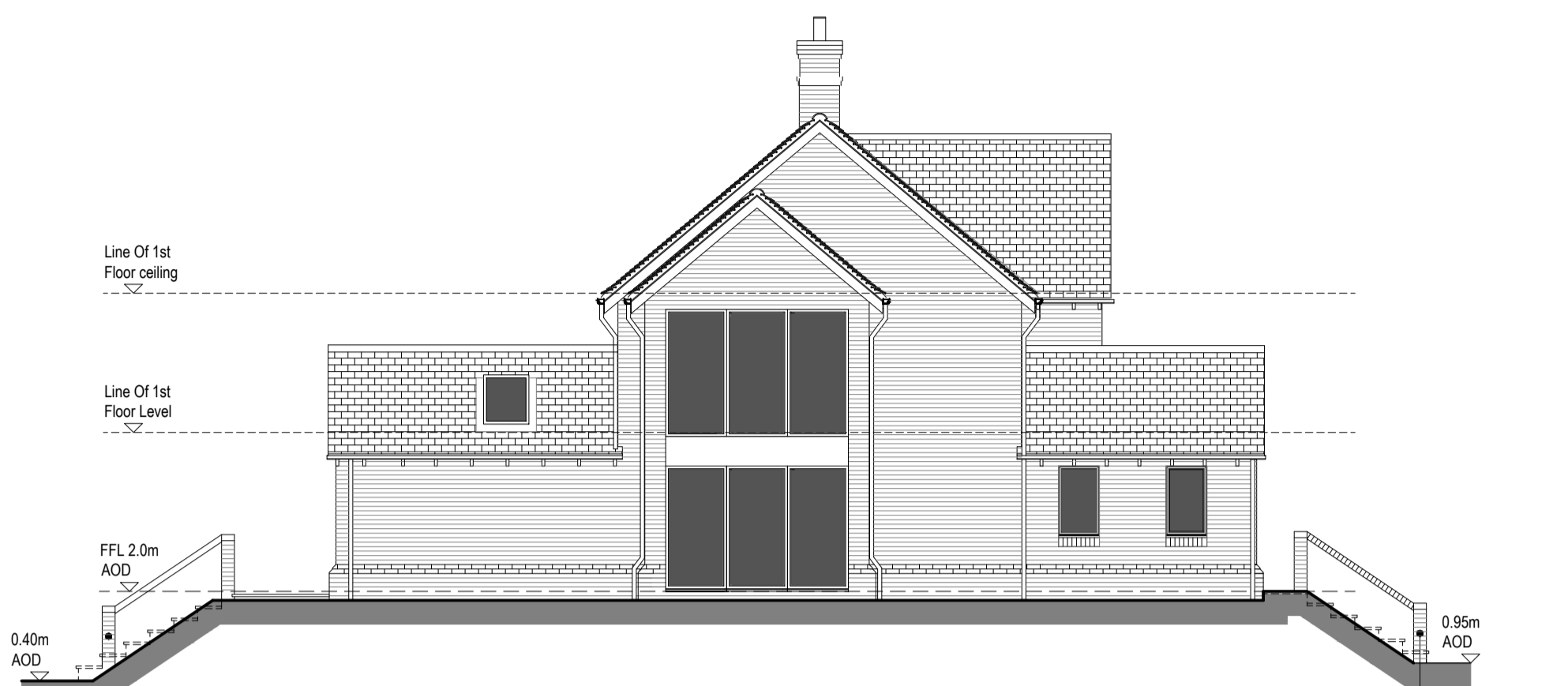
ALL WORKS TO COMPLY WITH CURRENT CDM REGULATIONS AS APPROPRIATE. IT IS THE CLIENT'S RESPONSIBILITY TO FULLY COMPLY WITH THE CDM 2015 REGULATIONS INCLUDING APPOINTING A PRINCIPAL DESIGNER AND PRINCIPAL CONTRACTOR FOR PROJECTS WITH MORE THAN ONE CONTRACTOR ON SITE.

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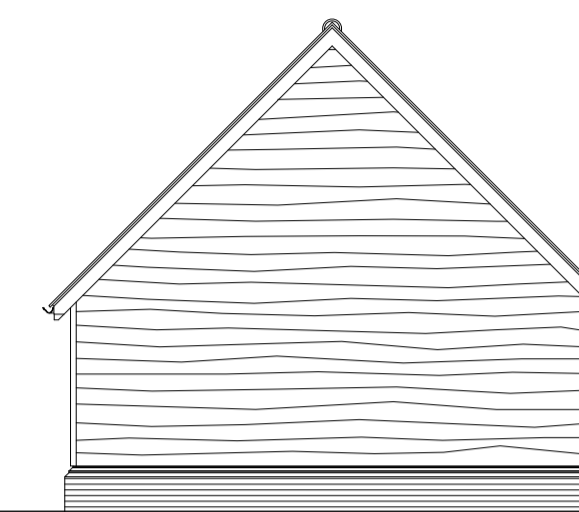
Proposed Front Elevation



Proposed Side Elevation



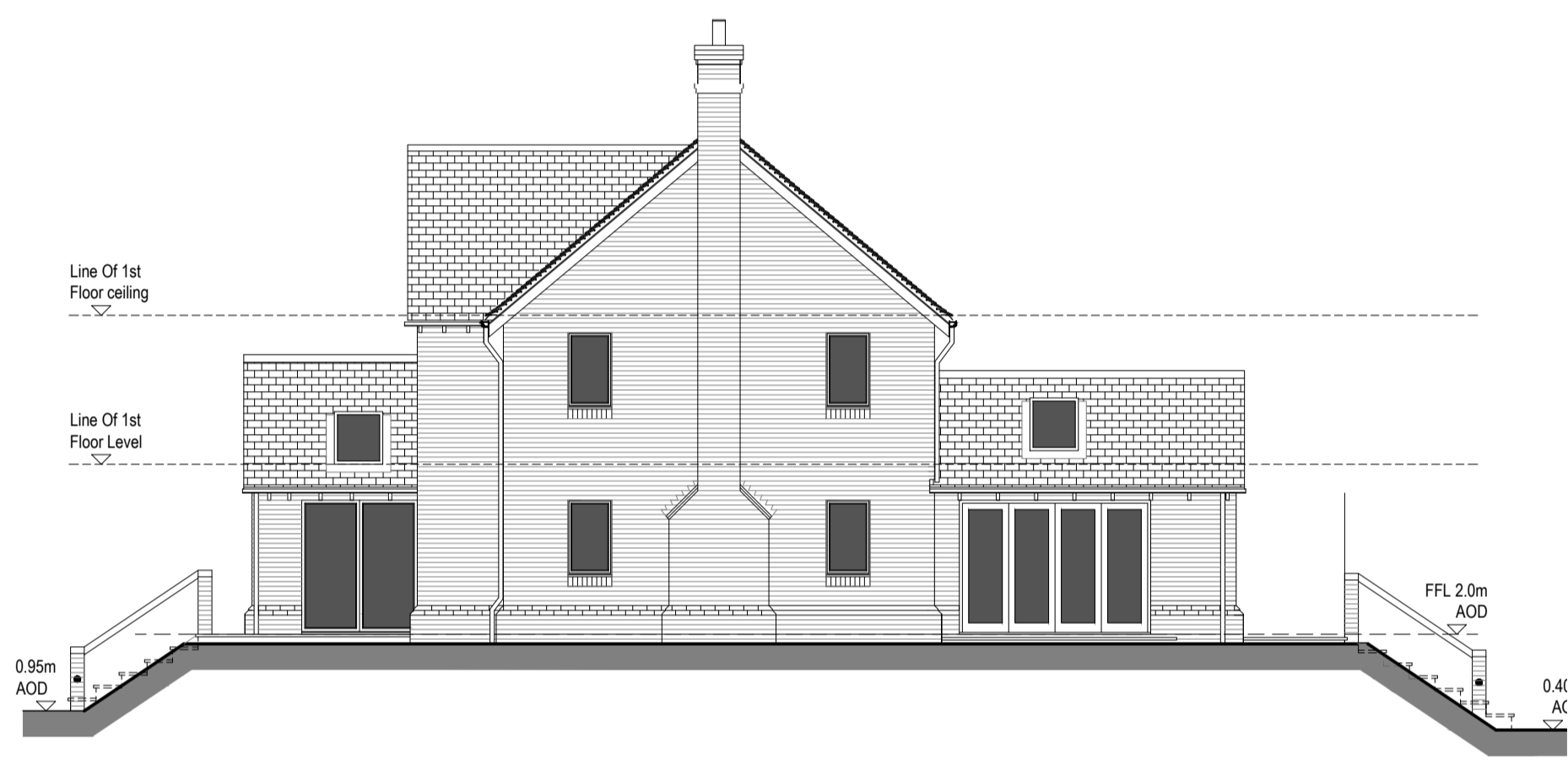
Proposed Front Elevation



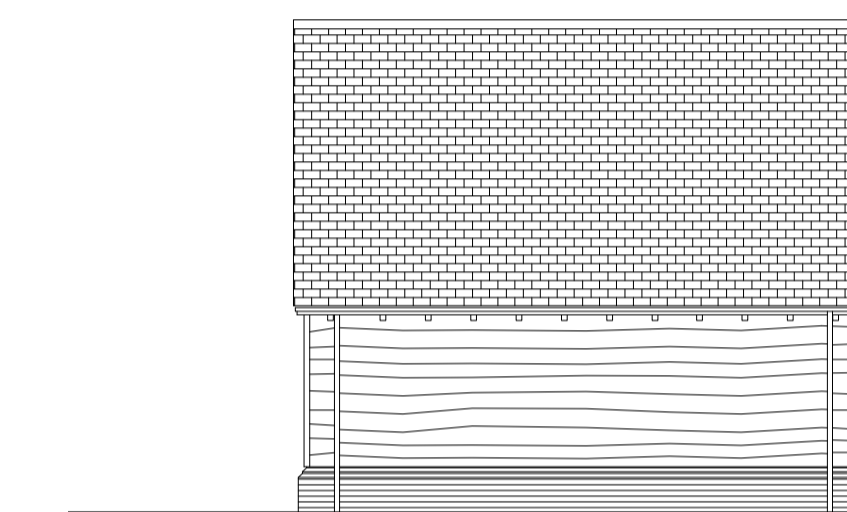
Proposed Side Elevation



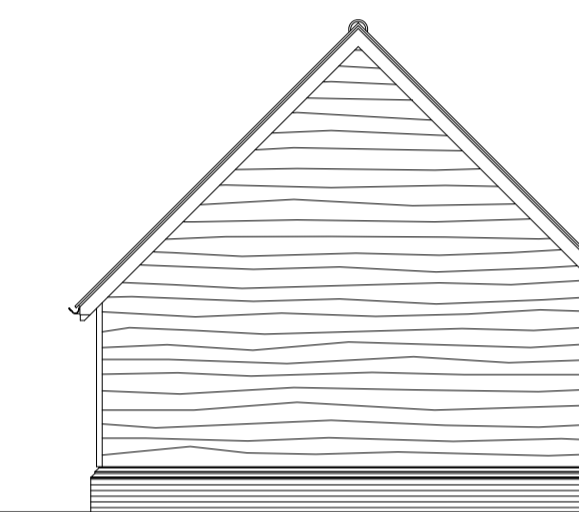
Proposed Rear Elevation



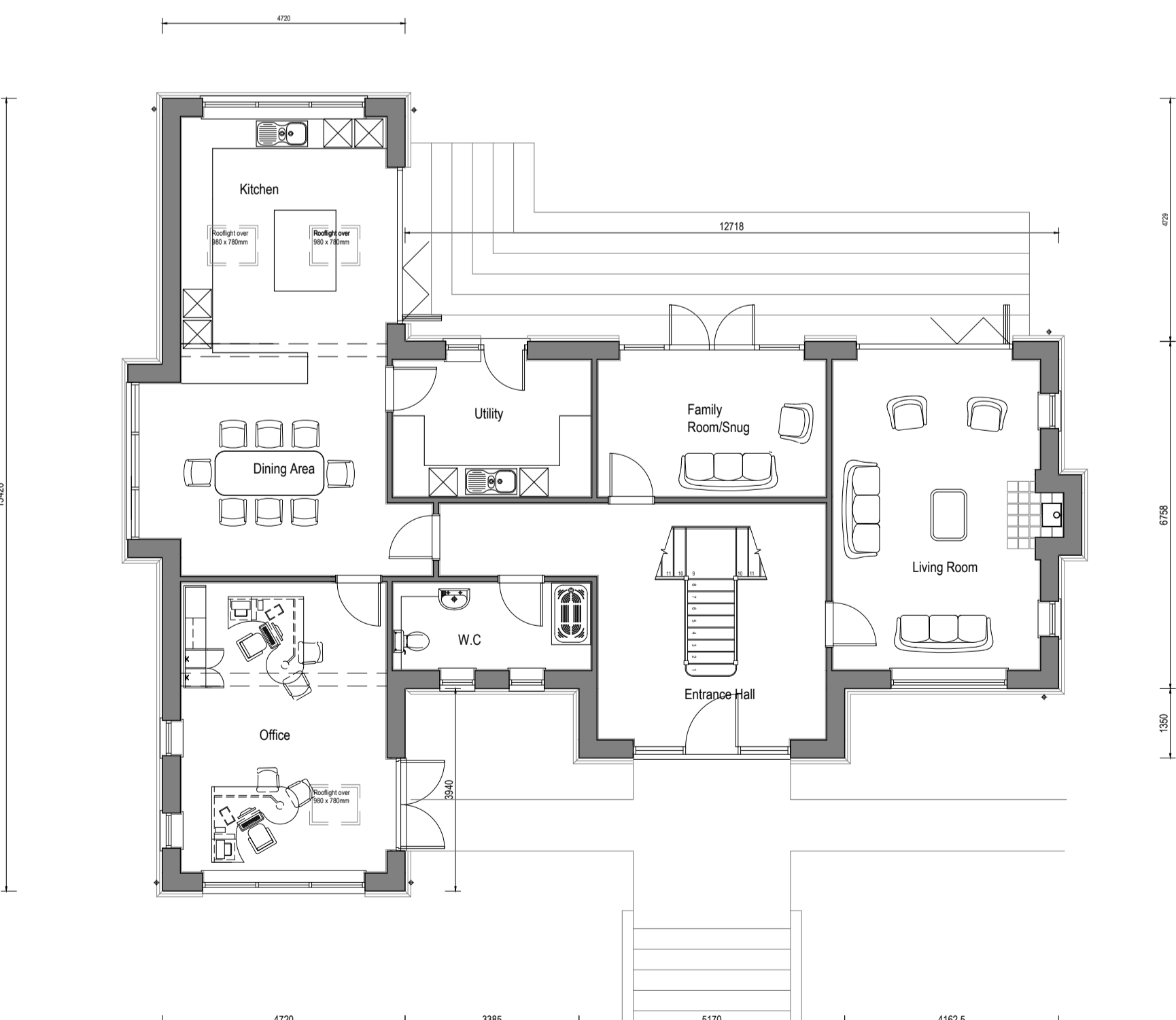
Proposed Side Elevation



Proposed Rear Elevation



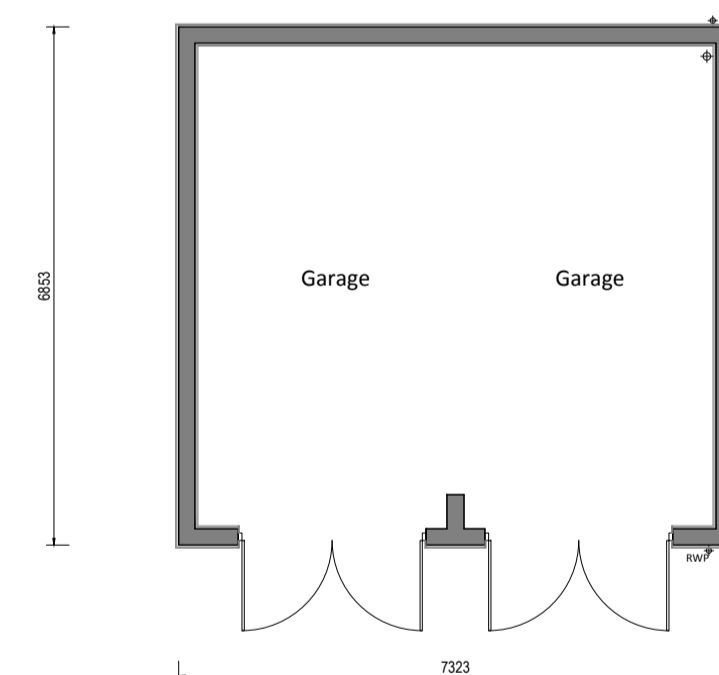
Proposed Side Elevation



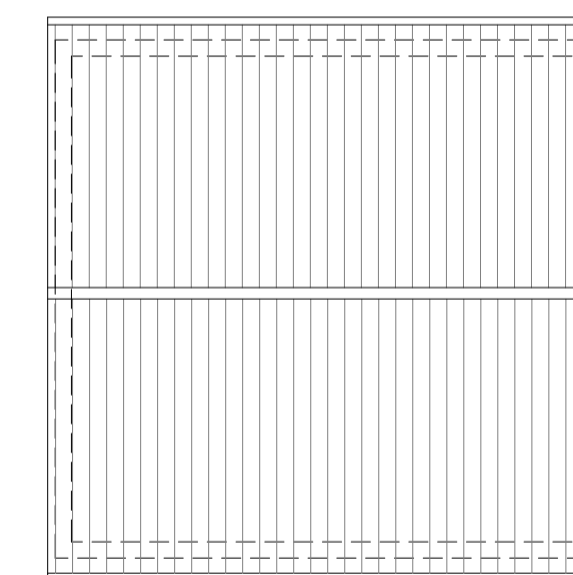
GROUND FLOOR PLAN  
143 sq.m



FIRST FLOOR PLAN  
108 sq.m



GROUND FLOOR PLAN  
44 sq.m



ROOF PLAN

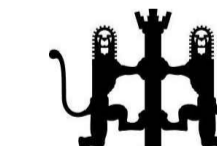
**General Notes**

- Quality Standards**  
The overall quality standard for the project shall be that which is expected from a quality residential development. The project is to comply with all current British or European Standard Statutory Regulations, and good practice. However these are to be considered as the minimum requirements as set out in all relevant legislation and any statutory instrument, Building Regulation, by law, or European Standard and Code of Practice.
- The buildings will be designed with materials, components and techniques that are readily available, reliable and maintainable and that the building should be maintained in accordance with good practice and the guidelines and recommendations contained in the maintenance manuals.
1. L Bevens Associates Architects Ltd drawings are to be read in conjunction with other relevant engineers and specialists drawings for the project.
  2. Dimensions are not to be scaled from drawings, either manually or electronically.
  3. All dimensions and setting out information is to be checked on site prior to work commencing. Any dimensional discrepancies are to be reported to L Bevens Associates Architects Ltd before the affected work proceeds.
  4. Any discrepancies found on the drawings or between the drawings and any other relevant information must be brought to the attention of L Bevens Associates Architects soon as they are discovered.
  5. Construction Design & Management (CDM) Regulations 2015. This project is subject to these regulations. The drawings and notes provided by L Bevens Associates Architects Ltd are to be included in the Health and Safety Construction Phase Plan and forwarded to the Principal Contractor.
  6. All materials used in this project must be in accordance with British and European Standards and Codes of Practice and/or any other regulations current at the date of initial issue of the drawing.
  7. No substances that may cause harm or damage shall be used in the project in particular substances not in accordance with current British and European Standard Specifications and Codes of Practice.

**CDM 2015 Notes**

1. ALL BUILDING WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT HSE REQUIREMENTS.
2. EXISTING ELECTRICAL AND PLUMBING SERVICES TO BE CLEARLY IDENTIFIED AND ADEQUATE MEASURES TAKEN TO ENSURE THEY ARE SAFE BEFORE WORK COMMENCES ON SITE.
3. ENSURE SAFE ACCESS INTO AND OUT OF THE BUILDING AT ALL TIMES DURING COMMENCEMENT OF WORKS ON SITE.
4. DEMOLITION/REMOVAL WORK ON SITE TO BE CARRIED OUT BY COMPETENT PERSONS AND DONE IN A SAFE AND COHERENT MANNER.
5. ALL FLOOR WALL AND ROOF ELEMENTS ARE TO BE SUITABLY PROPPED/DURAGED DURING THE WORKS. TEMPORARY WORKS ARE TO BE DESIGNED BY A SUITABLE COMPETENT PERSON.
6. PROVIDE SUITABLE SCAFFOLDING DECKS AND WORKING PLATFORMS. ENSURE MATERIALS STORED ABOVE GROUND LEVEL ARE PROVIDED WITH SUITABLE SUPPORT. ENSURE ANY NEW OR EXISTING FLOOR DECKS ARE NOT OVERLOADED.
7. ENSURE SAFE LIFTING PROCEDURES ARE IN PLACE FOR DELIVERY AND MOVING OF MATERIALS DURING INSTALLATION OF STRUCTURAL MEMBERS. ALL CRANE AND MACHINE OPERATIVES TO BE SUITABLE COMPETENT.
8. ENSURE ADEQUATE FIRE ESCAPE IS MAINTAINED FROM BUILDING AT ALL TIMES DURING WORKS ON SITE.
9. GIVE CAREFUL CONSIDERATION TO ANY NEW MECHANICAL OR ELECTRICAL EQUIPMENT, LIGHT FITTINGS, SECURITY DEVICES TO ENSURE ADEQUATE ACCESS IS MAINTAINED WITHIN BUILDING AND CIRCULATION ROUTES ARE MAINTAINED.
10. HALF BOARD SIZES FOR PLASTERBOARD SHEETS ARE ENCOURAGED TO MAKE HANDLING EASIER ON SITE.
11. OFF-SITE FABRICATION AND PREFABRICATED ELEMENTS ARE ENCOURAGED TO MINIMISE ON SITE HAZARDS.

Rev A Feb 20 Minor amendments



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DRAWING STATUS: PRELIMINARY  CONSTRUCTION   
PLANNING  FILE COPY

CLIENT: Mr and Mrs J Cook

PROJECT: West Wood Farm, Westfield Road, Manea, Cambridgeshire

DRAWING TITLE: Proposed House and Garage Floor Plans

PLANNING ISSUE

SCALE: 1:100 @ A1 DATE: April 2019 DRAWN: LB CHECKED: A  
DRAWING NUMBER: CH19/LBA/510/FP-1-101 REVISION: A