
F/YR23/0981/O

Applicant: Mr D Parsons

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

Land North Of 59, Stow Road, Wisbech, Cambridgeshire

Erect 1 x dwelling (outline application with matters committed in respect of access)

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to officer recommendation

1 EXECUTIVE SUMMARY

- 1.1. This application seeks outline planning approval, with matters committed in terms of access only, for the development of 1 dwelling within an area of disused scrubland situated to north 59 Stow Road, Wisbech.
- 1.2. The application includes proposals to improve the access where it meets the public highway and localised widening of the access track immediately to the front of the site. Notwithstanding the Highways Authority comments, it is considered that the proposed improvements cannot overcome issues of highway safety of poor visibility and potential conflict. As such, the proposed access cannot be considered to offer safe and convenient access for all as required by the NPPF Para 114(b) and Policy LP15 of the Fenland Local Plan.
- 1.3. Given the constrained nature of the site, the development will likely result in issues of poor light ingress and a constrained outlook, which will offer poor quality occupier amenity and will not result in the delivery of a high quality living environment as required by Policies LP2 and LP16. In addition, the proposed 60m bin drag length across unmade (albeit level) ground, along a narrow access track with existing highway safety issues, will result in a poorly designed waste disposal scheme, contrary to Policy LP16 (f).
- 1.4. The scheme will see a 93% loss of Habitat Units which will likely impact nesting birds and some terrestrial Protected and Priority species; in addition there will be negligible public benefit through the development of the site for one dwelling, and any suggested mitigation measures will not result in a neutral impact nor net gain in biodiversity as some loss will remain. Therefore, the proposal does not accord with the aspirations of NPPF Section 15 and Policy LP19 of the Fenland Local Plan.
- 1.5. Accordingly, the below assessment establishes that application must be recommended for refusal on the grounds of highway safety, residential amenity and biodiversity.

2 SITE DESCRIPTION

- 2.1. The application site is an area of disused scrubland situated with significant areas of hedging and mature shrubs, situated to the east side of an access track that leads from Stow Road between Nos. 57 & 61 and provides informal access to No.59 (a dwelling positioned to the south of the application site) along with garages associated with No.51, 57, & 59 and a bungalow, known as The Bungalow, situated to the northeast.
- 2.2. The site is situated in Flood Zone 1.

3 PROPOSAL

- 3.1. This application seeks outline planning approval, with matters committed in terms of access only, for the development of 1 dwelling at the site. The indicative plans submitted depict a single bungalow, with an area of parking/turning to the front, with localised widening of the access track. The site is depicted to be bounded by 1.8m close boarded fencing, with garden space to the rear.
- 3.2. Full plans and associated documents for this application can be found at: [F/YR23/0981/O | Erect 1 x dwelling \(outline application with matters committed in respect of access\) | Land North Of 59 Stow Road Wisbech Cambridgeshire \(fenland.gov.uk\)](https://www.fenland.gov.uk/development/development-control/development-control-applications/F/YR23/0981/O)

4 SITE PLANNING HISTORY

F/YR22/0831/O	Erect a dwelling (outline application with matters committed in respect of access)	Withdrawn 18.08.2023
F/YR19/0950/F	Erect 1 dwelling (2-storey, 4-bed)	Withdrawn 16.12.2019
18/0133/PREAPP	Erection of 1 dwelling	Not Favourable 30.11.2018
F/YR08/0559/F		Refused 20.08.2008
08/00077/REF	Erection of a 2-bed detached bungalow Land East Of 55 Stow Road, Wisbech	Appeal Dismissed 06.02.2009
F/0043/87/O	Residential development (one or two bungalows or houses) Land off Stow Road Wisbech	Refused 26.03.1987

5 CONSULTATIONS

5.1. Senior Archaeologist (CCC)

Thank you for the consultation with regards to the archaeological implications of above referenced planning application. The proposed development lies in an area of high archaeological potential to the west of the Historic Town of Wisbech, directly overlying the course of the Roman bank (Cambridge Historic Environment Record reference MCB19097). The bank was created in the Saxon period as a defence against the flooding of the historic core of

Wisbech. Where the bank is preserved, surviving to a height of 2.5m and breadth of 21m, it has been protected as a scheduled monument (CHER ref. MCB5384). Archaeological investigations 300m to the north-west (CHER ref. ECB3711) revealed the course of the Roman bank, as well as layers of dumped material within the landward side of the ditch.

Further excavations to the north-west have revealed the ditched element of the Roman bank to be of a minimum of 0.8m in depth (CHER ref. ECB3355). As only the edge of the ditch was revealed the full depth of the ditch in this area is unknown, however is likely to extend well over a meter in depth. First edition OS mapping also shows a 19th century sand extraction pit to the east of the development area. Both the extraction pit and bank would have been deep features in the landscape which have since been infilled with softer material, which may have implications for the structure and foundations of the proposed development.

We were previously consulted of the similar application F/YR22/0831/O and our advice would remain the same, whilst we do not object to development proceeding in this location however, due to the archaeological potential of the site, a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological remains within the development area, and to establish the need for archaeological mitigation of the development as necessary. Usage of the following condition is recommended:

Archaeology Condition

No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place

other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;*
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;*
- c) The timetable for the field investigation as part of the development programme;*
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.*

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2021).

Informatives:

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

5.2. Cambridgeshire County Council Highways Authority

This outline application seeks to erect a single storey 3-bedroom residential dwelling at the above site together with improvements to the Stow Road access junction and the approach road fronting the site.

Recommendation

I have reviewed the documents in support of the application and in principle have no objection to the above proposal from the highway's perspective.

Comments

The access onto Stow Road is acceptable in the form proposed and while there are issues associated with sharp bend and forward visibility, this won't impact upon the public highway. It is also noted the bin collection for the proposed dwelling is to take place from Stow Road, stated as the communal waste collection point.

As this is an outline application with matters committed in respect of access only, I have refrained from providing comments on the indicative layout, but the application should note that adequate provision for parking and vehicle turning will be needed. I also advise (should the application be permitted), the applicant should consult CCC's General Principles for Development when preparing any future reserve matters for the above application.

5.3. Wisbech Town Council

That the application be supported.

However, the members of the committee have concerns as to the adequacy of the proposed access to the site to accommodate Emergency Services' vehicles (such as a Fire Engine).

5.4. Environment & Health Services (FDC)

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposal, as it is unlikely to have a detrimental effect on local air quality.

I note comments submitted by this service in response to previous applications for the site and would again request that an unsuspected contamination condition is imposed in the event that planning permission is granted:

UNSUSPECTED CONTAMINATION

If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted, and obtained written approval from the LPA, a Method Statement detailing how this unsuspected contamination shall be dealt with.

Due to the close proximity of noise sensitive receptors, it would also be prudent to include the following condition in the interests of amenity protection during the construction phase:

WORKING TIMES

No construction work shall be carried out and no plant or power operated machinery operated other than between the following hours: 08:00 hours and 18:00 hours on Monday to Friday, 08:00 hours and 13:00 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

5.5. CCC Ecology

The scheme will result in the loss of biodiversity value.

Developments should deliver no net loss in biodiversity value, and seek to deliver net gains, in accordance with National Planning Policy Framework 2023 (para 180) and Fenland Local Plan LP19, which states that the Council will:

- “Refuse permission for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity;” and*
- “Ensure opportunities are taken to incorporate beneficial features for biodiversity in new developments...”*

We are satisfied that the mitigation measures set out in the Ecology Report will maximise the biodiversity value of the proposed development, including wildlife friendly planting and artificial refugia (bird / bat boxes). These measures should be secured through a suitably worded planning condition.

However, these mitigation measures will still result in a small loss in biodiversity value (0.3 BNG units), as identified within the Ecology report (Wild Frontier Ecology, 2023).

It is unlikely that redesign of the scheme will address these issues, given the change from scrub to a new dwelling. There is potential for off-site compensation to address the losses and would ask the Applicant to explore these possibilities. However, it is our understanding that there is limited availability for BNG credits within Fenland.

If permission is granted, we recommend that the following information to protect and enhance biodiversity is secured through suitably worded planning condition(s):

- 1. Hard and Soft Landscape Scheme*
- 2. Bird / Bat Boxes*
- 3. Lighting Design Strategy for Biodiversity*
- 4. Informative – Breeding Birds [...]*

5.6. Local Residents/Interested Parties

Objectors

The Council has received five letters of objection to the scheme from two address points within Wisbech, including a neighbouring dwelling on Stow Road, and a second address on Cocketts Drive, Wisbech.

The reasons for objection can be cited as:

- Highway safety concerns owing to width and visibility of access track; damage to property caused by vehicular traffic;
- Access unsuitable for emergency vehicles; and
- Impacts on wildlife

Supporters

The Council has received seven letters of support for the scheme, from six address points including Boyces Rd, Kingsway, Staithe Road and Wilberforce Road in Wisbech, Racey's Close, Emneth and Chapnall Road, Walsoken.

The reasons for support are summarised as:

- The land is neglected and overgrown; and often used for fly-tipping;
- Development would improve the area; and
- The development of one additional dwelling would not cause access issues.

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) Dec 2023

Para 2: NPPF is a material consideration in planning decisions.

Para 7: Purpose of the planning system is to contribute to the achievement of sustainable development

Para 11: Presumption in favour of sustainable development

Para 12: Conflict with an up-to-date plan should not usually be granted

Para 114b: Safe and suitable access to the site should be achieved for all users

Para 123: Promote effective use of land, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Para 128: Supporting efficient use of land, taking into account the: (d) desirability of maintaining an areas prevailing character and setting; and (e) the importance of securing well-designed, attractive and healthy places.

Para 135: achieving well-designed places

Section 15: Conserving and enhancing the natural environment

7.2. National Planning Practice Guidance (NPPG)

Determining planning applications

7.3. **National Design Guide 2019**

Context
Identity
Built Form
Homes and Buildings

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
LP4 – Housing
LP7 – Urban Extensions
LP8 – Wisbech
LP15 – Facilitating the Creation of a More Sustainable Transport Network
LP16 – Delivering and Protecting High Quality Environments
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
LP2 – Spatial Strategy for the Location of Residential Development
LP7 – Design
LP8 – Amenity Provision
LP20 – Accessibility and Transport
LP22 – Parking Provision
LP24 – Natural Environment

7.6. **Supplementary Planning Guidance**

RECAP Waste Management Design Guide SPD

8 **KEY ISSUES**

- **Principle of Development**
- **Impact on Character and Amenity**
- **Access and Parking**
- **Residential Amenity**
- **Natural Environment**
- **Flood Risk**
- **Other Matters**

9 **BACKGROUND**

- 9.1. This application has been preceded by two previous attempts by the applicant to obtain planning approval for the erection of a dwelling at the site, F/YR19/0950/F and F/YR22/0831/O. Each of these applications were withdrawn, the first due to unsuitability of the site in respect of access, and the

second owing to the access concerns and matters with respect to insufficient assessment of the ecological implications of the development. In addition, the applicant received pre-application advice in 2018, citing a likely unfavourable response by officers owing to concerns over access and biodiversity implications.

10 ASSESSMENT

Principle of Development

- 10.1. The application site is located within the built framework of Wisbech, which is identified within the Settlement Hierarchy as a 'Market Town' where, according to Policy LP3, the majority of the district's new housing should take place. Accordingly, there is a presumption in favour of development within this location. Notwithstanding, the point of general principle is subject to broader planning policy and other material considerations which are discussed in more detail below.
- 10.2. The application site is located on the eastern edge of the settlement of Wisbech, within the East Wisbech Strategic Allocation. It is noted that the Broad Concept Plan for this allocation identifies a 'town centre connection' route in the vicinity of the site, and accordingly may have consequences strategically in terms of achieving connectivity. Notwithstanding, from the evidence submitted to date, it is unlikely that the application site will cover any land that is essential for the delivery of the wider strategic allocation either in terms of access to the broader site or through provision of infrastructure on the land itself.
- 10.3. As such the broad principle of the proposed development may be accepted, subject to compliance with other relevant policies within the development plan in respect of the material planning considerations.

Impact on Character and Amenity

- 10.4. Details of appearance, layout and scale are to be submitted at Reserved Matters stage, however the submitted indicative plans suggests that the dwelling, indicated as a bungalow, will be similar in scale and footprint to the surrounding residential development.
- 10.5. The site is in a secondary location within the street scene and whilst the existing access does serve a number of dwellings/outbuildings, its character is largely that of sporadic development; nonetheless it is not considered that any harm arising from the proposal would be so significant as to render the scheme unacceptable, when considered in the context of Policy LP16 of the Fenland Local Plan and the character of the surrounding development, subject to detailed matters of design and layout at Reserved Matters stage.

Access and Parking

- 10.6. The current access is an informal track that joins Stow Road between Nos.57 and 61. From historical mapping, it appears that this access was utilised for access to allotment gardens situated to the north of the application site since around 1949 and subsequently provided access to a domestic garages associated with No.51 and No.59, and the informal parking area for No.57. These dwellings, according to mapping evidence, appear to have been built

during, or prior to, 1957. In more recent history, the track has also provided access to two additional dwellings, The Bungalow and Three Trees, located approximately 120m and 260m along the track respectively, and a, now derelict, plant nursery.

- 10.7. Former planning history at the site is relevant here, noting that the planning application F/0043/87/O, for the residential development of one or two bungalows or houses, was refused as the access was considered *“unsatisfactory to serve the proposed residential development.”*
- 10.8. The application commits matters of access, including proposals to improve the track where it meets the public highway at Stow Road with the first 10 metres being constructed to CCC Highways specification, along with a localised widening of the access track to 5.5m shown immediately to the front of the site, which is laudable. In addition, the submitted plans suggest the potential development will comprise a 3-bedroom dwelling, accordingly 2 parking spaces have been shown to be provided, which complies with the parking requirements of Policy LP15.
- 10.9. Whilst it is acknowledged that the track provides access to two existing dwellings (The Bungalow and Three Trees) along with domestic garages for a further two properties, these dwellings have been in-situ for circa 60+ years, with the allotments being implemented over 70+ years. In that time, this access track has not been adopted, and does not appear to have been formally maintained, comprising a single-track unmade carriageway, constrained on both sides by boundary treatments and vegetation, with blind bends at approximately 30m and 85m along the track, both to the south and north of the application site.
- 10.10. The track is considerably constrained in width to a minimum of around 3m in places up to the application site, and includes a 90-degree blind bend from an easterly to northerly direction approximately 37m south of the proposed dwelling access, with the dwelling at No.59 obscured immediately beyond this bend, where the track appears at its narrowest.
- 10.11. It is acknowledged that the Highways Authority has no objection in principle to the use of the access, as they consider that the limited safety concerns that may occur will not directly impact on the public highway. However, it should be noted that impact on the public highway only is a limitation of the remit for material considerations to be addressed by the Highways Authority. Nonetheless, their comments infer that potential vehicle conflicts and safety concerns may occur as a result of the sharp bend and poor forward visibility along the informal access track.
- 10.12. However, it is clear that the access will limit the potential for access for deliveries or emergency service vehicles, and the development will likely increase the potential for vehicle to vehicle or vehicle to pedestrian conflicts along the access, owing to the constrained width, blind bend and lack of pedestrian footway. The presence of existing vehicular access via the track to other older properties is acknowledged, however, when considering the requirements of *current* planning policy (which the existing dwellings precede), NPPF Para 114(b) and 116(c) and (d) require that for new developments:

114b) *safe and suitable access to the site can be achieved for all users;*

Within this context, applications should:

116c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and*

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

10.13. Thus, acknowledging the site's planning history and notwithstanding the lack of a technical objection from the Highways Authority, it is considered that the proposed improvements to the access mouth and the provision of a passing place adjacent to the dwelling cannot overcome the issues relating to the bend and lack of suitable visibility, which will result in potentially unsafe conflicts and will not enable access for goods, servicing or emergency vehicles. As such, the proposed access cannot be considered to comply with the requirements of the NPPF Para 114(b), 116 (c) and (d) or Policy LP15 of the Fenland Local Plan.

Residential Amenity

10.14. The plot has the capacity, subject to reserved matters of detailed design and layout, to accommodate a dwelling with associated parking, turning and amenity space without detriment to adjoining occupiers. However, future occupier amenity must also be considered.

10.15. Given the constrained nature of the site surrounds adjoined to the north, south and east by mature scrubland/woodland, the development will likely result in issues of poor light ingress and a constrained outlook, which will offer poor quality occupier amenity and will not result in the delivery of a high quality living environment as required by Policies LP2 and LP16.

10.16. Furthermore, it is noted that a bin collection point is provided near the mouth of the access, presumably owing to the lack of access available for refuse lorries due to the constrained width of the access track.

10.17. Paragraph 5.7 of the RECAP Waste Management Design Guide Supplementary Planning Document (RECAP) states: "*Residents should not have to move waste more than 30m to any designated storage area within the boundary of the property...*"

10.18. The paragraph goes on to state: "*Any designated storage area within the boundary of the property should not be more than 25m from the collection point... For containers with two wheels the distance between the collection point and collection vehicle must not exceed 25m.... should avoid steps...; In all cases surfaces should be smooth and solid and gradients should not 1:12.*"

10.19. The position of the bin collection point is approximately 60m from the intended dwelling and the ground along the access road is relatively flat, but is unmade ground and is not proposed to be resurfaced to a smooth solid surface for its entire length as recommended by RECAP. Thus, given this drag length

across unmade (albeit level) ground, along a narrow access track with existing highway safety issues, the scheme's waste collection proposal is not considered to be well-designed or user-friendly as set out within Policy LP16 (f).

Natural Environment

- 10.20. Policy LP19 seeks to conserve, enhance and promote the biodiversity of the natural environment throughout Fenland.
- 10.21. The application site comprises an area of mixed scrub, with a narrow open area which has been cut back running through the centre of the site. Accounting for this small open area, the entire site is classified as mixed but scattered scrub. The site is bordered by further areas of scrub and trees.
- 10.22. Within the East Wisbech BCP, of which the site is part, the area in which the site is located is denoted as an area of Medium Retention Value Habitat Area, with the site's southern boundary denoted as a High Retention Linear Feature (Figure 8: Summary of ecological assessment); which, according to the corresponding BCP Preliminary Ecological Appraisal appendix denotes the Habitat Area as 'Semi-Improved Grassland' and the Linear Feature as a 'Dry Ditch' (Figure 1: Habitat Survey Map).
- 10.23. The application has been supported by an ecological report concluding that the clearance of scrub from the site will have a permanent minor negative impact on the local habitat. Some mitigation in the form of compensatory planting on the developed site is advised, but even accounting for this, a residual minor negative impact will occur. There were no signs of protected species at the site, but the habitat is suitable for nesting birds and possibly for infrequent use by some terrestrial Protected and Priority species.
- 10.24. Furthermore, a Biodiversity Net Gain calculation has been undertaken to help quantify any losses of habitats at the site. The calculation shows that the development would be expected to lead to a net loss of 0.3 Habitat Units, this reduction in Habitat Units equates to approximately 93% of the baseline Habitat Units being lost from the site.
- 10.25. The CCC Ecology team has reviewed the submitted ecology report findings and concludes that the loss of biodiversity value is regrettable and given the domestic nature of the proposed development, redesign of the scheme will not likely be able to fully address this loss notwithstanding mitigation measures being acceptable on balance.
- 10.26. Notwithstanding the suggested mitigation measures Policy LP19 clearly stipulates that the Council should refuse permission for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity.
- 10.27. Accordingly, the ecological assessment above notes that the scheme will see a 93% loss of Habitat Units (which will likely impact nesting birds and some terrestrial Protected and Priority species). It is considered that there will be

negligible public benefit through the development of the site for one dwelling, and that the suggested mitigation measures will not result in a neutral impact or net gain in biodiversity as some loss will remain. Furthermore consideration of the higher level assessment undertaken within the BCP suggests that this site may be significant in achieving biodiversity net gain and habitat retention in respect of the wider development proposals within the BCP.

- 10.28. Therefore, the proposal is unacceptable in respect of the resultant harm of the biodiversity potential of the site and does not accord with the aspirations of NPPF Section 15 and Policy LP19 of the Fenland Local Plan and should be therefore refused on this basis.

Flood Risk

- 10.29. The application site falls within Flood Zone 1 (low risk) and as such the proposal is considered to be appropriate development and does not require the submission of a flood risk assessment or inclusion of mitigation measures. Issues of surface water will be considered under Building Regulations; accordingly there are no issues to address in respect of Policy LP14.

Other Matters

- 10.30. It is acknowledged that development of the site may reduce the possibility of fly tipping at the site and therefore may result in an improvement to the overall cleanliness of the area. However such matters were not noted within comments received from the Environmental Health team; accordingly, the claims of the use of the land for unauthorised waste disposal cannot be substantiated.
- 10.31. Notwithstanding, any benefits that development of the site may improve to cleanliness does not outweigh the concerns raised with respect to the material planning considerations discussed above.

11 CONCLUSIONS

- 11.1. The above assessment has established that the proposal cannot overcome the issues relating to the bend and lack of suitable visibility, which will result in potentially unsafe conflicts and will not enable access for goods, servicing or emergency vehicles. As such, the proposed access cannot be considered to comply with the requirements of the NPPF Para 114(b), 116 (c) and (d) or Policy LP15 of the Fenland Local Plan.
- 11.2. Given the constrained nature of the site surrounds adjoined to the north, south and east by mature scrubland/woodland, the development will likely result in issues of poor light ingress and a constrained outlook, which will offer poor quality occupier amenity and will not result in the delivery of a high quality living environment as required by Policies LP2 and LP16. Furthermore, given the potential circa 60m bin drag length across unmade (albeit level) ground, along a narrow access track with existing highway safety issues, the scheme's waste collection proposal is not considered to be well-designed or user-friendly as set out within Policy LP16 (f) and would result in unacceptable amenity impacts.

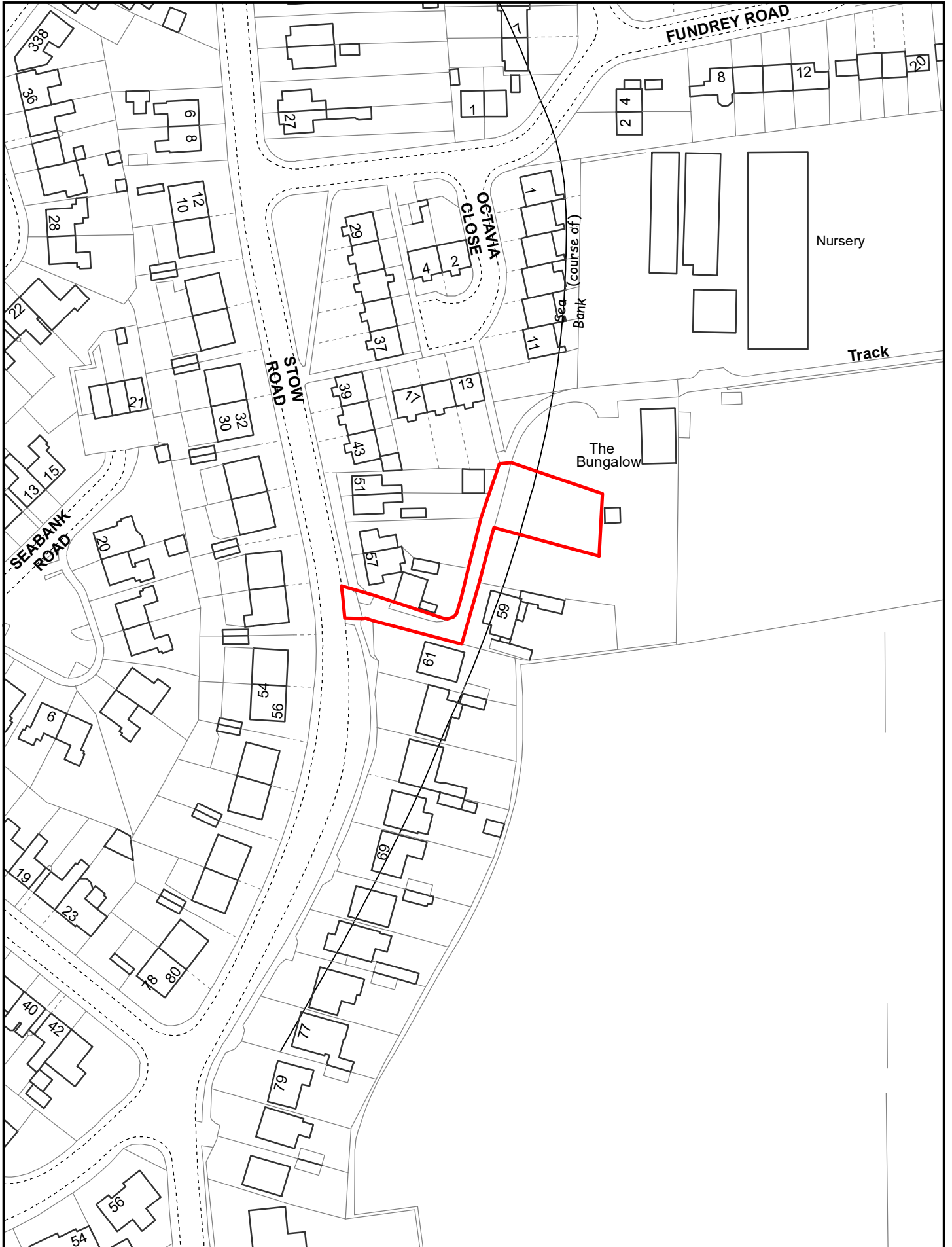
- 11.3. The scheme will see a 93% loss of Habitat Units which will likely impact nesting birds and some terrestrial Protected and Priority species; in addition there will be negligible public benefit through the development of the site for one dwelling, and any suggested mitigation measures will not result in a neutral impact or net gain in biodiversity as some loss will remain. Therefore, the proposal is unacceptable and does not accord with the aspirations of NPPF Section 15 and Policy LP19 of the Fenland Local Plan.
- 11.4. Thus, in accordance with the above assessment in respect of local and national planning policy, the application must be recommended for refusal.

12 RECOMMENDATION

Refuse; for the following reasons:

1	Policy LP15 of the Fenland Local Plan 2014 requires development schemes to demonstrate that they have had regard to several criteria, including providing a well-designed, safe and convenient access for all. The NPPF states (at paragraph 114) that developments should ensure that safe and suitable access to the site can be achieved for all users and development should create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists, and vehicles. The existing access track is considered to be inadequate to serve the proposed development by reason of its restricted width and restricted visibility owing to a blind bend, which could result in conflict between pedestrians and vehicles. In addition, the constrained access will restrict access to the site from emergency vehicles. As such, the proposed access is considered to be in conflict with NPPF Para 114 (b), Para 116 (c) and (d) and Policy LP15 of the Fenland Local Plan as it does offer safe and convenient access for all.
2	Policy LP16 of the Fenland Local Plan 2014 seek to ensure that adequate, well designed bin facilities are conveniently located with easy access for users. By virtue that the proposal will result in bins being wheeled circa 60m from the storage area across unmade ground to the required collection point the scheme offers an inconvenient and inadequate waste collection scheme with poor levels of residential amenity, which is considered to be contrary to Policy LP16 (f) of the Fenland Local Plan 2014.
3	Policies LP2 and LP16 of the Fenland Local Plan and Paragraph 135 of the NPPF seek to ensure the health and wellbeing of occupiers through the creation of high quality residential accommodation. By virtue of the lack of natural light ingress and poor outlook owing to the constrained nature of the site and surrounds, in combination with the issues identified in Reasons 1 and 2 above, it is considered that the proposal for residential development of the site would result in poor levels of residential

	<p>amenity for its occupant(s). As such, the proposal is contrary to the requirements of the aforementioned local and national planning policies and cannot be supported.</p>
4	<p>Section 15 of the NPPF seeks to conserve and enhance the natural environment. Policy LP19 stipulates that the Council should refuse permission for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity. The scheme will see a 93% loss of Habitat Units (which will likely impact nesting birds and some terrestrial Protected and Priority species); in addition there will be negligible public benefit through the development of the site for one dwelling, and any suggested mitigation measures will not result in a neutral impact or net gain in biodiversity as some loss will remain. Therefore, the proposal is unacceptable and does not accord with the aspirations of NPPF Section 15 and Policy LP19 of the Fenland Local Plan.</p>



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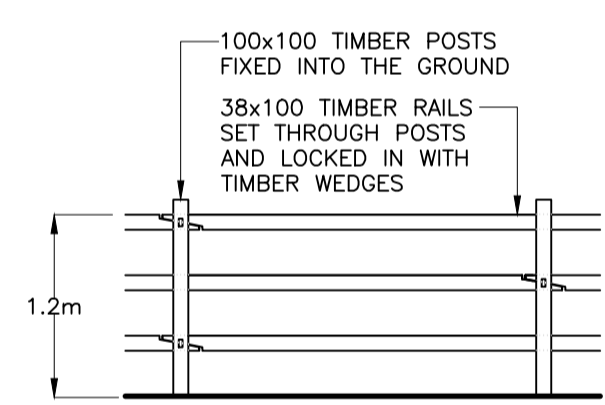
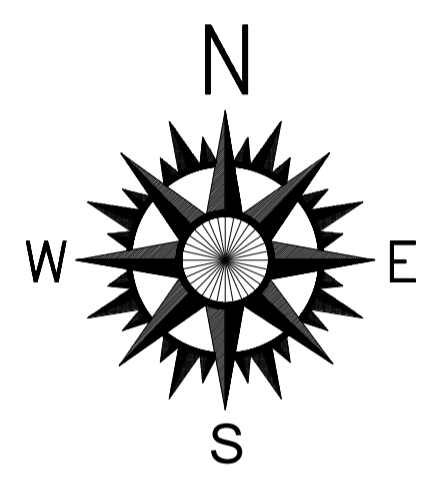


INDICATIVE LAYOUT

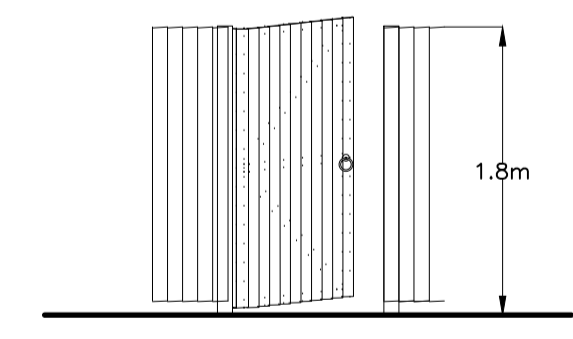
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 Contractor to check all dimensions on site before work starts or materials are ordered, if in doubt ask. All dimensions are in mm unless stated otherwise.
 Where materials, products and workmanship are not fully specified they are to be of the standard 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



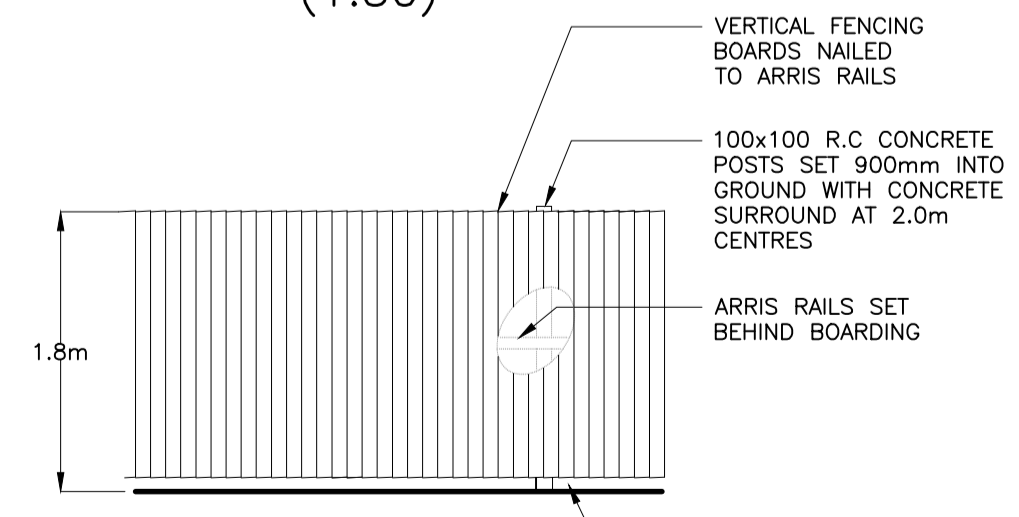
- LEGEND**
- GRAVEL (PERMEABLE COVERING)
 - TARMAC
 - GRASS
 - BLOCK PAVING
 - SLAB PAVING



TYPICAL POST AND RAIL FENCE DETAIL (1:50)



GATE DETAIL (1:50)



1.8m HIGH FENCE DETAIL (1:50)

B	PLANNERS AMENDMENTS	JUL 22
A	PLANNERS AMENDMENTS	JUL 22
	REVISIONS	DATE

MORTON & HALL CONSULTING LIMITED
 CONSULTING STRUCTURAL ENGINEERS
 1 Gordon Avenue, March, Cambridgeshire, PE15 8AJ
 Tel: 01354 655454
 E-mail: info@mortonandhall.co.uk
 Website: www.mortonandhall.co.uk

Fenland District Council
 LABC
 Building Design Awards
 Building Excellence in Fenland

CLIENT: Mr D Parsons

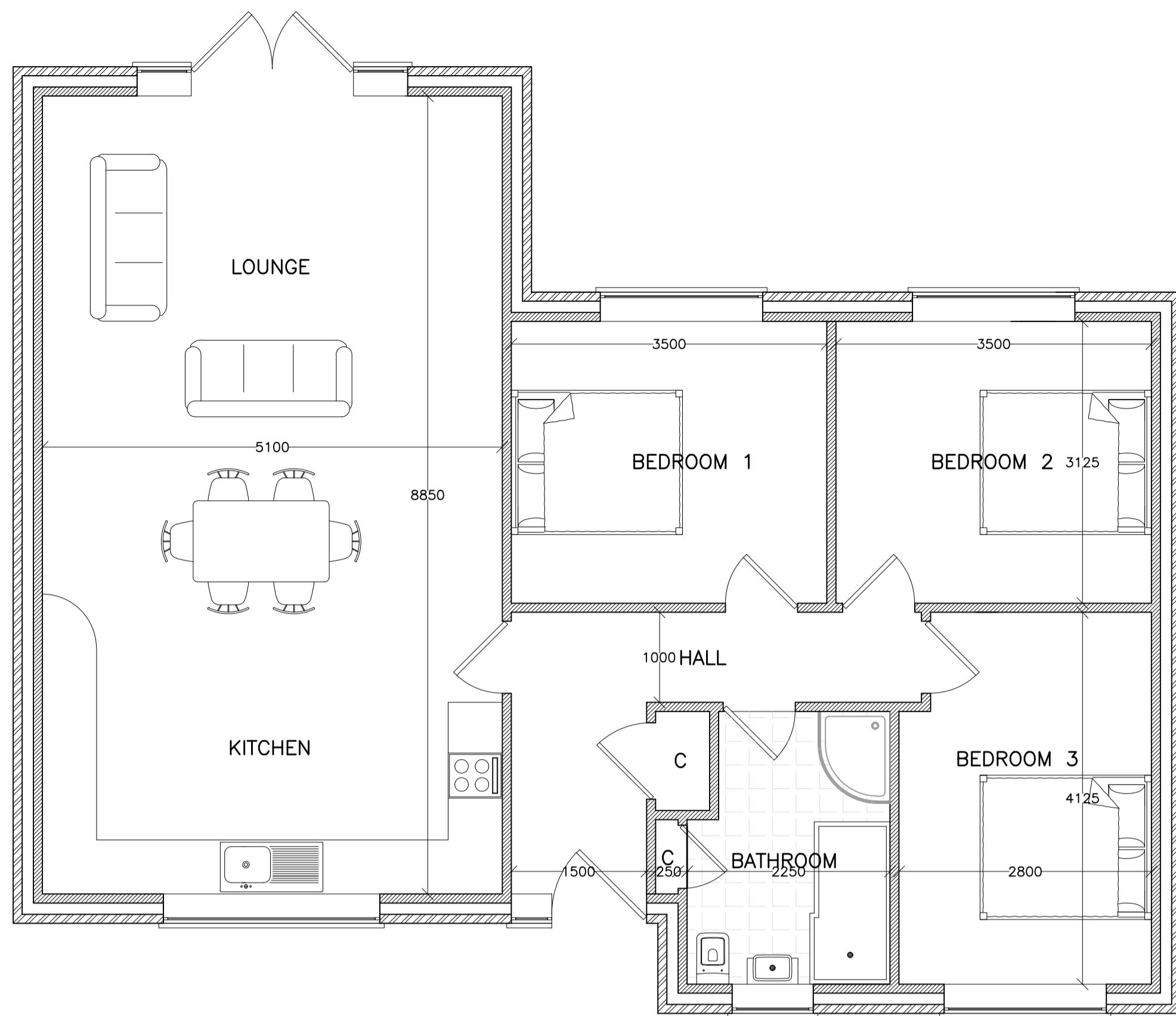
PROJECT: Land Lying East of Stow Road Wisbech Cambs PE13 3TH

TITLE: Proposed Site Plan

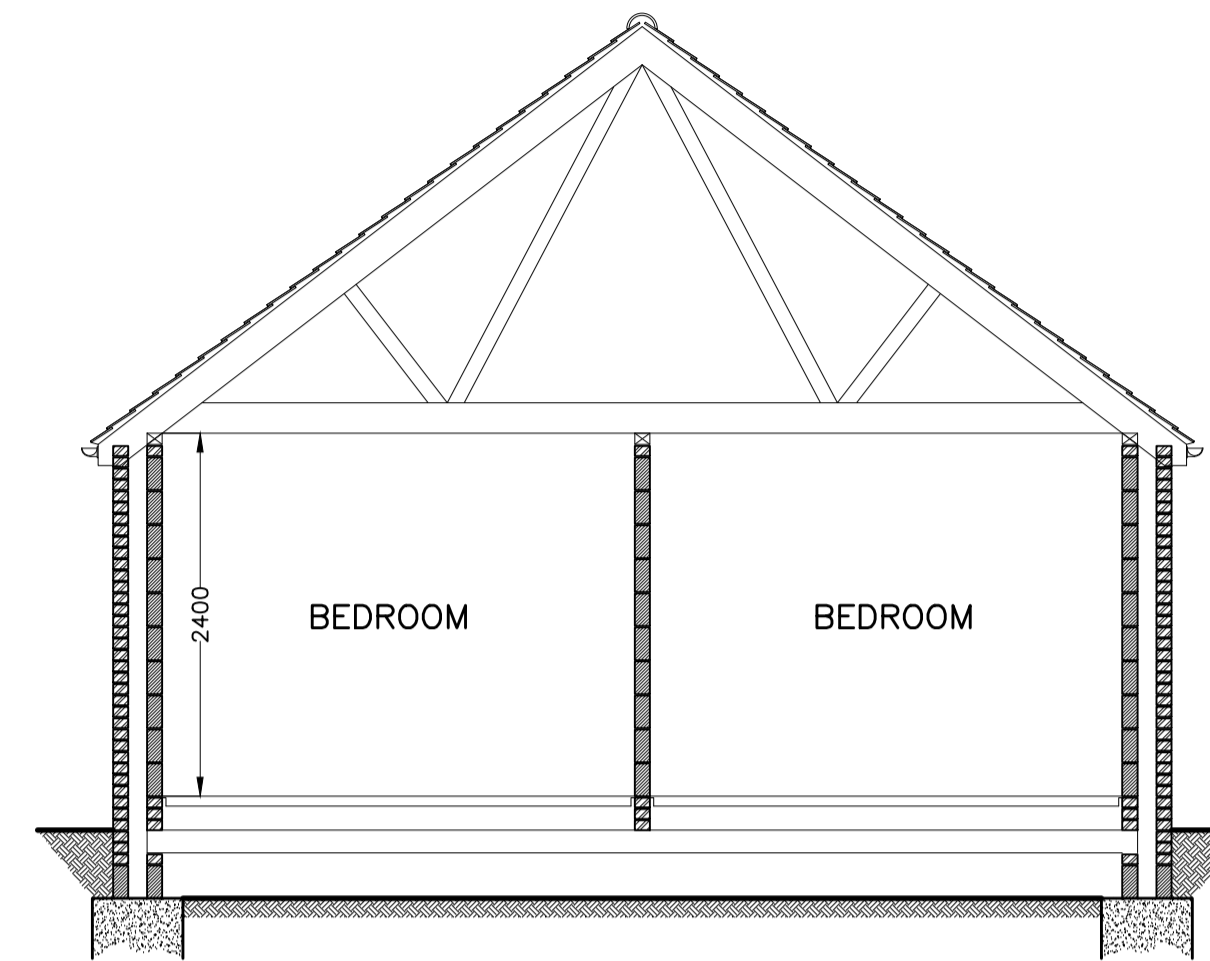
DRAWN: R.Papworth	DATE OF ISSUE:
CHECKED:	
DATE: Oct 18	DRAWING NUMBER: H6010/02b
SCALE: AS SHOWN	

PROPOSED SITE PLAN 1:100

INDICATIVE DRAWINGS



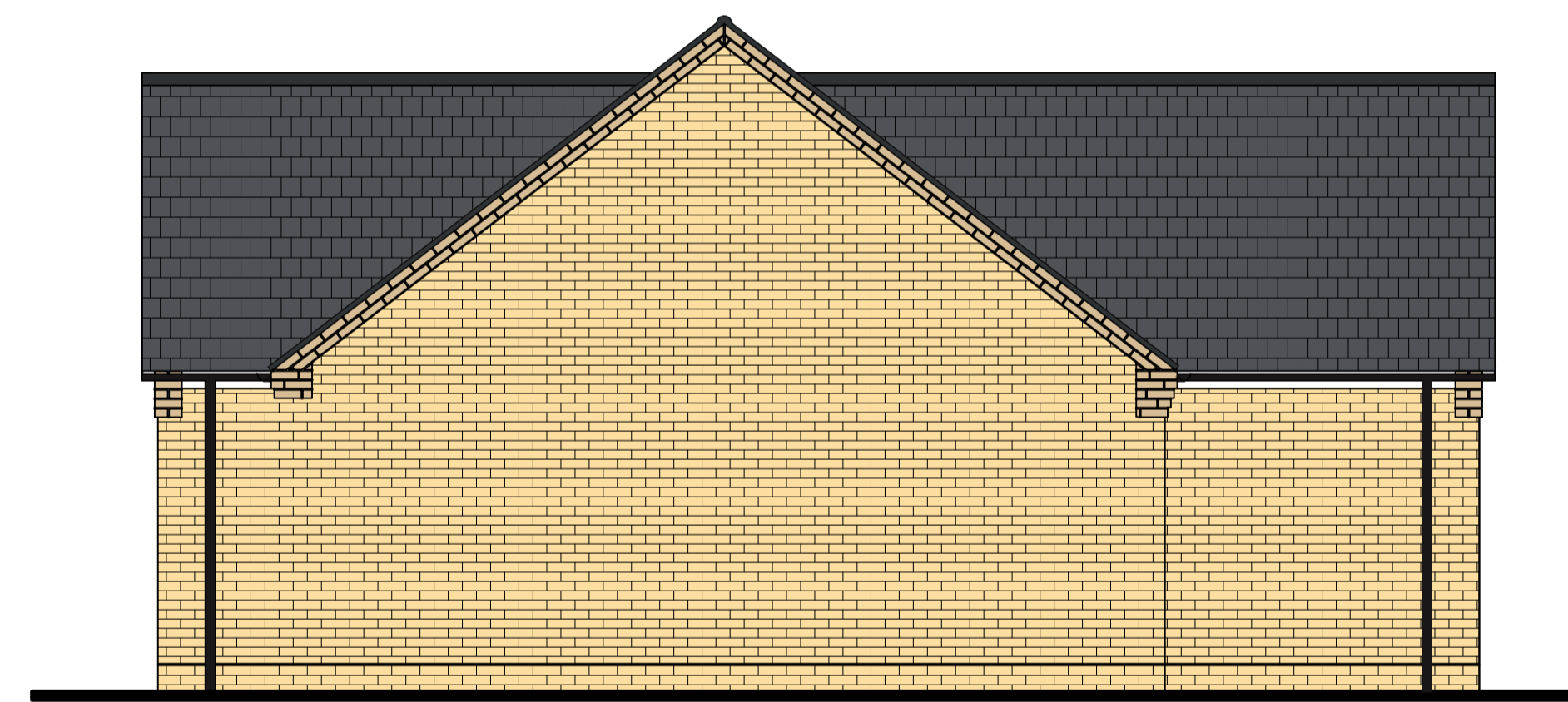
PROPOSED FLOOR PLAN (1:50)



PROPOSED SECTION (1:50)



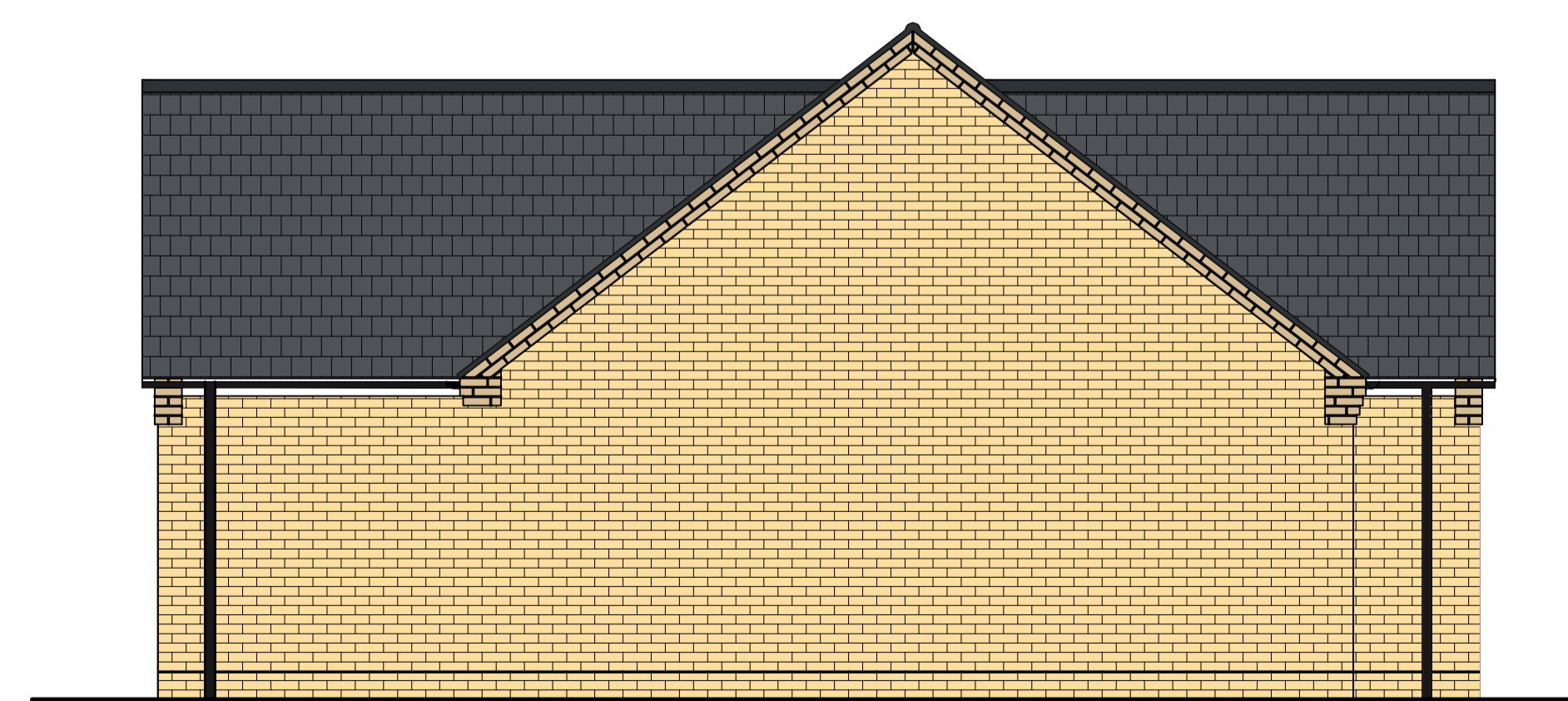
PROPOSED FRONT ELEVATION (1:50)



PROPOSED RHS ELEVATION (1:50)



PROPOSED REAR ELEVATION (1:50)



PROPOSED LHS ELEVATION (1:50)

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CLIENT	Mr D Parsons
PROJECT	Land Lying East of Stow Road Wisbech Cambs PE13 3TH
TITLE	Proposed Plans & Elevations
DRAWN	R.Papworth
CHECKED	
DATE	Aug 2019
SCALE	1:50
DATE OF ISSUE	
DRAWING NUMBER	H6010/03A