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**F/YR21/1421/F**

**Applicant: Mr Alex Knowles  
Knowles Transport Ltd**

**Agent : Mr Chris Walford  
Peter Humphrey Associates Ltd**

**Land North Of Knowles Transport, Blue Lane, Wimblington, Cambridgeshire**

**Formation of a car park and access, and the erection of 2.0-metre-high palisade fencing, gates and 10 x 3m high lighting columns.**

**Officer recommendation: Grant**

**Reason for Committee: Number of representations contrary to Officer Recommendation.**

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## **1 EXECUTIVE SUMMARY**

- 1.1 This is a full application for a gated staff car park for use in connection with the existing warehouse depot, to be accessed from a new opening off Blue Lane, perimeter fencing 2m high, lighting, hard/soft landscaping and an internal pedestrian link (also gated) which utilises part of the public right of way leading to the existing vehicular access on Blue Lane.
- 1.2 The principle of development finds support within Policies LP3 and LP6 subject to there being no adverse issues arising relating to the character of the area, residential amenity and highway safety.
- 1.3 Ten local residents living close to the application site object to the application. Officers acknowledge their concerns and accept there is likely to be some impact on amenity. However, the advice provided by the Environmental Health Team and Highways Officers confirm that any impacts can be managed and monitored or are not so adverse as to warrant a refusal of the proposal.
- 1.4 The recommendation is therefore for approval, subject to the attachment of conditions.

## **2 SITE DESCRIPTION**

- 2.1 The site is to the north of a public right of way (No 8) off Blue Lane Wimblington. This footpath is in turn north of several large warehouses associated with Knowles Transport's business (327,000sq ft of B8 floor space). The site appears to be partly agricultural but contains several spoil heaps of waste material, two existing accesses off Blue Lane and the remains of a building.
- 2.2 There are a number of residential properties facing onto Blue Lane, and two cul de sacs of in-depth development within close proximity to the site.

2.3 The site measures 9193sqm and is within Flood Zone 1.

### **3 PROPOSAL**

- 3.1 This is a full application for a gated staff car park for use in connection with the existing warehouse depot, to be accessed from a new opening off Blue Lane, perimeter fencing 2m high, hard/soft landscaping and an internal pedestrian link (also gated) which utilises part of the public right of way leading to the existing vehicular access on Blue Lane. A revised lighting scheme has been included during the processing of the application.
- 3.2 The supporting information states that at present Knowles Transport have two existing parking areas for staff. These are located: north-east of the head office on the corner of Blue Lane and Doddington Road; and a smaller parking area within the loading yard east of the head office. Both are at capacity daily (84 cars).
- 3.3 Knowles Transport employ 300 staff at this site resulting in the need for additional parking. The applicant would prefer no loss of land within the loading areas. There can be up to 240 drivers/operatives/management/visitors/agency on site in any 24 hour period. Taking into account shift working and seasonal peaks, the maximum number of staff on site would be 160, the vast majority of whom bring their own cars.
- 3.4 The proposed car park is intended to offer employees secure off road parking and access to the main site without walking on the highway. The proposal will also enable the relocation of staff parking away from the main loading yard.
- 3.5 The proposed car park will be for cars and motorcycles only (155 spaces surfaced with permeable paving). The site perimeter is to be landscaped along the northern and western boundaries with Hawthorn hedging, Alder and Field Maple trees. Along the existing boundary with Blue Lane (eastern) the existing accesses will be closed. A 3m easement from the foul sewer will be maintained along with the existing trees and hedges, subject to achieving the required visibility splays (revised plan received at Highways Officer's request). The new access to the car park will be opposite No 14 Blue Lane consisting of a 5m wide tarmac road. 2m high mesh gates will be set back 10m with a pin code access pad.
- 3.6 It is proposed that staff will be able to walk from the main site to the proposed car park via the internal footpath link using pin-coded personnel gates at each end of the footpath to maintain security. The applicant has confirmed there will be no impact on or restriction of the public right of way to the general public.
- 3.7 At the request of the Environmental Health Officer, a revised lighting scheme has been provided along with a Noise Management Strategy (NMS).
- 3.8 The Wildlife Officer suggested a pre-commencement planning condition. However, the applicant has since provided the requested reports/ surveys: A Construction Environment Management Plan (CEMP) – Biodiversity; and an Ecological Design Strategy (EDS). A Construction Management Plan (CMP) was also submitted during processing of the application.

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

## 4 SITE PLANNING HISTORY

F/YR01/1053/F Erection of 2-storey office extension, security gate house and formation of lorry/ staff parking area

Refused 07.05.2002

F/YR06/0054/F Change of use of land from agricultural to B8 (storage) involving demolition of existing shed, erection of 2.4-metre-high palisade fencing and 2.4-metre-high railing with 2.6 metre high brick pillars and diversion of public footpath  
Withdrawn

## 5 CONSULTATIONS

### 5.1 Wimblington Parish Council 10.11.2022

*Parish council has previously had no objection to the car park but the new lighting scheme causes concerns about the level of lighting and the impact on surrounding properties. Brightness levels of lighting immediately adjacent to Blue Lane itself needs to be such that it does not impede on those properties immediately adjacent to the proposed entrance.*

The Parish Council has been consulted on the revised lighting design. Their comments will be reported to Members at Committee.

### 5.2 Cambridgeshire Constabulary Designing Out Crime Officer 02.11.2022

*Thank you for the opportunity to comment on this application. I have viewed the documents in relation to crime, disorder and the fear of crime and note my previous comments. The revised plans have addressed my previous comments, although the lighting plan does not show that it has been designed to BS5489-1:2020, the lux levels and uniformity appear to be appropriate for this location.*

**11.01.2022**

*I have not seen this type of Solar lighting previously but it would appear to be suitable for this type of location with lower column heights. There is no mention of either BS5489 or BS EN 12464 so It would be good to see the proposed lux levels and confirmation that the light pollution has been considered.*

**14.12.2021**

*Thank you for the opportunity to comment on this application. I have viewed the documents in relation to crime, disorder and the fear of crime, and checked the Constabulary crime and incident systems covering Wimblington for the last 2 years. I would consider this area to one of low vulnerability to crime at present. There have been 12 vehicle crimes reported during this period. This would appear to be a good facility for the staff, while some security measures have been considered, I have the following comments: -*

- *The application description mentions Palisade fencing while the drawings say weldmesh – our recommendation is Weldmesh fencing and gates ideally security tested to LPS1175-SR1. This reduces the opportunity to cut or climb and offers better surveillance.*

- *Lighting – For the safety of people and their property our recommendation is that all parking areas should be lit by columns to BS5489:1 2020 or BS EN 12464:2-2014. Bollard lighting is only appropriate for wayfinding and should not be used as a primary lighting source for any roads or parking areas, where they are also prone to damage. It would be good to see an external lighting plan including calculations and lux levels when available. Engaging a lighting company which is a member of the Institute of Lighting Professionals would ensure that the scheme produced the correct levels of light, technical requirements for ‘dark sky’ policies and light pollution.*

- *While the pedestrian gate is shown as having fob entry for staff there is no mention of the access control for the vehicle entrance.*

*I have no further comment or objection.*

### **5.3 Cambridgeshire County Council Definitive Map Team 16.11.2022**

*I am responding to the revisions made on the above planning application, for the Formation of a car park and access, and the erection of 2.0-metre-high palisade fencing at Land North Of Knowles Transport Blue Lane Wimblington Cambridgeshire. Public footpath 8, Wimblington runs to the south of the development site and also crosses the proposed internal footpath link. To view the location of the footpath please view our interactive mapping online which can be found at <http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>. The Definitive Map Team no longer objects to the application, on the basis that the public footpath remains open and unobstructed to the public. Should the applicant need to temporarily close it for safe works, they should apply to the Streetworks Team online at Highway licences and permits - Cambridgeshire County Council.*

### **5.4 CCC Highways**

#### **29.11.2022 (CMP only)**

Following suggested amendments to the Construction Management Plan, the Highways Officer found it to be acceptable.

#### **23.11.2022**

*The revised plan on the portal now shows the pole but still doesn't have the tangential splay (blue line in the below image). This is however a bit pedantic as the splay is largely within highway and well in advance of the proposed site fencing. I'm happy to accept the layout as shown on the plan 6379/01H.*

*Can the following conditions and informative please be appended to any permission granted.*

#### Conditions

- *Gates: Prior to the first occupation of the development hereby approved/Prior to the commencement of the use hereby approved any gate or gates to the vehicular access shall be set back 10 metres from the near edge of the highway carriageway, hung to open inwards, and retained in perpetuity thereafter.*

*Reason: To minimise interference with the free flow and safety of traffic on the adjoining public highway and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.*

- *Visibility Splays: Prior to commencement of the use/or first occupation of the development hereby approved, visibility splays shall be provided on both sides of*

*the new vehicular access and shall be maintained free from any obstruction over a height of 600 mm within an area of 2.4 metres x 43 metres measured along respectively the edge of the carriageway.*

*Reason: In the interests of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014.*

- *Non-standard condition – Construction Traffic Management Plan: Prior to the commencement of use of the development hereby approved, a construction traffic management plan shall be submitted in writing and approved by the Local Planing Authority.*

*Reason: In the interests of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014.*

## **22.11.2022**

*I've looked through the information submitted in relation to the application F/YR21/1421/F and in my view the car park is unlikely to adversely impact highway safety while I suspect it will result in substantial amenity impacts.*

*However, I do note that Phil's original comment regarding tangential visibility splay remains valid and this should be shown on a revised drawing so that the splay can be conditioned. The comment regarding the electricity pole is also still outstanding.*

*The applicant has submitted and CEMP, but will a separate construction traffic management plan be conditioned? If not, then I will make comments on it relating to wheel washing, road sweeping etc.*

## **06.01.2022**

*The proposed car park is not being brought forward with any other associated development. This would suggest that the traffic and demand for parking spaces are already considered and on the network. The design and access statement refers to the existing site being at capacity so this would ease pressure on those areas. While it may be assumed that there will be no additional traffic on the network, trips will be redistributed to the new parking area albeit only a short distance away. There are road safety improvements to allow the car park as it avoids the potential for on street parking in inappropriate locations. The submitted plan refers to the existing hedge and trees to be retained. However, the plan also shows that the 2.4m x 43m will cut into these. Note that it will be necessary to provide a clear visibility splay, and this will be conditioned accordingly. The visibility splay needs to show to the tangent point on the south side of the access so that the whole of the road is visible. Please ask the agent to provide this additional splay line. The plan has not shown the position of the electricity pole. Please ask the agent to plot this on the plan to demonstrate that there is no conflict between it and the new access. Subject to the changes to the plans as set out above I have no objections to the proposals. Following the checking and approval of the revised plans then the following conditions would be appropriate*

*1. Prior to the car park being brought into use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification. Reason: In the interests of highway safety and to ensure satisfactory access into the site. 2. The parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and thereafter retained for the ancillary use of the site known as Knowles Transport, Blue Lane. Reason: To ensure the permanent*

availability of the parking / manoeuvring area, in the interests of highway safety. 3. Prior to the car park being brought into use visibility splays shall be provided each side of the vehicular access in full accordance with the details indicated on the submitted plan xx.xx.xx. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway. Reason: In the interests of highway safety. 4. The existing accesses shall be permanently and effectively closed, and the highway verge shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority within 28 days of the bringing into use of the new access. Reason: In the interests of highway safety.

## 5.5 FDC Environmental Health (Noise)

### 29.11.2022 (CMP)

*The overall content of the documents appears satisfactory.*

*The only part that could be open to interpretation is on Page 2 of the Construction Management Plan (Amended 24/11/2022) where it states “Working hours will be restricted to 7.00am to 5.00pm weekdays and 8.00am to 1.00pm on Saturdays. There will be no Sunday or Bank holiday work”. It then goes on to state that deliveries associated with the development phase and **noisy** works will be undertaken between hours of 8.00am to 5.00pm on weekdays.*

*Complaints regarding working times from developments of this nature will typically be made for early starts, and it may be difficult for planning enforcement and environmental health to determine what constitutes **noisy** works as this is subjective.*

*In line with a condition typically used by this service and to bring starting times together without a loss of construction hours, it is recommended that working times are altered to be restricted to 8.00am to 6.00pm weekdays and remain as 8.00am to 1.00pm on Saturdays (and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority).*

*I hope that the above is considered a reasonable compromise in the interests of protecting the local amenity, whilst not reducing the actual permitted working hours.*

Officer's comment: The applicant has revised the CMP (Rev B) to incorporate the 8am start, instead of 7am

### 22.11.2022 (NMS)

*I have now had an opportunity to observe the latest documentation in the form of the updated Design & Access Statement (Rev – C / 16.11.22) and proposed car park (Planning Drawing 6379/01 rev H).*

*I acknowledge and accept the details added to the former on Pages 3 – 4 which represent the Noise Management Strategy. I believe that if the instructions are sufficiently conveyed to staff, managed accordingly and adhered to, then they should form the basis of a suitable and sufficient means of noise mitigation in the interests of protecting the amenity of nearby residents. I also believe that the intended location of the proposed signage regarding noise management is appropriate.*

*Further to our recent emails, can I please suggest that the following three part condition is imposed in the event that planning permission is granted;*

- 1) The car parking area shall be constructed of a solid permeable paving surface finish to reduce noise from vehicle movements. The agreed scheme shall not altered thereafter without prior written consent from the Local Planning Authority.*
- 2) Signage instructing staff to respect the interests of nearby residents shall be erected in accordance with proposed car park Planning Drawing 1 (Job No. 6379/01H / 09.2021)*
- 3) Information distributed to all Knowles personnel shall include the following in accordance with the Noise Management Strategy as documented within the Design & Access Statement (Rev – C / 16.11.2022);*
  - Details on an emphasis to refrain from shouting, slamming vehicle doors, sounding horns and use of vehicle stereos at an excessive volume whilst stationary and during access/egress of the car park*
  - Instructions such as no loitering (especially during anti-social hours) or inconsiderate vehicle use with an emphasis on ensuring vehicles are driven sensibly and also not left idling for prolonged periods*
  - Advice to staff that they must respect the interests of local residents.*

*Reason: To protect the amenity of local residents in accordance with Policy LP16 of the Fenland Local Plan 2014*

#### **5.6 FDC Environmental Health (Lighting) 22.11.2022**

*Having received the updated Lighting Design Report from icLighting Ltd and the plans shown in the email below of 21.11.22, I am satisfied that they address concerns previously raised about the potential of lighting to adversely impact on the amenity of nearby residential properties. The information confirms that if installed as proposed, then there should be no glare or overspill in excess of accepted guidance levels, from the luminaries mounted on the façade of the building to cover the internal footpath link.*

#### **5.7 PCC Wildlife Officer 25.10.2022**

*Recommendation:*

*Recommend removal of the pre-commencement conditions related to the Ecological Management Plan, Construction Management Plan and the Landscaping update.*

*Assessment/Comment: I am happy that the new documentation submitted under F/YR21/1421/F answers all of the requirements as laid out in my recommended conditions. Please condition that the proposal is completed in compliance with these documents and there is no need to include any conditions for biodiversity anymore.*

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

Ten objections have been received. 6 from residents of Blue Lane and four from Dobson Walk, Coney Walk and Doddington Road. One neutral comment was received. Concerns include:

Access

Business is too large for the location and is operating outside its licence

Out of Character of the area/ impact on openness of Blue Lane. Should be relocated to non-residential areas (site on A141).  
 Density/Over development  
 Design/Appearance  
 Devaluing property  
 Environmental Concerns, especially flooding in this area  
 Footpath- detrimental impact  
 Highway Safety- Blue Lane is not wide enough for vehicles to pass  
 Light Pollution from car park  
 Noise from existing business and cars possibly HGVs using the carpark 24/7  
 Proximity to property  
 Residential Amenity  
 Smell  
 Traffic noise and lights shining into properties on Blue Lane  
 Visual Impact of fencing  
 Wildlife Concerns

## **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)**  
**National Planning Practice Guidance (NPPG)**  
**National Design Guide 2021**  
**Fenland Local Plan 2014**

LP1 – A Presumption in Favour of Sustainable Development  
 LP2 – Facilitating Health and Wellbeing of Fenland Residents  
 LP6 – Employment, Tourism, Community Facilities and Retail  
 LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland  
 LP16 – Delivering and Protecting High Quality Environments across the District  
 LP19 – The Natural Environment

### **Emerging Local Plan**

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP8: Amenity;  
 LP15: Employment;  
 LP21: Public rights of way;  
 LP22: Parking Provision;  
 LP24: Natural Environment

## **8 KEY ISSUES**

- **Principle of Development**
- **Residential Amenity**



- **Character of the Area**
- **Highways**
- **Ecology**
- **Other**

## **9 ASSESSMENT**

### **Principle of Development**

- 9.1 Wimblington is identified as a growth village within Policy LP3 of the Fenland Local Plan 2014. With these settlements development of a limited scale is considered to be appropriate. Policy LP6 of the Fenland Local Plan 2014 seeks to increase employment opportunities within the District, encourage existing commercial premises to expand and to retain for continued use high quality land and premises currently in use for B1/B2/B8 employment purposes. Paragraphs 81 to 85 of the NPPF 2021 also place significant weight on the need to support economic growth, including in rural areas.
- 9.2 The principle of development can therefore be supported subject to there being no adverse issues arising relating to the character of the area, residential amenity and highway safety.

### **Residential Amenity**

- 9.3 Of particular relevance with this application are Policies LP2 and LP16 (e) of the Fenland Local Plan 2014 which seek to ensure that development does not adversely impact on the amenity of neighbouring properties. In this instance noise generated by traffic and personnel, along with the proposed lighting of the car park are important.
- 9.4 Concerns expressed by the neighbours closest to the site are noted. Their concerns are understandable as the proposed development will increase the number of vehicles using this part of Blue Lane and would result in a change to the character of the area. Environmental Health Officers have examined the submitted information and requested additional details or strategies in order to reduce as much as possible any impact from noise and lighting on the immediate neighbours.
- 9.5 The submitted Noise Management Strategy (NMS) estimates that around 75% of vehicle movements within the proposed car park will occur from around 07:00 to 09:00 each morning. These will be staff members arriving at work. They will then leave the site between 16:00 to 19:00 each day. (Monday to Friday).
- 9.6 The NMS states that vehicle movements in/out of the car park will be minimal outside of these hours. On Saturdays and Sundays there is only a skeleton staff which would equate to around 15% of the weekday vehicle movements. It is expected there would be minimal activity outside of the hours 07:00 to 16:00.
- 9.7 In terms of noise management, the NMS suggests the site is buffered by perimeter landscaping (existing and proposed) which will provide a form of acoustic barrier to nearby receptors. Secondly, the surfacing of the car park is proposed as a solid permeable paving surface finish to eliminate gravel noise from moving vehicles.
- 9.8 The Knowles Transport site to be served by the proposed car park is open 24 hours a day, 7 days a week with various shift patterns. The NMS proposes the following as part of the implementation and management of the car park.

Signage to be erected within the car park (see proposed site plan for location) and information distributed to all Knowles staff, to include:

- Details on and emphasis to refrain from shouting, slamming vehicle doors, sounding horns and use of vehicle stereos at an excessive volume whilst stationary and during access/egress of the car park.
- Instructions such as no loitering (especially during anti-social hours) or inconsiderate vehicle use are critical, and to elaborate on that, ensuring vehicles are driven sensibly and also not left idling for long periods.
- Advice to staff to ensure that they respect the interests of local residents. Senior site personnel at Knowles will then have a duty to ensure that this noise management strategy is operating effectively, and that they respond to any complaints and amend the strategy as deemed necessary.

9.9 Following submission of this latest information, the Environmental Health Officer accepts the NMS and considers that if the instructions are sufficiently conveyed to staff, managed accordingly and adhered to, then they should form the basis of a suitable and sufficient means of noise mitigation in the interests of protecting the amenity of nearby residents. They also believe that the intended location of the proposed signage regarding noise management is appropriate.

9.10 Ten 3m high lighting poles are proposed within the car park with 7 wall mounted lights to light the footpath. The Environmental Health Officer after receiving the updated Lighting Design Report from icLighting Ltd and the plans shown in the email of 21.11.22, is now satisfied that they address his concerns previously raised. This is with regard to the potential for the lighting to adversely impact on the amenity of nearby residential properties. The information confirms that if installed as proposed, then there should be no glare or overspill in excess of accepted guidance levels, from the luminaries mounted on the façade of the building to cover the internal footpath link.

9.11 The concerns of the residents are noted and it is accepted that the proposed car park would impact on their amenity to an extent. However, the Environmental Health team consider that if the proposed development is undertaken, managed and maintained as per the submitted reports and documentation then that impact would not be so adverse as to warrant a refusal on these grounds.

### **Character of the Area**

9.12 Policy LP16 of the Fenland Local Plan 2014 seeks to deliver and protect high quality environments within the District. Neighbours have raised concerns regarding the appropriateness of this location for further development as it would be out of character with the area, and also, the applicant should seek an alternative site such as their land adjacent to the A141.

9.13 It is accepted there are currently open views across the site, although these are somewhat restricted by the existing boundary hedging. But there is a hard boundary to the south created by the warehouses of the applicant's business and also evidence that the application site is previously developed land, in part. The proposed landscaping to the site boundaries would shield the development once established, however the 3m high lighting columns would be visible. Notwithstanding the residents concerns, it is considered that the proposal would not impact so adversely on the character of the area as to warrant a refusal.

### **Highways**

9.14 Policy LP15 of the Fenland Local Plan 2014 seeks to ensure new development does not impact detrimentally on highway safety. Several Highways Officers have

been involved with the application during its processing and the proposed plan has been amended to include visibility splays.

- 9.15 Officers accept there will be an increase in the number of car movements along Blue Lane as a result of the new car park. However, the Highways Officer considers that the car park is unlikely to adversely impact on highway safety. A construction management plan has been suggested and can be conditioned. Without any objection from the highways team, the proposal is considered to comply with Policy LP15 of the Fenland Local Plan 2014.

### **Ecology**

- 9.16 Policy LP19 of the Fenland Local Plan 2014 seeks to conserve, enhance and promote biodiversity throughout the district. The Wildlife Officer considered that the Ecology Survey submitted provided evidence that the proposed development could avoid negative impacts on ecological concerns but would condition further work through the attachment of planning conditions.
- 9.17 The applicant has already undertaken this work in the form of: a Construction Environment Management Plan (CEMP) – Biodiversity; and an Ecological Design Strategy (EDS). In addition, soft landscaping detail has been added to the proposed plan.
- 9.18 The Wildlife Officer has confirmed acceptance of the reports and provided the development is carried out in strict accordance with the submitted reports, there would be minimal impact on biodiversity. The proposal therefore complies with Policy LP19.

### **Other Considerations**

- 9.19 It is understandable that neighbours have concerns about a proposed car park off Blue Lane but it is considered that the majority of their concerns have been addressed above. With regard to concerns that this is an unacceptable expansion of the business, the proposed car park will accommodate cars from alternative parking locations within the wider site. Therefore, is not considered to be an expansion. However, Policy LP6 would offer support for expansions of this nature.
- 9.20 Flooding on Blue Lane has also been raised. It will be in the applicant's interest to ensure the car park and entrance are adequately drained. The applicant has confirmed that the public footpath will not be impeded by the development. A condition will be added to ensure only cars and motorcycles can use the car park. The Knowles Transport business is open 24 hours a day. Therefore, it would be unreasonable to impose restrictions on the use of the proposed car park for staff employed by the 24hr business.
- 9.21 A Construction Management Plan (Rev B) has recently been submitted to avoid the requirement for a pre-commencement condition, should the application be approved. Following amendments, both the Highways Officer and Environmental Health Team are satisfied with its contents and the measures within it to limit impact of local residents and highways during the construction phase of the development.

## **10 CONCLUSIONS**

- 10.1 This is a full application for a gated staff car park for use in connection with the existing warehouse depot, to be accessed from a new opening off Blue Lane,

perimeter fencing 2m high, lighting, hard/soft landscaping and an internal pedestrian link (also gated) which utilises part of the public right of way leading to the existing vehicular access on Blue Lane.

- 10.2 The principle of development finds support within Policies LP3 and LP6 subject to there being no adverse issues arising relating to the character of the area, residential amenity and highway safety.
- 10.3 Ten local residents living close to the application site object to the application. Officers acknowledge their concerns and accept there is likely to be some impact on amenity. However, the advice provided by the Environmental Health Team and Highways Officers confirm that any impacts can be managed and monitored or are not so adverse as to warrant a refusal of the proposal.
- 10.4 The recommendation is therefore for approval, subject to the attachment of conditions.

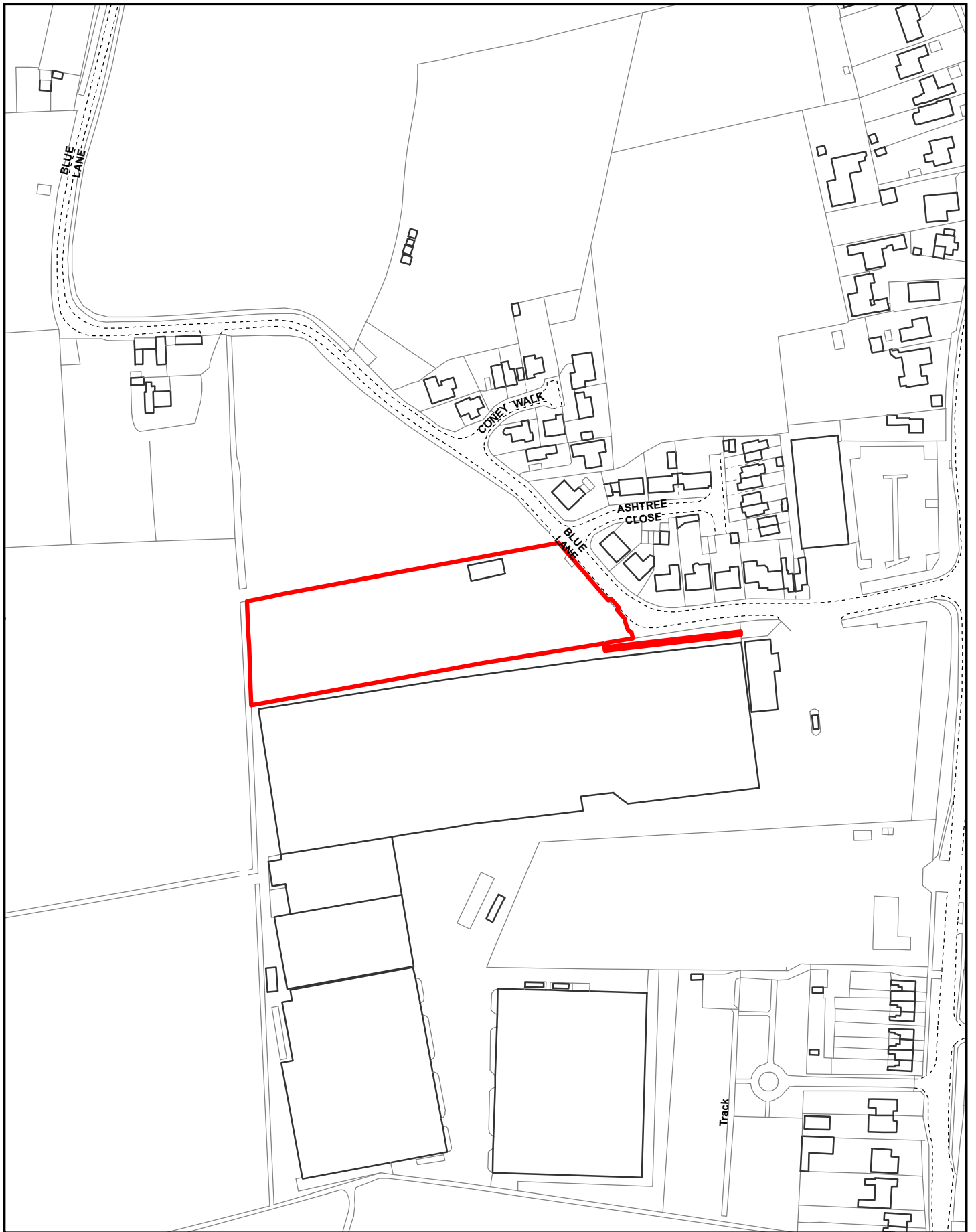
## 11 RECOMMENDATION

Grant subject to the following conditions

1	<p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby approved shall be operated in strict accordance with the Noise Management Strategy set out in the Design and Access Statement Revision C, specifically:</p> <p>1) The car parking area shall be constructed of a solid permeable paving surface finish to reduce noise from vehicle movements. The agreed scheme shall not be altered thereafter without the prior written consent from the Local Planning Authority.</p> <p>2) Signage instructing staff to respect the interests of nearby residents shall be erected in accordance with proposed car park Planning Drawing 1 (Job No. 6379/01H / 09.2021)</p> <p>3) Information distributed to all Knowles personnel shall include the following in accordance with the Noise Management Strategy as documented within the Design &amp; Access Statement (Rev – C / 16.11.2022);</p> <ul style="list-style-type: none"> <li>• Details on an emphasis to refrain from shouting, slamming vehicle doors, sounding horns and use of vehicle stereos at an excessive volume whilst stationary and during access/egress of the car park</li> <li>• Instructions such as no loitering (especially during anti-social hours) or inconsiderate vehicle use with an emphasis on ensuring vehicles are driven sensibly and also not left idling for prolonged periods</li> <li>• Advice to staff that they must respect the interests of local residents.</li> </ul> <p>Reason- In order to protect the amenity of nearby residents in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
3	<p>The proposed lighting shall be operated in strict accordance with the Revised Lighting Strategy V3, the email dated 21.11.2022 from Bogdan Cucos of</p>

	<p>icLighting Ltd, and lighting detail dated 14.01.2022.</p> <p>Reason- to protect the amenity of the nearby residents in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
4	<p>The development hereby approved shall be built out in strict accordance with the submitted Ecological Reports, namely: Ecology Report dated July 2022; A Construction Environment Management Plan (CEMP) - Biodiversity; and an Ecological Design Strategy (EDS)- prepared by Wild Frontier Ecology.</p> <p>Reason- in accordance with Policy LP19 of the Fenland Local Plan 2014.</p>
5	<p>Prior to the car park being brought into use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.</p> <p>Reason- In the interests of highway safety and to ensure satisfactory access into the site in accordance with Policy LP15 of the Fenland Local Plan 2014.</p>
6	<p>The parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and thereafter retained for the ancillary use of the site known as Knowles Transport, Blue Lane.</p> <p>Reason: To ensure the permanent availability of the parking / manoeuvring area.</p>
7	<p>Prior to the car park being brought into use visibility splays shall be provided each side of the new vehicular access and shall be maintained free from any obstruction over a height of 600mm within an area of 2.3 metres x 43metres measured along respectively the edge of the carriageway, in full accordance with the details indicated on the submitted plan 6379/01 Rev H.</p> <p>Reason- In the interests of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014</p>
8	<p>The existing accesses on Blue Lane shall be permanently and effectively closed and the highway verge shall be reinstated in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority. The restoration and closure of the existing accesses shall be completed within 28 days of the bringing into use of the new access. The restoration shall be completed in strict accordance with the approved details.</p> <p>Reason- In the interests of highway safety and Policy LP15 of the Fenland Local Plan 2014.</p>
9	<p>Prior to the commencement of the use hereby approved any gate or gates to the vehicular access shall be set back 10 metres from the near edge of the highway carriageway, hung to open inwards, and retained in perpetuity thereafter.</p> <p>Reason- To minimise interference with the free flow and safety of traffic on the adjoining public highway and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan 2014.</p>
10	<p>The car park hereby approved shall be used for the parking of cars and motorcycles only.</p> <p>Reason- In the interests of residential amenity in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
11	<p>The development hereby approved shall be constructed in strict accordance with the submitted Construction Management Plan Revision B.</p>

	Reason- In the interests of residential amenity in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.
12	Approved plans



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**F/YR21/1421/F**

Scale = 1:2,500







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MR KNOWLES - KNOWLES TRANSPORT

## PROJECT

### PROPOSED CAR PARK

LAND NORTH OF HEAD OFFICE  
BLUE LANE  
WIMBLINGTON  
MARCH  
PE15 0RG

## DRAWING

### PLANNING DRAWING 1

OB NO.	PAPER SIZE	DATE
6379/01H	A1	SEPT 2021

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**The Construction (Design and Management) Regulations 2015:**  
Peter Humphrey Associates' form of appointment with the client confirms whether the agent is appointed as 'Designer' or 'Principal Designer' under these regulations. Nevertheless, the design phase has been carried out with due consideration for the safety during construction, occupation and maintenance of the finished project. No extraordinary hazards or risks were identified outside of the routine construction operations that would not already been apparent to a competent contractor.