
F/YR23/0438/F

**Applicant: Mr A Bedford
Fen Plant**

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

**Pidcock Farm, 20 Marriots Drove, Whittlesey, Peterborough Cambridgeshire PE7
2NE**

Change of use of land and agricultural buildings to builder's yard and plant hire depot, including the erection of a 3.0m high palisade fence and gates, and the formation of a 3.0m high earth bund and a new access, involving partial demolition of existing building

Officer recommendation: Refuse

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

1 EXECUTIVE SUMMARY

- 1.1 The application site is situated on Marriots Drove, accessed via the B1093. There are existing agricultural buildings, greenhouses, and a silo on site. Access is situated to the south of the site.
- 1.2 This application seeks full planning permission for the change of use from agricultural to a builder's yard (B2) and plant hire depot, including the erection of a 3.0m high palisade fence and gates, and the formation of a 3.0m high earth bund and new access. This would include the partial demolition of an existing building to the rear of the site.
- 1.3 The proposal will introduce development into an area that currently has a strong relationship with the adjoining countryside. Furthermore, the site by virtue of its 'functional' isolation limits the scope for sustainable development given the lack of pedestrian connectivity to the settlement. Therefore the proposal therefore fails to comply with Policies LP3 and LP12 of the Fenland Local Plan 2014 and Paragraph 89 of the NPPF.
- 1.4 The proposal would result in the introduction of a 3-metre-high earth bund would introduce a significant incongruous feature within the area. This would have a detrimental impact on the natural character and countryside appearance of the existing site and the proposal is therefore considered to be contrary to LP12 of the Local Plan.
- 1.5 The application in its current form is therefore also considered to be contrary to Policy LP2 and LP16. These details were requested, however no further details have been forthcoming.
- 1.6 The application has also failed to demonstrate that the highway works required are deliverable within the application site boundary and as a consequence s also considered to be contrary to Policy LP15 in this regard.

1.7 Taking this all together the scheme is therefore recommended for refusal.

2 SITE DESCRIPTION

- 2.1 The application site, Pidcock Farm, is situated along Marriots Drove a track accessed from the B1093 Benwick Road.
- 2.2 There are existing agricultural buildings, greenhouses, and a silo on site. Access is situated to the south of the site.
- 2.3 A residential property is situated immediately to the south of the application site.
- 2.4 The application site is also situated within Flood Zone 3.

3 PROPOSAL

- 3.1 This application seeks full planning permission for the change of use of land and agricultural buildings to a builder's yard and plant hire depot. A new access is proposed to the north of the site, 3m high palisade fences and gates are proposed adjacent to the accesses. A 3m high earth bund is proposed on the north and west boundary of the site, with a smaller area of earth bund between the two accesses which would be made up of soil from the applicants work sites.
- 3.2 The existing building to the west of the site is to be partially demolished and will form a store and office building. The building to the front of the site will be used as materials and plant machinery storage.
- 3.3 Aggregate storage bays and a wash down bay are proposed to the west of the site.
- 3.4 The agent has confirmed that the use of the site is a relocation for an existing business, Fen Plant.
- 3.5 Full plans and associated documents for this application can be found at: [F/YR23/0438/F | Change of use of land and agricultural buildings to builder's yard and plant hire depot, including the erection of a 3.0m high palisade fence and gates, and the formation of a 3.0m high earth bund and a new access, involving partial demolition of existing building | Pidcock Farm 20 Marriots Drove Whittlesey Peterborough Cambridgeshire PE7 2NE \(fenland.gov.uk\)](#)

4 SITE PLANNING HISTORY

Reference	Description	Decision
F/YR05/1276/F	Erection of conservatory to rear of existing dwelling	Granted 12/12/2005

5 CONSULTATIONS

5.1 Whittlesey Town Council

The Town Council recommend approval of this application, on condition that satisfied highways and archaeological reports are received.

5.2 FDC Environmental Health

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposed development. However given the previous land use, the demolition of former buildings / Out Buildings / Garages and additional land uses the following conditions should be imposed.

Asbestos management

Prior to demolition of the existing buildings an Asbestos Risk Assessment should be undertaken. Existing structure(s), which is(are) formed of asbestos containing materials, should be removed by a licensed asbestos removal contractor. However, if the amount of asbestos is such that a licensed waste removal facility is prepared to receive a minimal amount of such material without the need for a contractor to remove it, then this requirement can be waived.

If a Licensed Asbestos Removal Contractor is required to be engaged, then an Asbestos Removal Work Plan should be submitted to and approved by Fenland District Council before any work on the removal of the structure commences. The applicant is to advise Fenland District Council which course of action is to be taken in either event.

Land affected by contamination - Reporting of Unexpected Contamination In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition (SPECIFY) and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition (SPECIFY), which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition (SPECIFY).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Imported Soils

Further details are required specifying where the material to create the bunded area will be sourced. If material is to be imported please apply the following conditions.

Imported Recycled and Topsoil Materials

Details on the supplier and confirmation on the source(s) of soil material should be supplied to the Local Authority (LA). The soil should be free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882:1994 – Specification for Topsoil. A description of the soil materials should be forwarded to the LA based on BS5930 Code of Practice of Site Investigations.

Materials should be brought onto the development site and stockpiled until its use has been approved by the LA. For LA approval, independent sampling and analysis of the stockpile shall take place by a suitably qualified person. If the site has insufficient space for stockpiling, sampling may have to be undertaken following emplacement.

Please note that sampling and analysis certificates submitted by the supplier of the soil material will not be accepted. i.e. independent sampling and analysis should be carried out.

Sampling should comprise 2 random samples for every 15m³ of soil from a single source (see soil source definition below) for residential gardens. For larger amounts of soil from a single source and for soft landscaping areas the sampling frequency can be reduced with agreement of the LA.

Soil Source - the location at which the soil was loaded onto the truck prior to delivery at the development site.

The samples shall be sent to an independent accredited laboratory on a quick turnaround for an analytical suite which should include as a minimum Metals, PAH (speciated), TPH (Total) and pH. Additional parameters such as asbestos maybe required if deemed necessary by the LA.

The results should to be forwarded to the LA for approval before the soil can be placed (unless agreement has already been given by the LA for emplacement). The results will be compared to CLEA Soil Guideline Values (SGV) or levels which have been previously agreed in the remediation strategy. If the results of the analytical testing show concentrations of contaminants which may be a risk, then the soil must be removed off site or remediated with the approval of the LA.

Please note - the Environment Agency will be notified if suspected controlled waste is being deposited in contravention of the Waste Management Licensing Regulations 1994.

Imported Naturally Sourced Quarried Materials

Materials derived from quarries may be deemed suitable for use as subsoil if they are certified clean. This does not include naturally sourced topsoils which shall be treated as recycled soils.

In order to satisfy the LA, details on the supplier, confirmation on the source(s) material, a certificate that the material is naturally sourced from a quarry and a description of the soil based on BS5953 Code of Practice of Site Investigations shall be forwarded to the LA.

Dust management of banded materials

It is noted that the site will house aggregate in bunded areas. To protect from air borne particulate matter and dust, material should be piled no more than 1 meter below the height of the bunded area.

A dust suppression system, such as water bowser or spray system should be available to abate any fugitive dust emissions that could leave the boundary of the site.

To legally comply with the Environmental Permitting Regulations the site is not permitted to undertake any screening and crushing of aggregates without an Environmental Permit and relevant planning permissions in place.

5.3 FDC Housing Strategy

As this application does not affect affordable housing, we have no comment to make.

5.4 CCC Highways (14/06/2023)

Marriots Drove is a narrow and unmade private track which is coincident with a public right of way (Whittlesey Byway no. 28). Please consult with CCC's Definitive Map officer regarding impacts upon the right of way.

In highway safety terms, the junction with Benwick Road is unsuited for intensification of use, noting there have been two recorded loss of control type accidents at the junction (associated with the sharp change in horizontal alignment) within the last five years. While the applicant has not quantified the forecast change in trip generation associated with the proposed development, I anticipate that a commercial builder's yard would result in a material increase in traffic compared to the current agricultural buildings.

In order to make the access with Benwick Road suitable for additional traffic flows, it will need to be widened to a minimum width of 6m for at least the first 20m from the existing carriageway edge with corner radii of no less than 10m. The first 10m length will need to be hard surfaced and drained away from Benwick Road to avoid water ponding on the bend. As the right of way does not have a defined width, it's uncertain if such enhancements are deliverable.

The applicant should also demonstrate that the access can achieve the necessary visibility within the extent of public highway and / or application boundary. In this case, the necessary visibility is:

- 2.4m x 215m inter-vehicular visibility, measured to the nearside carriageway edge.*
- 215m forward visibility to the rear of a vehicle stopped on Benwick Road while waiting for a gap to turn right onto Marriots Drove.*

A reduction in necessary visibility will be accepted based upon the observed 85th percentile vehicle speeds, should the applicant wish to procure appropriate speed surveys.

In conclusion, I object to the application which is unacceptable to the Local Highway Authority due to the unacceptable adverse highway safety implications which would arise from the proposals. It is therefore contrary to NPPF paragraph 111.

5.5 CCC Highways (26/06/2023)

The highway widening works at the B1093 Benwick Road junction are broadly acceptable in principle, but they are not contained within the highway boundary. To consider the works as being deliverable the LPA will need to be satisfied that they are fully contained within the application redline boundary with appropriate notice served on any freeholder. I would note that the extent of works will include some accommodating earthworks beyond the carriageway (east side) which have not been shown.

In order to mitigate against fall risks for turning vehicles, the existing ditch on the east side of Marriots Drove will need to be shortened so that there is a level verge of 2m between ditch and carriageway edge.

The applicant has demonstrated that appropriate inter-vehicular visibility splays of 2.4m x 215m are achievable but they are yet to demonstrate 215m forward visibility to the rear of a vehicle stopped on Benwick Road while waiting for a gap to turn right onto Marriots Drove.

If the applicant is unable or unwilling to address the above comments, please let me know so that I can provide further commentary.

5.6 CCC Highways (12/09/2023)

The proposed works to the B1093 Benwick Road junction are acceptable in principle. In response to my previous comments the ditch on the eastern side of the widened access is to be shortened to mitigate against fall risks from turning vehicles. While welcome, the shortened ditch is outside of the highway boundary and outside of the application boundary. For the works to be deliverable, they need to be contained within the application boundary and notice served on the owner.

Additional information was submitted by the agent regarding traffic flows accessing the site. The following comments were provided:

5.7 CCC Highways (26/01/2024)

I'm content with the scale of proposed development and corresponding forecast traffic flows. But as you say, while the B1093 junction as proposed is acceptable, it's reliant upon third party land so it is undeliverable.

5.8 CCC Archaeology

Our records indicate that the western group of agricultural buildings proposed for demolition/conversion under the submitted scheme are represented on Ordnance Survey mapping dating to the late 19th century, where they appear as an L-shaped range with stockyards within the enclosed angle. The northern arm has subsequently been partly reduced in length but the eastern arm (that which is labelled 'grain dryer to be demolished' on the proposed plans) appears complete. It is noted that the farmhouse itself is excluded from the development redline area. Post-medieval farmsteads are explicitly identified within the East of England regional research framework as requiring further study.

Insufficient information is presently contained within the application to confirm the nature and age of the structures identified for demolition/alteration and whether and to what extent they represent those which are illustrated on the historic mapping, or later replacements. The applicant should therefore be asked to submit further information, including site photographs of all internal and external elevations of the buildings to be demolished/alterd. This information is required prior to determination of the present application, in order for an informed judgement to be made as to the extent of impact to historic built fabric, and the need for any formal recording in mitigation of the impacts of the proposed scheme (NPPF para 194 and 205).

5.9 CCC Definitive Map Team

Thank you for consulting with the Definitive Map team at the County Council on the above planning application.

Public Byway 28, Whittlesey, is to be used to access the development site. To view the location of the Byway please view our interactive map online which can be found at <http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>.

Whilst the Definitive Map Team has no objection to this proposal, the Byway must remain open and unobstructed at all times.

There is no legally defined and recorded width for Public Footpath Public Byway 28, Whittlesey. Where there is no legally defined width for a public right of way, we are not able to advise what the width would be. As the dimensions are not known, we cannot guarantee that the applicant would not be encroaching upon the highway. The applicant therefore would proceed with any development that might affect the highway at their own risk

The proposed site plan drawing shows new planting to be implemented next to the Public Byway, in accordance with our guidance for developers, found here: [Public Rights of Way - Guidance for Planners and Developers v4](#) (cambridgeshire.gov.uk) we ask that any new planting is off-set from the Public Byway by at least two metres (page 5).

5.10 Cambridge Constabulary

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. I have searched the Constabulary crime and incident systems covering location and ward for the last 2 years. I would consider the proposed location to be an area of low to medium risk to the vulnerability to crime based on the figures below (Table can be found within Cambridge Constabulary comments on public access).

As you are aware, it is important that security and crime prevention are considered and discussed at the earliest opportunity. As you will see above, there have been 18 business burglaries and 70 poaching incidents within the ward and given its isolated location security measures should be considered. Whilst these measures will not remove the risk of the crime it will provide some delay to would-be offenders. This is in mind; I have the following comments for your consideration.

- *Lighting - Our recommendation is that access roads, footpaths, car parking, cycle storage and loading areas/service yards should be lit by columns*

designed to BS5489-1:2020 or BS EN 12464-2:2014. There should be LED dusk to dawn wall mounted lights above each entrance/exit doors. I would like to see a lighting plan, including lux and calculation levels when available please.

- *Roller Shutters (Machine and Plant Machinery Store) – Our recommendation is that a security enhanced roller shutter equivalent to LPS1175 SR2 is considered for this proposed development.*
- *All doors – Should be security enhanced door set, equivalent to PAS24:2016, PAS24:2022 or LPS1175 to reduce the vulnerability of crime.*
- *Boundary Treatment – I note that a 3m palisade fence with gates are to be installed. Our recommendation is that a security enhanced 358 weldmesh fence & gate equivalent to LPS1175 SR2 should be installed due to its isolated location.*
- *Landscaping - Landscaping within the boundary should be maintained, low hedging or planting kept to 1m – 1.2m and any tree crowns raised to 2m to allow good views and surveillance across the site.*
- *CCTV - While it is not a universal solution to security problems, it can help deter vandalism or burglary and assist with the identification of culprits once a crime has been committed. The provision and effective use of CCTV fits well within the overall framework of security management and is most effective when it forms part of an overall security plan. CCTV should meet BS EN 50132-7: 2012+A1:2013 CCTV surveillance systems for use in security applications. It should cover the access entrance, building entrances and perimeter, the site boundary, and open yards. It needs be of a quality that produces evidential images at all times (complemented by lighting) and have the capability to store and retrieve images, either be monitored by an Alarm Receiving Company (ARC) or linked to the security office if approved or mobile device. CCTV should also be registered with the Information Commissioners Office (ICO).*
- *Signage - CCTV signage should be at the entrance compliant with the ICO Code of Practice. If there is to be a security guard on site, signage should also be placed at the entrance.*
- *Alarm - Our recommendation is that a monitored alarm system is installed. Visit the National Security Inspectorate (NSI), or the Security Systems and Alarms Inspection Board (SSAIB) for more information.*

5.11 Local Residents/Interested Parties

No comments received.

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)

7.2 National Planning Practice Guidance (NPPG)

7.3 National Design Guide 2021

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

LP6 – Employment, Tourism, Community Facilities and Retail

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

LP17 – Community Safety

LP18 – The Historic Environment

LP19 – The Natural Environment

7.5 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

LP5 – Health and Wellbeing

LP7 – Design

LP11 – Community Safety

LP15 – Employment

LP18 – Development in the Countryside

LP20 – Accessibility and Transport

LP21 – Public Rights of Way

LP22 – Parking Provision

LP23 – Historic Environment

LP24 – Natural Environment

LP28 – Landscape

LP32 – Flood and Water Management

7.6 Whittlesey Neighbourhood Plan 2021-2040

Policy 7 – Design Quality

Policy 10 – Delivering Sustainable Transport

8 KEY ISSUES

- **Principle of Development**
- **Design and Visual Amenity**
- **Residential Amenity**
- **Highways and Parking**
- **Flood Risk**
- **Natural Environment and Ecology**
- **Archaeological Implications**

9 ASSESSMENT

Principle of Development

- 9.1 The application site is situated on the western side of Marriotts Drove, which is situated approximately 5.7 miles to the south-east of the market town of Whittlesey and is therefore considered an Elsewhere location, as designated under LP3. Development in such locations will be restricted to that which is demonstrably essential to the effective use of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services and to minerals and waste development.
- 9.2 The submitted business statement notes that the current location of Fen Plant is insufficient in size to contain current business operations and cannot be expanded and therefore Fen Plant would relocate to the subject site should planning permission be granted. Fen Plant is currently located at 15 Aaron Road Industrial Estate, Whittlesey. The applicant's business could not reasonably be described as being an 'agricultural' operation or any of those identified with LP3 as above.
- 9.3 Policy LP6 seeks to encourage employment opportunities and economic growth and lists 9 criteria for business proposals to be assessed against. These assessment criteria consist of: the Council's spatial strategy (see LP3 above); availability of and accessibility to public transport services; site suitability in terms of physical constraints; infrastructure capacity and impact in terms of landscape character. LP6 requires businesses in rural areas to also comply with the criteria as set out within Policy LP12.
- 9.4 Paragraph 89 of the NPPF states that planning decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable. The application site is located approximately 5 miles to the south-west of Whittlesey. The site is accessed via a byway off the B1093.
- 9.5 The proposed development is contrary to Policy LP3 due to the site being situated within an 'Elsewhere' location. However, as stated in paragraph 85 above, the NPPF sets out that planning policies should support economic growth in rural areas and should support the sustainable growth and expansion of all

types of business and enterprise in rural areas. This is caveated by the need for developments to be sustainable.

- 9.6 The proposed development is considered to be located in an unsustainable location outside of the settlement limits of Whittlesey. The proposal will introduce development into an area that currently has a strong relationship with the adjoining countryside and the proposed business does not constitute an 'agricultural' operation, which is specifically set out in the Elsewhere section of LP3.
- 9.7 The subject site is currently used for agricultural purposes and there is a residential property directly adjacent to the site. Given the existing property this in the ordinary course of events cannot be reasonably described as being 'physically' isolated. However, the lack of nearby services and facilities does however, render the location 'functionally' isolated. By virtue of the site's 'functional' isolation, there are limits to the scope for sustainable development given the lack of pedestrian connectivity to the settlement. It is therefore considered on balance taking this into account that the proposal would fail to comply with Policies LP3 and LP12 of the Fenland Local Plan and paragraph 85 of the NPPF. Notwithstanding this, the following assessment has been provided for completeness.

Design and Visual Amenity

- 9.8 Both Policy LP12 and LP16 seek to ensure that new development does not have an adverse impact upon the character and appearance of the surrounding countryside area.
- 9.9 The change of use will utilise the existing buildings and would not include the erection of any new buildings on site. The existing materials to the buildings are to be retained. The proposed store/office building includes the provision of 2 additional windows and a door. The proposed buildings on site and the change of use of the land is therefore unlikely to introduce any additional impacts upon the character of the surrounding area given that the amendments proposed are minor.
- 9.10 The site is already predominantly finished in hard standing, therefore the additional parking areas proposed the gravelled access are unlikely to introduce any visual impacts upon the character of the surrounding area.
- 9.11 3-metre-high palisade fencing and gates are proposed to both accesses into the site. A 3-metre-high earth bund will be situated along the northern and western boundary of the site and between the 2 accesses. The application site is situated in a countryside location, surrounded by open agricultural land. Neither palisade fencing nor an earth bund are common features within the surrounding area. The proposed earth bund would introduce a significant prominent feature within the countryside, which would be at odds with and detrimental to the surrounding character of the area and is therefore considered to be contrary to Policy LP12 and LP16 in this regard.

Residential Amenity

- 9.12 A neighbouring residential property is situated immediately south of the application site, approximately 18.5 metres from the side elevation of the

materials and machinery store and approximately 11 metres from the existing access. As no additional buildings are proposed under this scheme, it is unlikely that the change of use would adversely impact upon the neighbouring property by way of appearing overbearing or overshadowing. The proposed earth bund would introduce a significant visual change on the site, although this is situated to the north and western boundary of the site and between the 2 accesses and therefore will not significantly impact upon the residential property.

- 9.13 A Transport Assessment was requested detailing the existing trips to the site and proposed/likely trips to the site as a result of the change of use, including the number of employees and whether visitors and members of the public would be visiting the site. No such assessment has been forthcoming and as such an assessment cannot be made as to whether the use of the site would adversely impact upon neighbouring amenity by way of noise pollution with regard to a potential increase in vehicle traffic accessing the site.

Highways and Parking

- 9.14 The application site will be accessed via Marriotts Drove, including the provision of a new vehicular access to the north of the site and improvements to the B1093 Benwick Road junction.
- 9.15 Upon consultation with CCC Highways, the scheme was considered to be acceptable in principle. However, the works required to the ditch on the eastern side of the widened access to mitigate against fall risk are outside of the highway boundary and the application boundary. For these works to be deliverable, they need to be contained within the application boundary. The scheme is considered to be contrary to Policy LP15 due to the required highway works being undeliverable within the application site.
- 9.16 The agent has submitted details regarding proposed traffic accessing the site. CCC Highways has raised no objection to these details.

Flood Risk

- 9.17 The application site is situated within Flood Zone 3, the zone of highest flood risk. This application seeks a change of use and does not propose any additional buildings on site. Changes of use (except for changes of use to caravan, camping or chalet sites) do not require the sequential or exception test to be completed.
- 9.18 The submitted FRA does not propose any additional flood risk mitigation measures on site however does recommend that the user of the site registers to receive flood warnings.
- 9.19 The use of the site as a builder's yard is not considered to introduce any additional flood risk on site, especially considering that there are no additional buildings proposed. As such, the scheme is considered to be acceptable with regards to Policy LP14.

Natural Environment and Ecology

- 9.20 The submitted biodiversity checklist notes that the application includes the demolition of agricultural buildings and therefore the application has been accompanied by a preliminary ecological appraisal and preliminary roost

assessment. This assessment recommends that a bat emergence or re-entry survey is completed during the active bat season to confirm presence or likely-absence of a bat roost within the building.

Archaeological Implications

- 9.21 The western group of agricultural buildings proposed for demolition/conversion are represented on Ordnance Survey mapping dating back to the late 19th century, where they appear as an L-shaped range with stockyards within the enclosed angle. Upon consultation with CCC Archaeology, it was acknowledged that insufficient information is contained within the application to confirm the nature and age of the structures identified for demolition/alteration and whether and to what extent they represent those which are illustrated within historic mapping, or later replacements. Further information was requested which includes site photographs or all internal/external elevations of the buildings to be demolished/altered.
- 9.22 The agent confirmed that only part of the “L” shaped range of buildings remains at present. The stock yard has long since disappeared without trace. The eastern arm which is to be removed comprises a corrugated steel structure (the grain dryer) and utilises the west side brick wall only of the original structure. The northern arm (original structure) is to be retained, repaired as necessary and converted internally for inclusion with the proposed use.
- 9.23 Re-consultations were undertaken with CCC Archaeology however no additional comments were forthcoming.

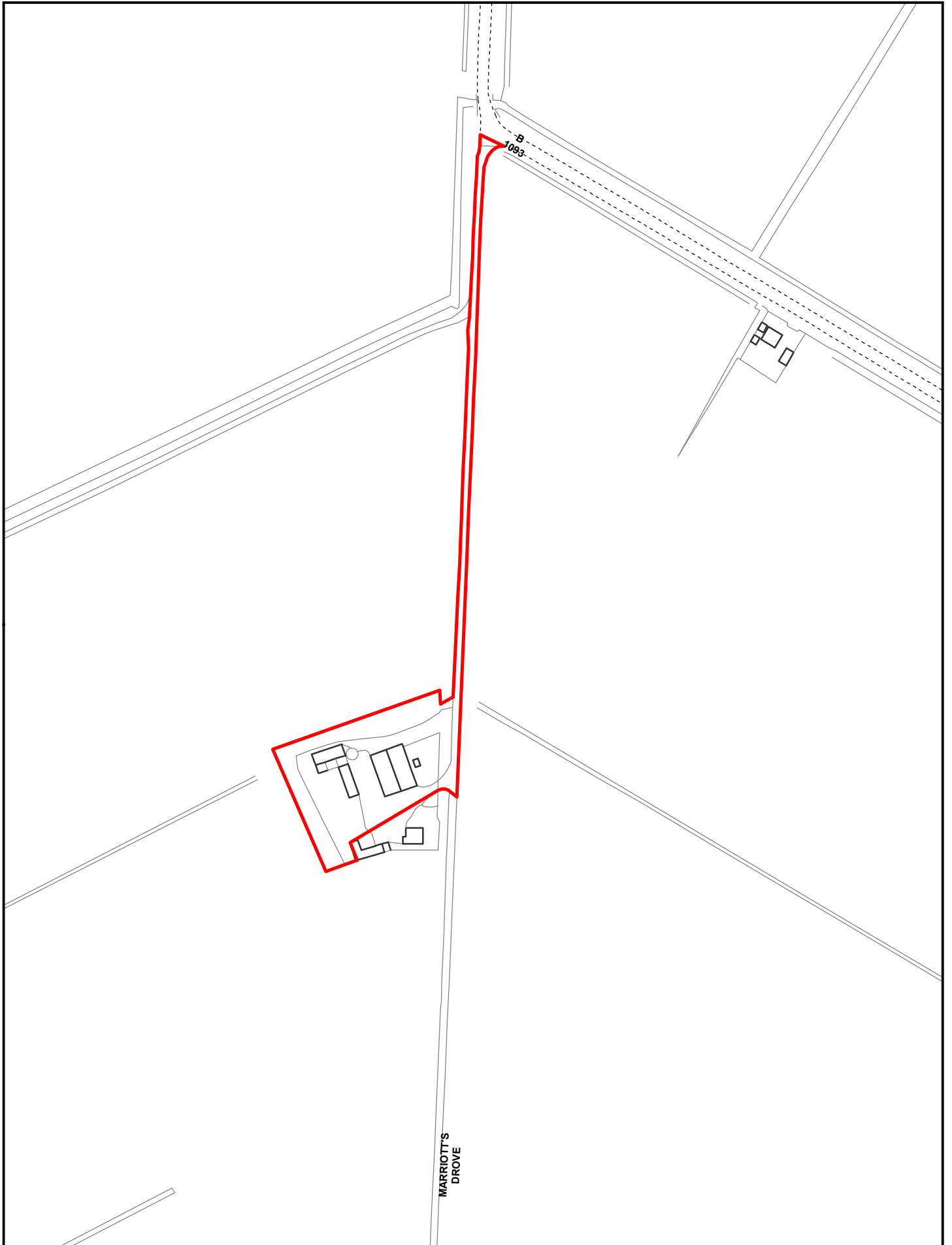
10 CONCLUSIONS

- 10.1 The introduction of a B2 use within this area would detrimentally change the character of the land from an agricultural to an industrial setting. The application also includes the provision of a 3-metre high palisade fence and gates to both accesses into the site and a 3-metre-high earth bund along the north and west boundary of the site. Given the sites countryside location, which is surrounded by open agricultural land, the provision of such is considered to introduce a prominent feature within the countryside, which is at odds with the existing character given that palisade fencing or earth bunds are not common features within the surrounding area. This would have a detrimental impact on the natural character and countryside appearance of the existing site and the proposal is therefore considered to be contrary to LP12 of the Local Plan.
- 10.2 In addition to this, insufficient information has been submitted with the application with regard to the proposed earth bund and likely levels of traffic accessing the site and thus the scheme as it stands is also considered to be contrary to Policies LP2, LP15 and LP16.
- 10.3 It is also acknowledged that the works required to the ditch on the eastern side of the widened access to mitigate against fall risk are outside of the highway boundary and the application boundary. For these works to be deliverable, they need to be contained within the application boundary. No amendments to the red line of the site have been forthcoming and therefore the scheme is considered to be contrary to Policy LP15 due to the required highway works being undeliverable within the application site.

11 RECOMMENDATION

11.1 Refuse; for the following reasons:

1	<p>Policy LP3 of the Fenland Local Plan (2014) sets out the settlement hierarchy within the district, and Policy LP12 details a range of criteria against which development within the District will be assessed. The site is considered an 'elsewhere' location where development should be restricted to that which is essential for agriculture, horticulture, forestry, outdoor recreation, transport or utility services and to minerals or waste development. The proposed development is located in an unsustainable location outside the settlement limits of Whittlesey and does not constitute an 'agricultural' operation or any of those identified with LP3. The proposal will introduce development into an area that currently has a strong relationship with the adjoining countryside. Furthermore, the site by virtue of its 'functional' isolation limits the scope for sustainable development given the lack of pedestrian connectivity to the settlement. Thus the proposal therefore fails to comply with Policies LP3 and LP12 of the Fenland Local Plan 2014 and Paragraph 89 of the NPPF.</p>
2	<p>Policy LP12 and LP16 of the Local Plan seeks to ensure that development contributes to the sustainability of that settlement and does not harm the wide-open character of the countryside. The introduction of a 3-metre-high earth bund within this area would introduce a significant prominent feature within the countryside, to the detriment of the surrounding character of the area. This would have a detrimental impact on the natural character and countryside appearance of the existing site and the proposal is therefore considered to be contrary to LP12 and LP16 of the Local Plan.</p>
3	<p>The application has failed to demonstrate that the highway works required to the ditch on the eastern side of the widened access are deliverable within the highway and application boundary. For these works to be deliverable they need to be contained within the application boundary. The application is therefore considered to be contrary to Policy LP15.</p>
4	<p>The application site is situated in close proximity to a residential property. The application has failed to demonstrate that there will be no adverse noise impacts upon residential amenity due to potential increase in vehicle traffic accessing the site and therefore the application is considered to be contrary to Policy LP2 and LP16.</p>



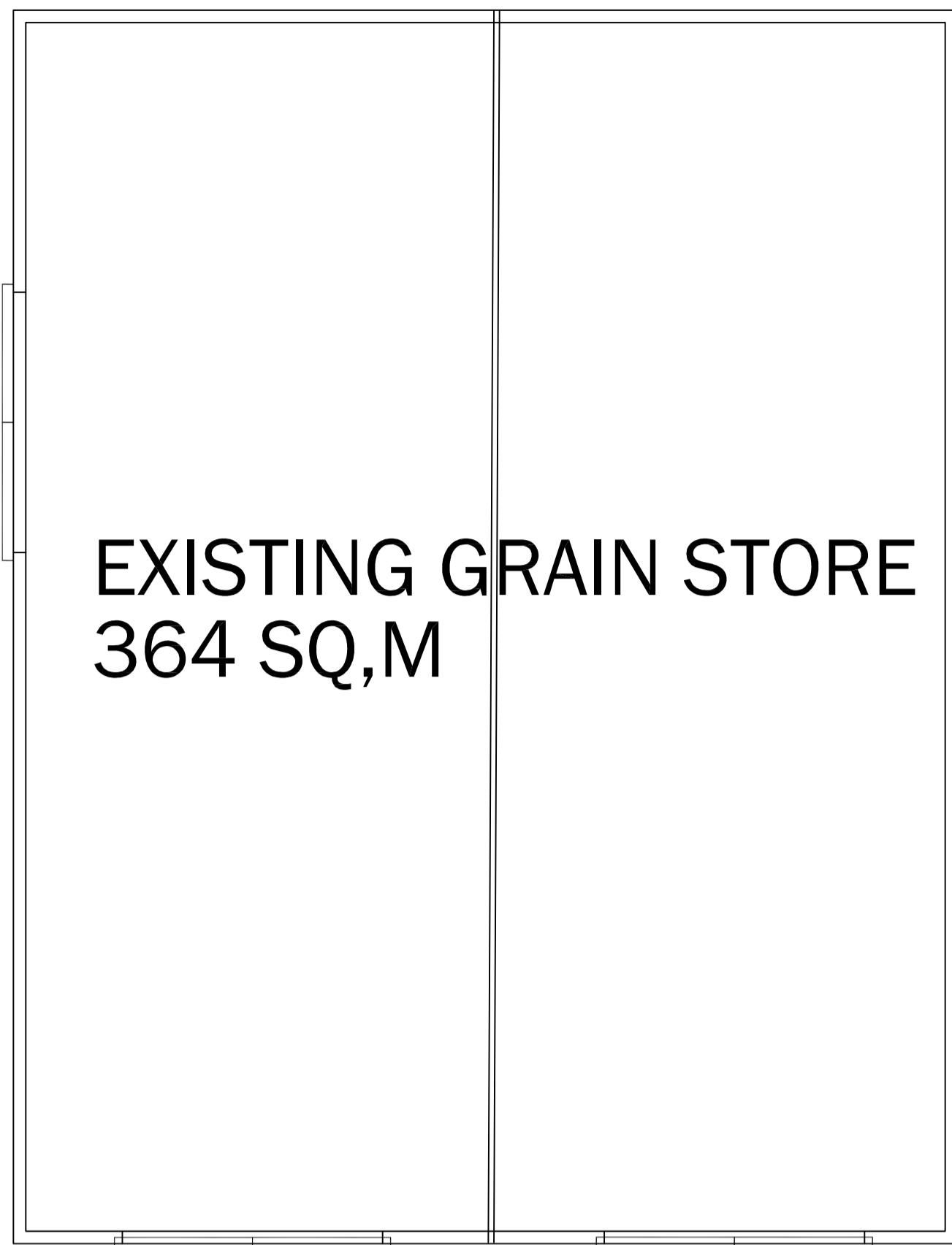
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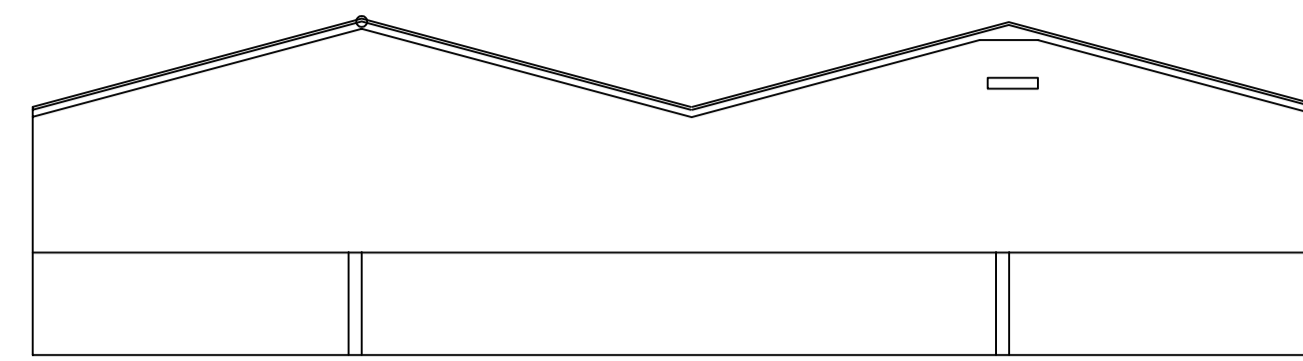
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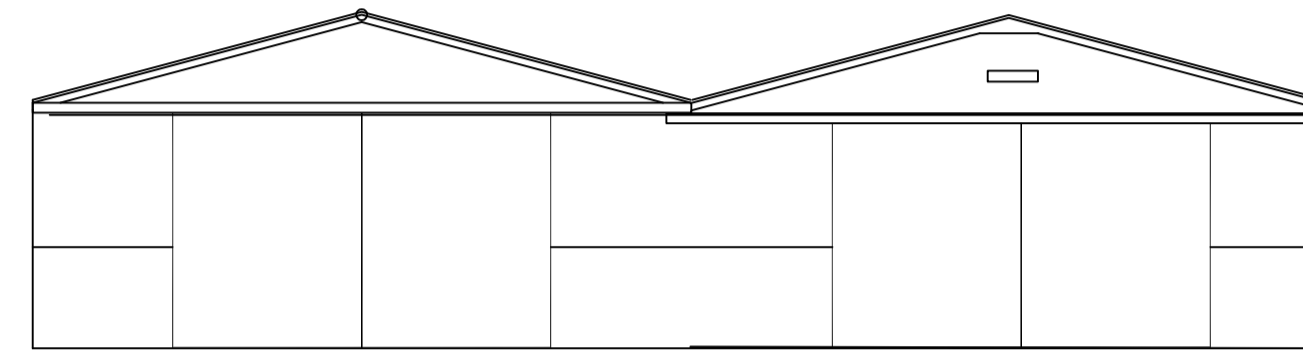


EXISTING GRAIN STORE
364 SQ,M

FLOOR PLAN

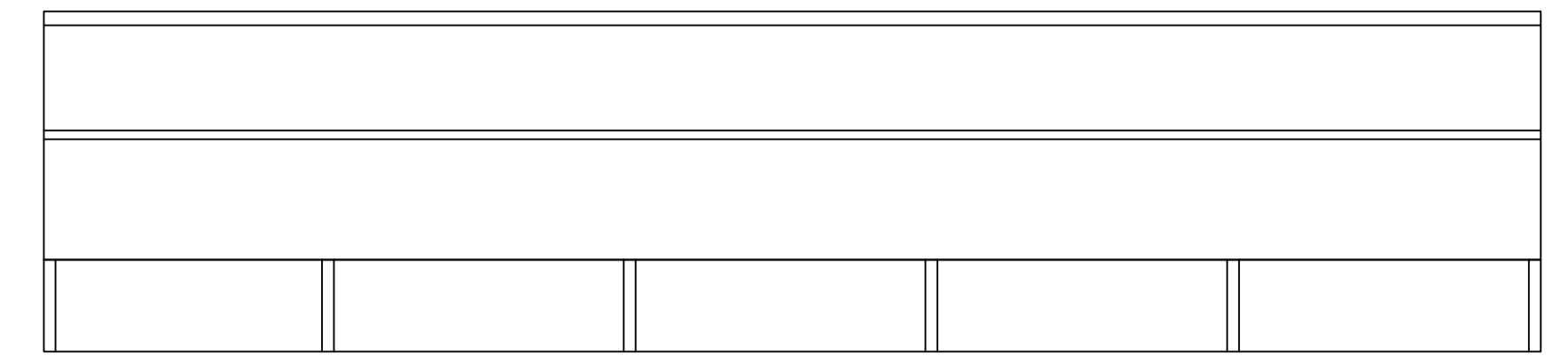


NORTH ELEVATION

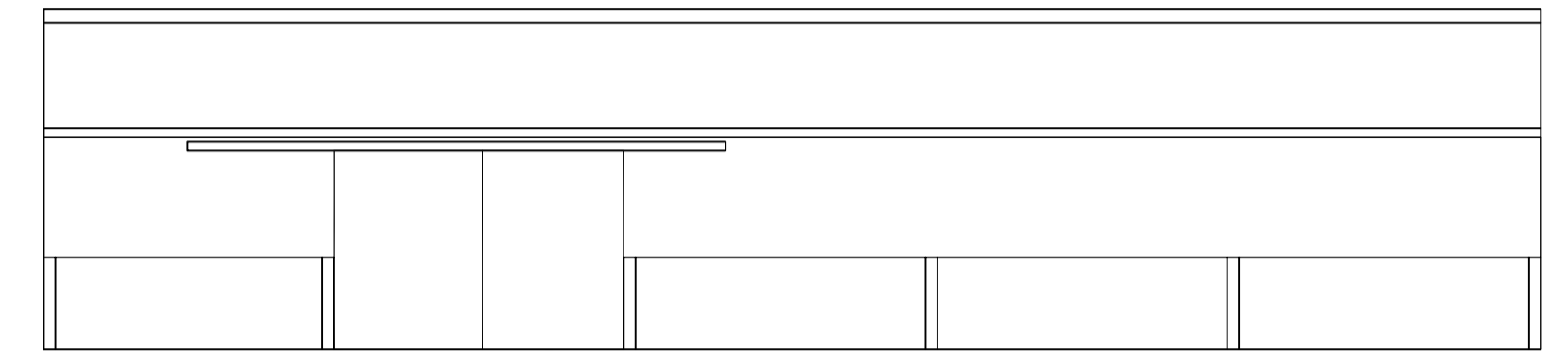


SOUTH ELEVATION

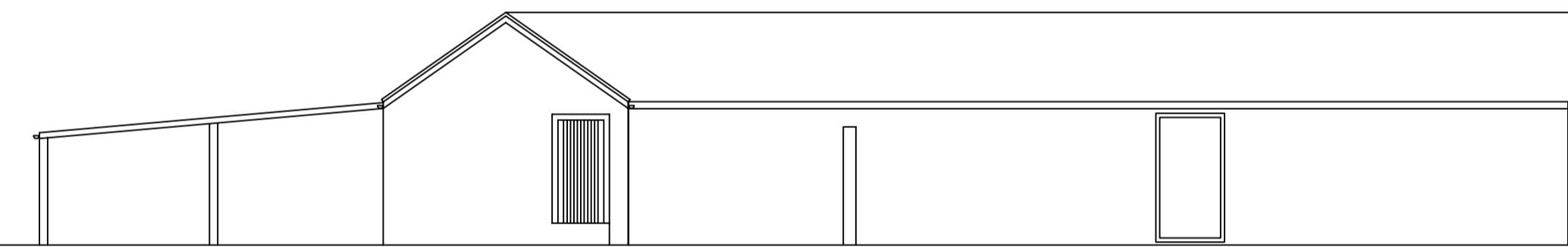
NO MATERIAL CHANGES TO THIS BUILDING



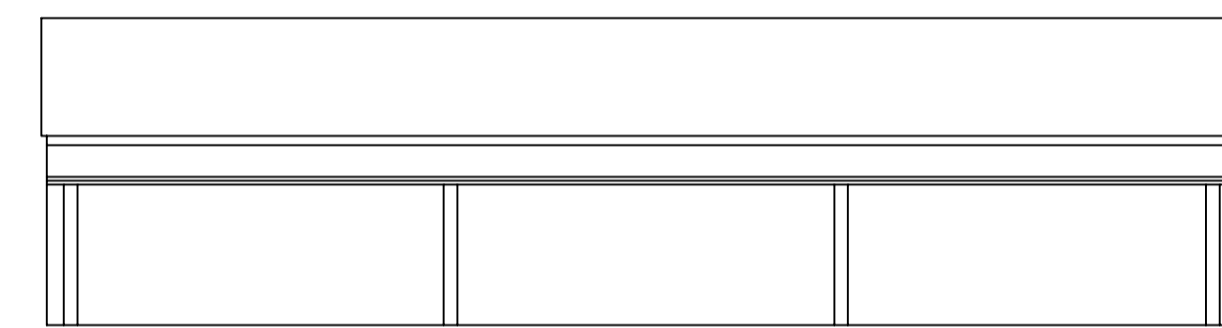
EAST ELEVATION



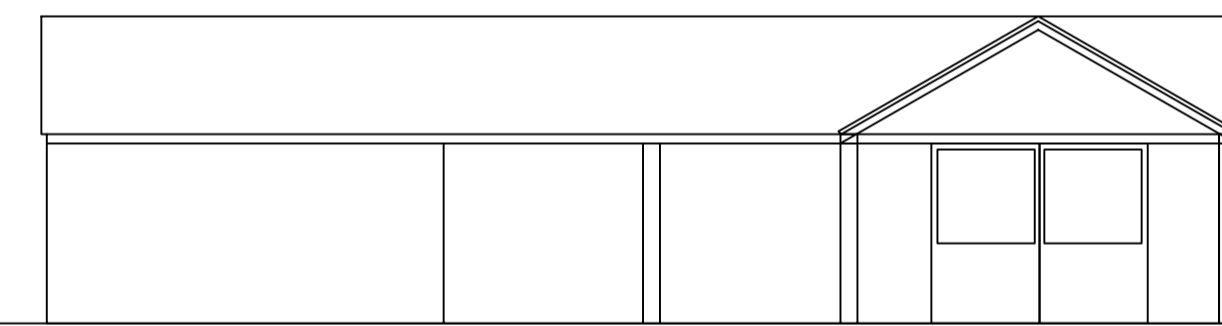
WEST ELEVATION



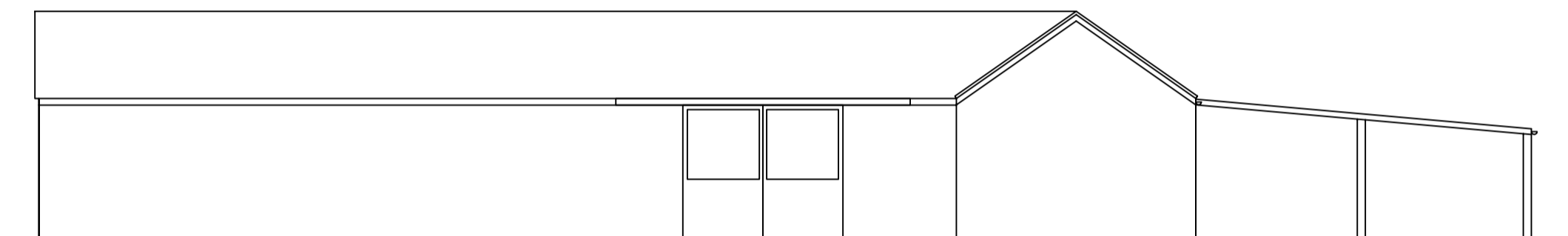
WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



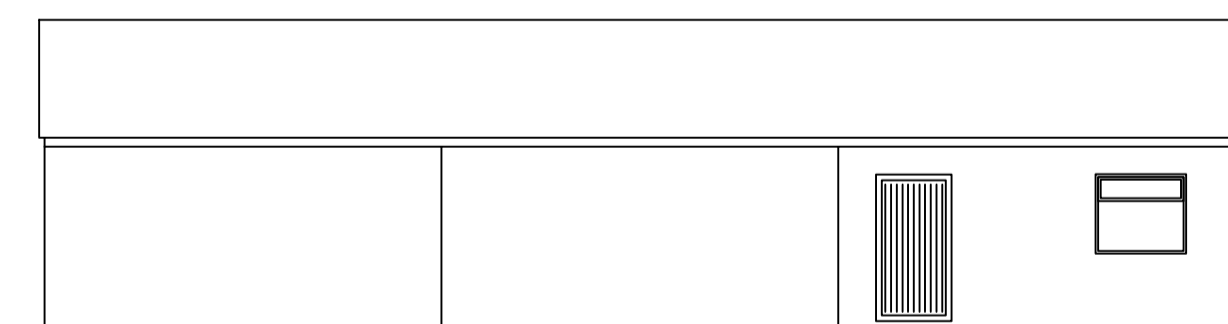
EAST ELEVATION



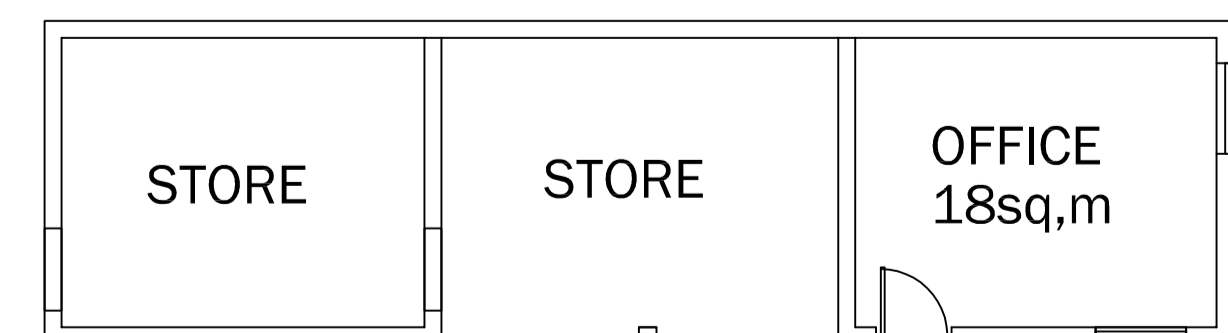
OPEN
LEAN-TO STORE
TO BE DEMOLISHED

NO CHANGE TO EXTERNAL MATERIALS

NORTH ELEVATION



SOUTH ELEVATION

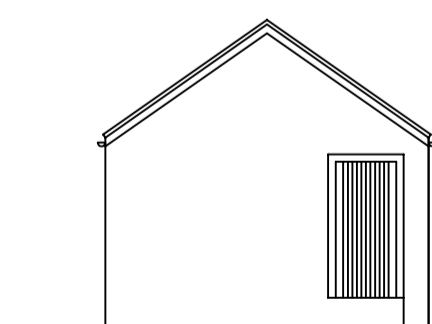


FLOOR PLAN

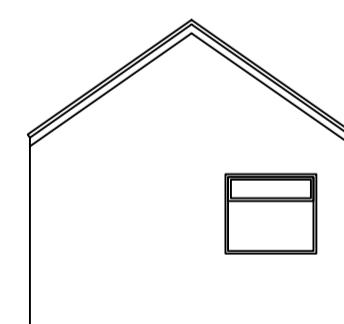
Proposed Door

Proposed Windows

STORES AND PROPOSED OFFICE FLOOR PLANS
WITH GRAIN DRYER AND LAEN-TO BUILDING REMOVED



WEST
ELEVATION



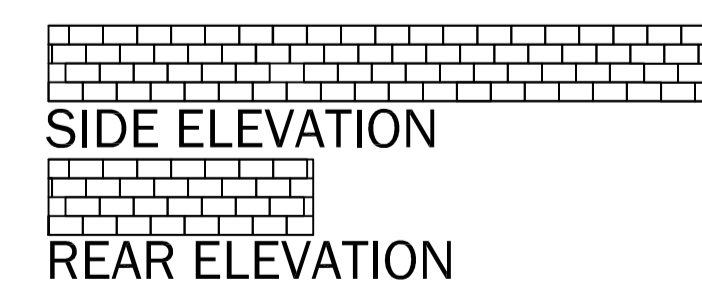
EAST
ELEVATION

EXISTING STORES AND GRAIN DRYER BUILDINGS



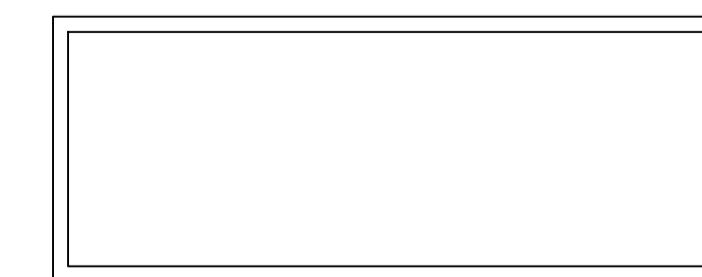
GRAIN
DRYER
TO BE DEMOLISHED

FLOOR PLAN



SIDE ELEVATION

REAR ELEVATION



AGGREGATE STORE BAY
INDIVIDUAL FLOOR PLAN
CONSTRUCTED OF CONCRETE BLOCKS
OFF OF A CONCRETE BASE

DAVID BROKER DESIGN SERVICES		ARCHITECTURAL TECHNICIANS	
ESTABLISHED 1975		OLDEN LODGE STATION ROAD WISBECH ST MARY WISBECH CAMBS PE13 4RY Telephone 01945 410421 E-mail: david.broker@btinternet.com	
Issue:			
Client:	FEN PLANT		
Drawing No:	2188 P4 EXISTING AND PROPOSED BUILDINGS		
Project:	PROPOSED CHANGE OF USE FARM YARD AND AGRICULTURAL BUILDINGS AND HARDSTANDINGS TO FORM BUILDERS YARD AND PLANT HIRE DEPOT INCLUDING FENCING,GATES,EARTH BUNDS AND PARTIAL DEMOLITION OF BUILDINGS		
Site:	PIDCOCK FARM MARRIOTS DROVE WHITTLESEY		
Postcode:	PE7 2NE	Drawn:	DB
Scale:	1:100	Date:	14-03-23
All dimensions to be verified on site - This drawing and design remains the copyright of David Broker and may not be reproduced without permission.		Checked:	-
		Date:	14-03-23
		Revision No.:	-

0.2m

215 m Visibility Splays

2.4m depth of vision

B 1093

215 m Visibility Splays

METALLED SURFACING OF EXISTING ACCESS

ACCESS WITH 100m RADII

Ditch to be shorted by 2.5m

Existing Track Line
Edge of carriageway
Edge of carriageway

6,000

10,000

10,000

R10,000

VISIBILITY SPLAYS
2.4m x 215m
available within the
Highway in both
directions
Vege crossing to
be constructed to
Cambridgeville County
Highways Specifications

NEW ACCESS CONSTRUCTION DETAILS

100 x 55mm Square edged Hydraulically pressed
Precast Concrete path edges bedded on
concrete and haunched min. 350mm wide and 250mm deep to sides of Splays
Metalised Paved Surface extending
1.0m into site with falls into site from The Highway Edge
to prevent water running onto road

SURFACE COURSE

25mm compacted thickness of AC 6 dense surf to BS EN 131108-1 and PD 6691 with 100/150 pen binder. The adjacent surfacing
shall be trimmed to clean vertical edges and those edges painted with a bitumen based edge sealant in accordance with BS 5948:67
Surface courses shall be laid and rolled to finish flush with the existing path and the replaced kerling (as necessary) and as far as
possible shall match the existing path appearance.

BINDER COURSE

25mm compacted thickness of AC 14 dense surf to BS EN 131108-1 and PD 6691 with 100/150 pen binder
Binder course to be 60mm compacted thickness of AC 14 dense surf to BS EN 131108-1 and PD 6691 with 100/150 pen binder
course aggregate shall be crusher rock only.

BASE

Sub base of Type 1 granular sub base (D07) specification clause 803, for approved recycled equivalent laid and thoroughly compacted
with vibrating roller to a finished thickness of 225mm for both pedestrian crossing and for light vehicle crossing
All works to 7/8 Specifications and under a section 176 Minor street works License by
an approved nominated contractor. The existing Channel line is to be retained and no drainage is effected.

DAVID BROKER DESIGN SERVICES		ARCHITECTURAL TECHNICIANS	
ESTABLISHED 1975		OLDSN LODGE STATION ROAD WISBECH CAMBS PE13 4RY Telephone 07945 410421 Email: david.broker@btinternet.com	
Issue:			
Client:	FEN PLANT		
Drawing No:	2188 P3 HIGHWAY ACCESS IMPROVEMENTS		
Project:	PROPOSED CHANGE OF USE FARM YARD AND AGRICULTURAL BUILDINGS AND HARDSTANDINGS TO FORM BUILDERS YARD AND PLANT HIRE DEPOT INCLUDING FENCINGS, GATES, EARTH BUNDS AND PARTIAL DEMOLITION OF BUILDINGS		
Site:	PIDOCK FARM MARRIOTT DRIVE WHTHESEY		
Proposed:	PE-7-2VE	Drawn:	DB
Checked:		Checked:	
Scale:	1:200	Date:	21-06-23
Revised No:			

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