

Applicant: Mr M Joyce

**Agent : Mr Jordan Scotcher
Morton & Hall Consulting Ltd**

Land South West Of Woodbury, Manea Road, Wimblington, Cambridgeshire

Permission in Principle for up to 5 x dwellings, involving the demolition of existing buildings

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 The proposal is an application for Permission in Principle to develop the site for up to 5 dwellings. The Permission in Principle route has 2 stages: the first stage (or Permission in Principle Stage) establishes whether the site is suitable in principle and assesses the principle issues namely:
- (1) Location
 - (2) Use, and
 - (3) Amount of development proposed

And the second (Technical Details Consent) stage is when the detailed development proposals are addressed. Technical details consent would need to be applied for should the application be granted.

- 1.2 Evaluation of a PIP must be restricted to the issues highlighted above; even if technical issues are apparent from the outset these can form no part of the determination of Stage 1 of the process, Accordingly, some matters raised via statutory bodies may not be addressed at this time.
- 1.3 The application site comprises previously developed land. Wimblington is a 'Growth Village' where development and new service provision either within the existing urban area or as small village extensions will be appropriate albeit of a considerably more limited scale than that appropriate to the Market Towns.
- 1.4 The application site is separated from the main part of the settlement of Wimblington by the A141 Isle of Ely Way. It is considered that the development site is too disjointed from the main part of the settlement of Wimblington, and therefore outside of the built envelope, to be a suitable site for new residential development. In addition, the site is located in close proximity to the A141/Manea Road junction and the intensification of use of the site would have adverse implications for road safety.
- 1.5 The recommendation is therefore to refuse permission in principle.

2 SITE DESCRIPTION

- 2.1 The application site consists of a parcel of land approximately 0.32ha in extent, located on the eastern side of the A141 Isle of Ely Way. The site features a number of buildings and hardstanding associated with a dog grooming and kennel business. Access to the site is from Manea Road, close to the junction with the A141, which also serves a residential dwelling associated with the operation of the business. The site is screened by surrounding trees and vegetation.
- 2.2 There is a residential dwelling, known as ' Limes' opposite the site entrance. Neighbouring the site to the east and to the northeast on the opposite side of the road are large commercial warehouse buildings.
- 2.3 The site is located within Flood Zone 1 (low risk).

3 PROPOSAL

- 3.1 A location plan, existing site plan and indicative site layout at scales of 1:500 accompany this submission. These indicate the removal of the existing buildings on the site and the provision of five detached dwellings with associated parking and landscaping together with the provision of an access road utilising the existing site access.
- 3.2 The current proposal is the first part of the Permission in Principle application; this 'first stage' establishes whether a site is suitable in principle only, and assesses the 'principle' issues, namely;
 - (1) Location
 - (2) Use, and
 - (3) Amount of development proposed.
- 3.3 Should this application be successful the applicant will have to submit a Technical details application covering all the other detailed material planning considerations. The approval of Permission in Principle does not constitute the grant of planning permission.
- 3.4 The applicant is only required to submit a completed application form, a plan which identifies the land to which the application relates (drawn to scale and with a north point) and the application fee.

The plans and associated documents can be found at:

[F/YR22/1217/PIP | Permission in Principle for up to 5 x dwellings, involving the demolition of existing buildings | Land South West Of Woodbury Manea Road Wimblington Cambridgeshire \(fenland.gov.uk\)](#)

4 SITE PLANNING HISTORY

F/YR18/0087/F Erection of 2 kennel blocks including outdoor runs for a maximum of 20 dogs. Granted 06.04.2018.

F/YR17/1235/CERTP Certificate of Lawful Use (Proposed), Siting of caravan ancillary to the main dwelling. Refused 13.02.2018.

F/YR09/0205/F Change of use of outbuildings from domestic workshops to commercial workshops for racing car manufacture, repair and servicing (retrospective). Refused 29.05.2009.

F/YR08/0891/F change of use of outbuildings from domestic workshops to commercial workshops for racing car manufacture, repair and servicing (retrospective). Refused 18.11.2008.

5 CONSULTATIONS

5.1 Wimblington Parish Council

Object. Close proximity to junction of Manea Road and the A141. Five homes plus the kennel and grooming business using the same entrance will see far too many vehicles exiting almost at the traffic lights. We envisage people purchasing and then complaining about the noise from the kennels. LP2, LP12, LP16.

5.2 Cambridgeshire County Council (Highways)

The application is unacceptable to the Local Highway Authority for the following reasons:

The proposed development benefits from an existing access to the public highway, but this access is sub-standard and would not be permitted based on current standards and best practice. The primary shortcoming is the short spacing to the A141 Isle of Ely Way junction and the associated signal equipment; the risk being blocking of the access / public highway which can queue back onto the A141.

As such, no intensification can be permitted on this site with an access in the existing location. The existing use of the site is a mix of dog grooming / kennels and a single dwelling. The applicant will need to demonstrate that the proposed five dwellings will not result in an uplift of traffic to and from the site.

A residential development is more likely to attract pedestrian traffic, so a safe pedestrian crossing of the B1093 Manea Road to the opposing footway must be provided. While this is a permission in principle application, it is unclear how such a crossing could be achieved in context of the proximity to the A141 junction.

The applicant must clarify how waste will be collected. It is not appropriate / safe for a refuse freighter to stop for long periods of time (as would be required for bin collection for five dwellings) on Manea Road at such proximity to the A141 junction. This will encourage dangerous overtaking on approach to the signals. Similarly, it is unlikely FDC's Waste team will enter the site.

5.3 Local Residents/Interested Parties

Nine letters of support have been received from (four from Doddington Road, one each from Eastwood End, Greenwood Way and The Hook, Wimblington and one from Wimblington Road, March) on the following grounds:

- Ideal location for redevelopment
- Much needed bungalows would add to village
- Small scale infill connected to village
- Cannot be seen from village

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Context Paragraph: 012 (Reference ID: 58-012-20180615). The scope of permission in principle is limited to location, land use and amount of development. Issues relevant to these 'in principle' matters should be considered at the permission in principle stage. Other matters should be considered at the technical details consent stage. In addition local authorities cannot list the information they require for applications for permission in principle in the same way they can for applications for planning permission but can advise applicants on the decision notice, where Permission in Principle is granted, what they would expect to see at Technical Details stage.

National Design Guide 2021

Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP12 – Rural Areas Development Policy

LP13 – Supporting and Managing the Impact of a Growing District

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

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

LP16 – Delivering and Protecting High Quality Environments across the District

LP19 – The Natural Environment

Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed

and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy

LP2: Spatial Strategy for the location of residential development

LP4: Securing Fenland's Future

LP5: Health and Wellbeing

LP7: Design

LP8: Amenity Provision

LP12: Meeting Housing Needs

LP18: Development in the Countryside

LP19: Strategic Infrastructure

LP20: Accessibility and Transport

LP22: Parking Provision

8 KEY ISSUES

- **Location**
- **Use**
- **Amount of Development Proposed**
- **Matters Raised During Consultation**

9 ASSESSMENT

Location

- 9.1 Policy LP3 of the Fenland Local Plan (2014) identifies Wimblington as being a 'Growth Village'. For these settlements, development and new service provision either within the existing urban area or as a small village extension will be appropriate albeit of a considerably more limited scale than that appropriate to the Market Towns.
- 9.2 Policy LP12 identifies that to receive support, the site must be in or adjacent to the existing developed footprint of the village, defined as the continuous built form of the village and excludes individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement. The Local Plan does not rely on defined settlement boundaries but rather requires a physical assessment to be made to determine whether or not a site is within a village for the purposes of Policy LP12. This results in a situation where a site could be considered in general terms to be part of the village but not be in the village for the purposes of the spatial strategy.
- 9.3 It is apparent, that in the case of the application site, it is clearly detached from the remainder of Wimblington by the major road of the A141 and thus outside the continuous built form of the settlement. Adjacent development consists of only two residential dwellings and commercial development, with areas to the east rural in nature. As such the proposal would constitute development in an 'Elsewhere' location as defined under LP3 which seeks to restrict that to essential rural based development. The proposal is therefore in conflict with Policies LP3 and LP12.

Use

9.4 The site is situated close to the edge of the settlement, however as stated above, it will be contrary to Policy LP12 – Rural Areas Development Policy and Policy LP16 – Delivering and Protecting High Quality Environments across the District. It is therefore considered that the site is not acceptable to use for new dwellings.

9.5 In addition, whilst perhaps being a matter more appropriate for consideration at Technical Consent stage, the location of the site between commercial activity and the A141 does raise potential issues around noise and whether a high quality residential environment would ultimately be created.

Amount of Development Proposed

9.6 The application seeks Permission in Principle for up to 5 dwellings on a site of 0.32ha which will equate to a density of approximately 16 dwellings per hectare. This is low density and could comfortably be accommodated on-site without being considered an overdevelopment of the site. However, the detailed layout and design will be for consideration at the Technical details stage. In terms of consideration of amount, the proposal is acceptable.

Highways

9.7 The Highway Authority sets out a number of concerns regarding developing this site for residential purposes. While several of these, such as whether refuse vehicles may enter the site and consequences for road users if they do not, are perhaps matters for consideration at the Technical stage the nature of the comments regarding the proximity to the A141 and Manea Road junction and the connectivity to the settlement perhaps reinforce issues around use and location.

Matters Raised During Consultation

9.8 Matters other than location, use and amount of development proposed will be for consideration at the Technical Details Stage.

10 CONCLUSIONS

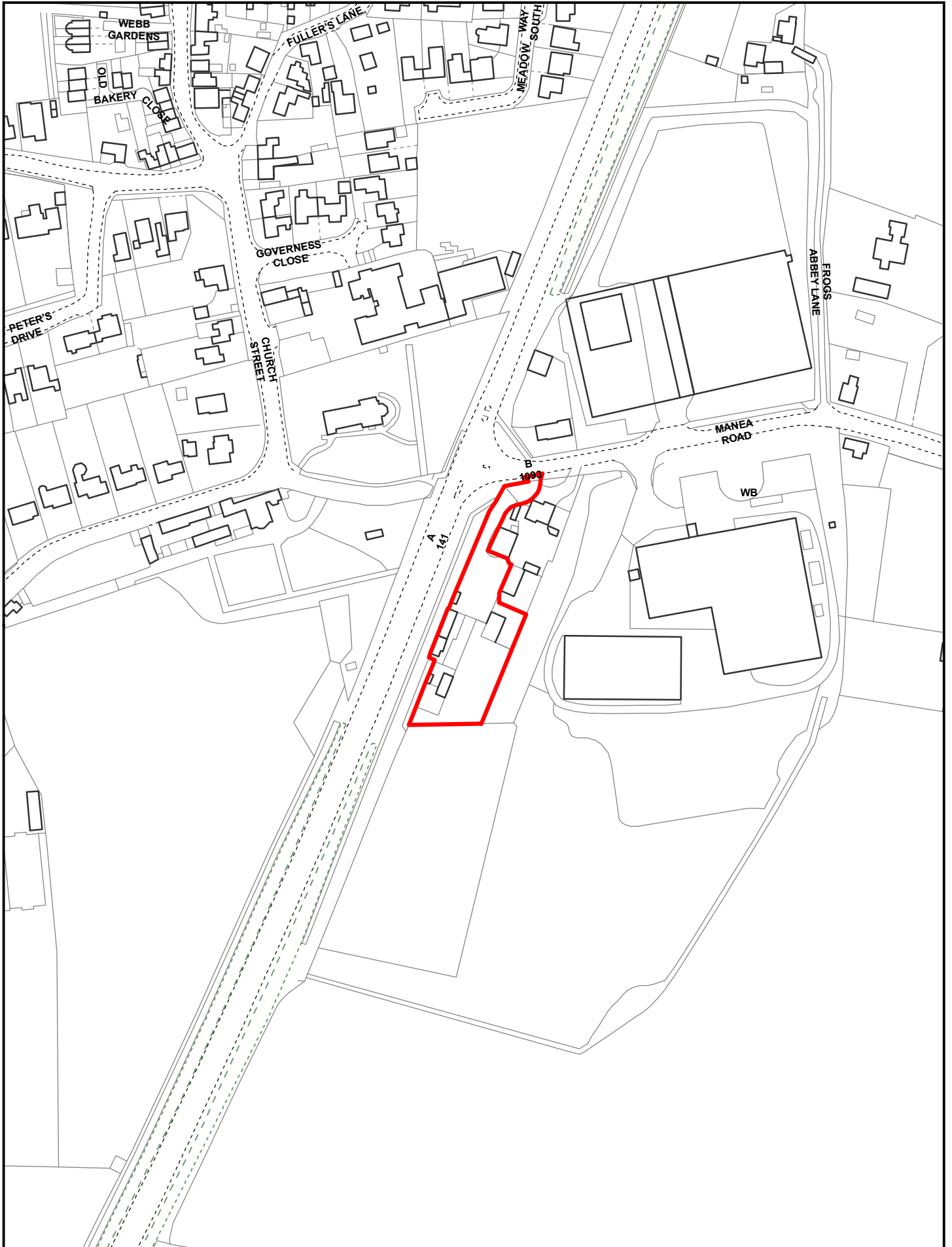
10.1 As indicated above it is only location, use and amount of development that may be considered at the first 'permission in principle stage' and it is considered that the location and use of the site for residential development is unacceptable due to the conflict with the settlement hierarchy of the Local Plan and also the proximity of the site to the junction of the A141 and Manea Road, and the consequent impact of intensification of traffic using the site on highway safety.

11 RECOMMENDATION:

Refuse; Permission in Principle for the following reasons:

1.	The application site constitutes an area of land located outside the developed footprint of Wimblington. The development proposal will be in an 'elsewhere' location contrary to Policies LP3 and LP12 of the Fenland Local Plan (2014). As such any residential development on this site will be contrary to the above policy considerations and thus, in terms of location and use, the Planning in Principle application fails.
2.	The site is located in proximity to the junction of the A141 and Manea Road. The intensification of use of the site arising from the amount of residential

	development proposed and the additional traffic to be created, would, in principle, have an adverse impact upon highway safety and would be contrary to Policy LP15 of the Fenland Local Plan (2014) .
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Created on: 31/10/2022

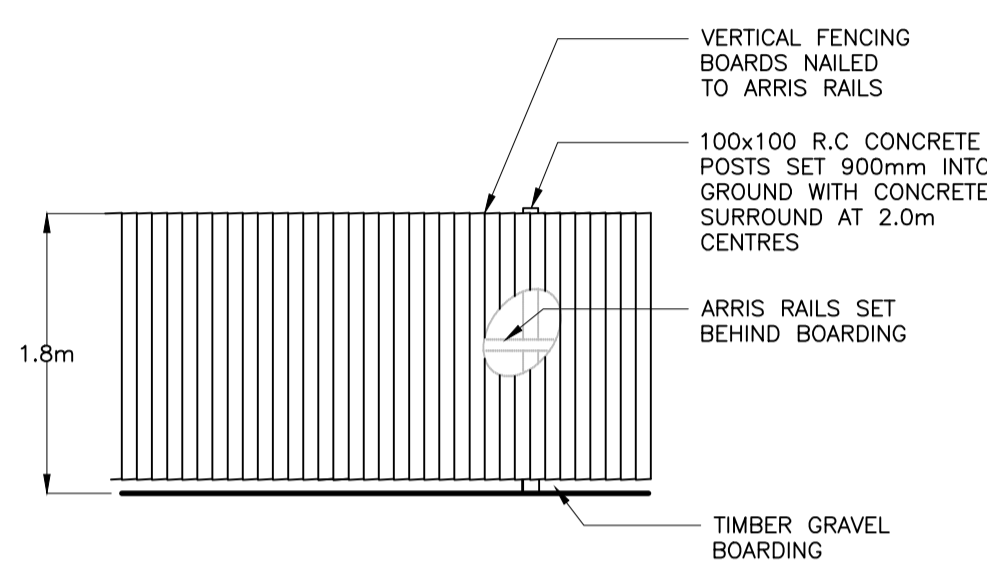
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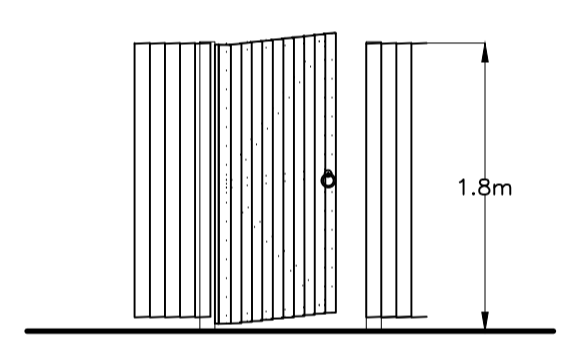
Scale = 1:2,500



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 Please read, if in doubt ask. Change nothing without consulting the Engineers.
 Contractor to check all dimensions on site before work starts or materials are ordered. If in doubt ask. All dimensions are in mm unless stated otherwise.
 Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work. Materials products and workmanship to comply with all British Standards and EOTA standards with, where appropriate, BS or EC marks.
 All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
 The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer
 All finishes, insulation and damp-proofing to architect's details

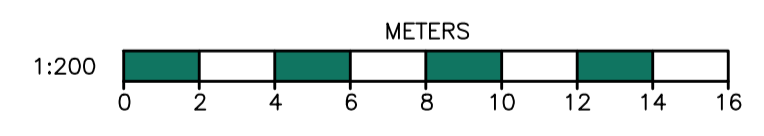


1.8m HIGH FENCE DETAIL (1:50)



GATE DETAIL (1:50)

PROPOSED SITE PLAN (1:500)



- TARMAC
 - GRASS
 - NON SLIP BUFF PAVING
 - WHEELIE BINS
 - SLAB PAVING
 - GRAVEL
 - HEDGING
 - PERMEABLE BLOCK PAVING (NON SLIP)
 - EXISTING DWELLINGS
 - VEGETATION
 - PAVEMENT
- INDICATIVE OF 1.8m HIGH FENCE

A	PLANNERS COMMENTS	OCT 2022
	REVISIONS	DATE

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Fenland District Council
 Building Design Awards
 winner

CLIENT
 Mr M Joyce

PROJECT
 Woodbury, Manea Road, Wimblington, Cambs, PE15 0PA

TITLE
 Proposed Indicative Plan

DRAWN J.Scotcher	DATE OF ISSUE
CHECKED	
DATE Sep 2022	DRAWING NUMBER H7323_03A
SCALE As Shown	