
F/YR20/1257/F

**Applicant: Mr S Howard
Howard Renovations Ltd**

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

7 Station Road, Manea, March, Cambridgeshire

Change of use from restaurant and 2-bed dwelling to mixed use of 7-bed unit for accommodation of up to 18 residents with shared communal facilities and 2-bed dwelling involving retention of existing outbuilding for storage and demolition of existing shed (part retrospective)

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 The application seeks full planning permission to change the use of the restaurant and rooms (5 rooms with shared bathroom and WC) to a 7-bed unit for accommodation of up to 18 residents with shared communal facilities and outside space. The nature of the use is such that it would not fall within HMO legislation.
- 1.2 The principle of development in this location is accepted subject to compliance with the relevant policies. The proposal would, according to the submitted information, provide accommodation for agricultural workers to support an established farming enterprise and as such support economic growth, in addition it is likely that residents would utilise shops and facilities within the village contributing to its sustainability.
- 1.3 Internal alterations are proposed to facilitate the change of use and the external appearance of the building remains the same aside from replacement windows of the same design, as such the proposal is not considered to create a significant adverse impact on visual amenity or the character of the area.
- 1.4 The number of residents and nature of the use proposed of this modest site would result in a significant detrimental impact on the residential amenity of surrounding dwellings.
- 1.5 The application advises that residents will be transported to and from the site to work by minibus and cars will remain on the farm, however this cannot be guaranteed nor conditioned. There is a significant shortfall of onsite parking and whilst Highways have no objection on safety grounds, there will be a burden placed on the surrounding area to meet the increased parking demand.
- 1.6 The loss of the restaurant with rooms is considered to be justified and the proposal is to provide accommodation for agricultural workers to support an established farming enterprise and as such support economic growth, in addition it is likely that residents would utilise shops and facilities within the village contributing to its sustainability. However, the number of residents and nature of

the use would result in an over development of this modest site, with no clear regulatory regime to safeguard the well-being of residents, insufficient amenity space and parking provision, resulting in and a significant detrimental impact on the residential amenity of surrounding residents. The benefits of the scheme are not considered to outweigh the harm that would be created, and as such the recommendation is one of refusal.

2 SITE DESCRIPTION

The application site is located on the western side of Station Road and comprises of the former 'Classics' restaurant with rooms above and the associated 2-bed dwelling attached. The building is 2-storey and 'L' shaped with a single-storey lean-to element to the rear. There is a narrow tarmac access drive situated between 7 and 5 Station Road, leading to a small parking and garden area to the rear, there is also a part single-storey, part 2-storey height (there does not appear to be a first floor) brick built outbuilding/store which forms the rear boundary of the site.

3 PROPOSAL

- 3.1 The application seeks full planning permission to change the use of the restaurant and rooms (5 rooms with shared bathroom and WC) to a 7-bed unit for accommodation of up to 18 residents with shared communal facilities and outside space. Intensive residential occupation of the building has already taken place which resulted in the Private Sector Housing Team and the Fire Service visiting the site, hence the retrospective nature of the application; the precise situation currently is unclear.
- 3.2 Ground floor accommodation is to comprise of 2-bedrooms with en-suites, communal kitchen, communal lounge, entrance hall, store, 2 WC's and shower room. The first floor comprises 5 bedrooms, 1 with en-suite, utility room, 2 shower rooms, 2 WC's and a bathroom. Internal alterations are proposed to facilitate this, the external appearance remains the same aside from replacement windows of the same design.
- 3.3 The accommodation is required, according to the submitted information, to provide accommodation to agricultural farm workers, in the main on a seasonal basis though some residents would be staying throughout the year. The Private Sector Housing Team have advised that due to this it would not fall within the HMO legislation.
- 3.4 The separate 2-bed dwelling is to be retained and will have a separate external area.
- 3.5 The existing outbuilding is to be retained for storage and the shed has already been demolished. A bin storage area is proposed in the location of the former shed.
- 3.6 The original submission was for 30 residents which has been reduced down to the current proposal for 18.
- 3.7 Full plans and associated documents for these applications can be found at:

[F/YR20/1257/F | Change of use from restaurant and 2-bed dwelling to mixed use of 7-bed unit for accommodation of up to 18 residents with shared communal facilities and 2-bed dwelling \(C3\) involving retention of existing outbuilding for](#)

4 SITE PLANNING HISTORY

Of relevance:

F/0701/76/F	Use of premises and a guest house (retrospective)	Granted 22/11/1976
-------------	--	-----------------------

5 CONSULTATIONS

5.1 Parish Council (19/1/2021)

OBJECT: Over development.

Lack of parking

Overlooking neighboring rear properties.

5.2 Parish Council (18/5/2021)

Refuse: Overdevelopment of the site, severe lack of parking. Wrong location for this type of development. Request Planning Committee consideration.

5.3 Parish Council (20/7/2021)

REFUSE: Parking at the rear as now proposed is worse than the previous application. The apartment at the rear has no dedicated parking. If the parking spaces are full, it would mean that any other vehicles would have to back out onto a busy main road, opposite the school, over the busy footpath. There are inadequate visibility splays, parking for potentially 15 residents on Station Road is unacceptable. This application cannot be supported in this location. This application should be discussed at the FDC Planning Committee.

5.4 Environmental Health (FDC) (20/1/2021)

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the development in principle as it is unlikely to have an effect on air quality or be affected by ground contamination.

Chapter 5.6 of the submitted Design & Access Statement states the internal layout of the proposed change of use will ensure that appropriate provision is provided regarding noise transfer from the first-floor utility/shower room to the adjoining bedroom as well as the communal ground floor lounge area and adjoining bedroom. The applicant has also stated that thermal insulating materials can be provided. In chapter 8.4 it states that noise pollution is to be minimised by exceeding current building regulation standards and compliance with robust details, providing appropriate distances, where possible, between housing and potential noise generators.

We note the applicant has not submitted information that describes the appropriate provision to control noise or, further detail to mitigate against potential noise generators as stated in the report.

As this application seeks consent for a change in use of an existing dwelling into an HMO, we would inform the applicant that housing legislation sets out standards which landlords are required to meet in order to achieve acceptable standards of living, this includes minimum room sizes per person(s), fire safety as well as amenity provision. These standards are also controlled through a licence which is issued by the local authority on certain HMO properties.

Given this proposal seeks to convert a period property into an HMO that lies within an established area of Manea where sensitive end-use is sought, we ask the applicant to submit information that covers the appropriate provision to address noise that demonstrates how such measures will mitigate against potential noise generators and provide suitable living conditions for the intended occupiers.

We would recommend that Fenland's Private Sector Housing Team be invited to provide further comment that covers the materials and specifications to be used to convert the property into an HMO and, in the event they may wish to impose conditions relating to the management, use and occupation of the dwelling should the application meet HMO license criteria.

The Environmental Health Team note and accept the applicants comments as taken from paragraph 5.5 of the submitted Planning Statement that in order to minimise the number of vehicle movements and to minimise the highway safety implications of the development, the applicants are willing to enter into a Section 106 Agreement stipulating that occupants of the hostel would not be able to utilise their own motorised transport from the application site. This service considers this an appropriate way to mitigate against unwelcomed noise arising from numerous arrivals and departures through vehicle usage and would recommend a condition that restricts such undertaking at the application site so as to prevent protect both the noise climate and interests of the local amenity.

This service also notes as part of the proposal, demolition of an existing structure will be necessary before the erection of a new dwelling is constructed. In the event that contamination is encountered the applicant should ensure the ground is suitably remediated before any further development takes place. We therefore recommend the 'Unsuspected Contaminated Land' condition be imposed should permission be granted to protect human health and the environment during the development process and future occupiers of the site.

5.5 Environmental Health (FDC) (2/8/2021)

Thank you for your email and the additional information.

The Environmental Health Team have reviewed the application, recent comments and information provided and would further add to our previous consultation.

There have been no previous complaints made to this service regarding noise or other similar disturbance associated with the application site and the reduction from 30 to 18 residents will reduce the likelihood of potential disturbance and acts of anti-social behaviour. We would extend this observation towards the reduced number of vehicles likely to be used by the occupants at this address and as such, we do not believe the use of vehicles will be an issue in terms of the noise climate being adversely affected.

Given the reduction in residents that are considered to be seasonal or otherwise the proposal is based on providing temporary living accommodation, the need for a robust sound insulation design and material plan is considered unnecessary. However we would advise the applicant that measures to reduce the likely interference of internal living noise should be addressed when considering for example, shower plumbing and associated fittings so as to prevent noise disruption between room occupiers. We note the comments provided by the applicant that the final design and layout will be in accordance with current building regulation

guidelines. This service accepts this approach to addressing the potential for unwanted noise issues between room occupiers.

As per our last consultation we ask for the unsuspected contaminated land condition to be added to the consent if granted.

5.6 Private Sector Housing Team (FDC) (20/1/2021)

Having considered the above Planning consultation The Private Sector Housing Team must "Object" to the proposed application on the basis on the following issues:

We do not believe the proposed occupancy of the premises constitutes HMO use as defined under The Housing Act 2004. It would appear that the occupancy of the premises would be on a seasonal basis and linked to the nearby business use. This would suggest that the occupiers are not residing at the property as their main residence and will not have individual written tenancy agreements that provides them with secure tenure.

Some of the proposed rooms are to be shared by un related persons which is not permissible under HMO legislation.

We believe that the proposed operation of the premises is more akin to Hostel accommodation and would suggest that the applicant consult with The Gang Master Licencing Authority (GLA) for Regulatory advice and support should this application be successful.

5.7 Private Sector Housing Team (FDC) (29/1/2021)

It's clear that although it's shared accommodation the size and operation of the development is more akin to Hostel accommodation, i.e. typically where there are shared-room style accommodation that which accepts groups for short-term stays, and that provides common areas and communal facilities.

We believe the style of accommodation proposed is similar to Fridaybridge Camp which is currently Regulated by the Gang Masters Licensing Authority (GLA) and given the similarities to that operation (i.e. short term accommodation, primarily for seasonal workers) we feel that The GLA should be the Regulatory body as they have powers to ensure the health, safety, well-being and employment rights of the workers as well as monitoring the standard of accommodation.

The PSH team concerns were more along the lines of who will be the Regulatory body for this development rather than an objection to the proposal itself.

5.8 Gangmasters and Labour Abuse Authority

No comments received.

5.9 Cambridgeshire Fire and Rescue Service

No comments received.

5.10 Designing Out Crime Team (18/1/2021)

Thank you for the opportunity to comment on the above Change of Use application in regards to community safety and vulnerability to crime. Having spoken to the local police team, Fenland Council and Fire Service I am aware of the large disturbance at the premises in October 2020 – I am also aware following further

consultation that the owners are taking measures and this office is supportive that a Change of Use application has been made. I would just ask that if this is confirmed by planning that the premises will be regulated in the future which would allow for regular checks to be made.

We are supportive of the application and have no further comments at present. Should the owners require site specific security advice we can provide that.

5.11 Designing Out Crime Team (7/5/2021)

Thank you for the opportunity to comment on the revised proposals in regards to the above application. I have also reviewed comments made in January 2021. I am happy that the various regulatory bodies are involved and have no further comments at this stage – I wish my original comments to stand in terms of community safety and reducing vulnerability to crime.

5.12 Designing Out Crime Team (29/6/2021)

I can confirm this office has reviewed the revised proposals and have no further comments to make in terms of community safety or vulnerability to crime – we wish our previous comments to remain – nothing further to add at this stage.

5.13 Cambridgeshire County Council Highways (14/1/2021)

How will the parking be managed along the driveway and in front of the coach house? Will there be allocated parking or will this just provide cycle and pedestrian access only?

How has 30 occupants been calculated? Clearly there will be a percentage of occupant that will own a car. Given the lack of onsite parking, this is likely to result in a demand for kerb side parking, of which is likely to result in parking displacement and potential amenity issues for existing residents along Station Road. FDC need to consider the impact of the lack of parking.

The only highway safety concern I have, is the 'free for all' parking arrangement along the existing access/driveway. Parking along this driveway should either be physically prohibited or restricted to a provision equal to the existing use. Reason: the access is narrow width with substandard visibility and on a frequently used pedestrian route to the local primary school.

Defer for amended plans

5.14 Cambridgeshire County Council Highways (17/2/2021)

Any parking prohibition along Station Road will not make the lack of off-road parking acceptable. The order would also be subject to public consultation, which is likely to receive objection from residents that are reliant on kerb side parking along Station Road.

The only highway safety concern I have is the unfettered/intensified use of the existing vehicular access.

5.15 Cambridgeshire County Council Highways (5/5/2021)

I see the agent has detailed bollards at the access and made the court yard area pedestrian/cycle access only. You may want to impose a condition that ensures the bollards are maintained in an upright position, so to prevent convenience parking to the rear?

I have no highway objections.

5.16 Cambridgeshire County Council Highways (1/7/2021)

Vehicles will only be able to turn around if no one parks in the red dotted turning area. If someone parks in the turning area, mistaking it for a parking space, then vehicles will need to reverse on to Station Road? For the 3 space layout to work, the parking area will need to be surfaced and marked out with line markings.

Unlike previous submissions, the access under this proposal is being opened up to provide better vehicle access. Can you request the applicant provides access geometry plans, detailing access widths' and visibility splays etc?

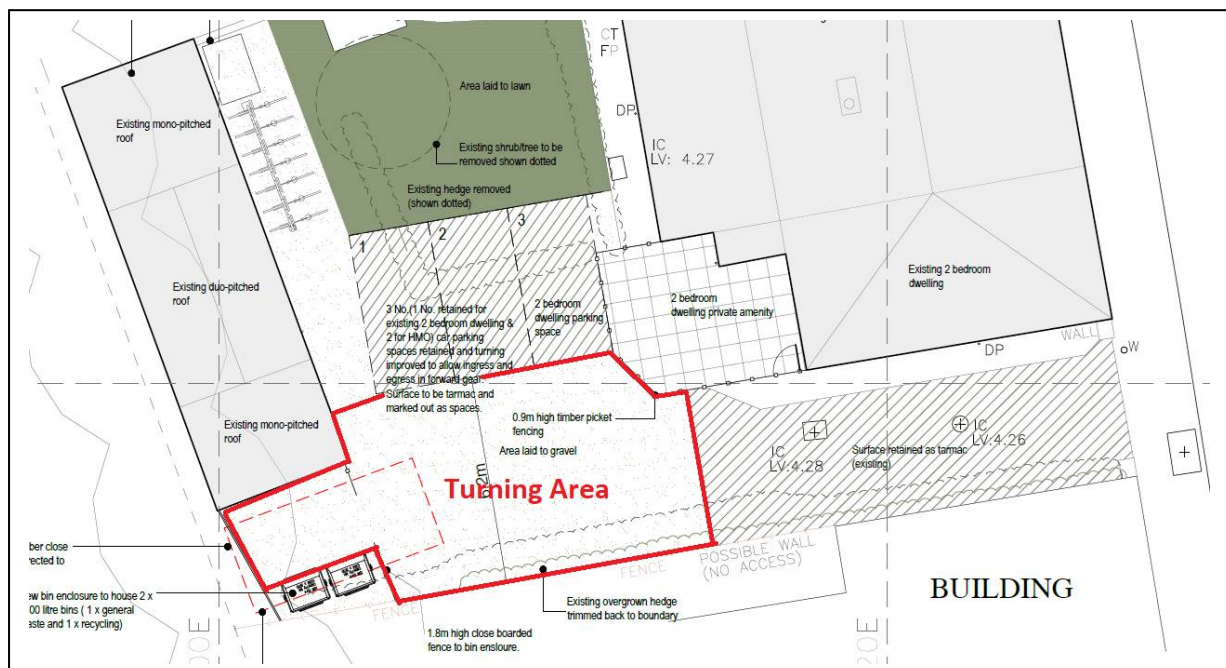
Defer for amended plans.

5.17 Cambridgeshire County Council Highways (30/7/2021)

Having considered the agents comments in respect of the existing parking and the proposed parking and turning, I am able to conclude I have no highway objections to the revised parking, turning and access arrangement. The proposal results in no material harm to the highway network.

Condition recommendations are set out below;

Condition 1 – Parking and turning.



You can either refer to the sketch above in the parking and turning condition wording or request the agent amends the planning layout plan accordingly.

Condition 2 – Prior to first occupation, the vehicular access to be sealed in accordance with the above plan, and drained in accordance with details to be submitted and approved.

5.18 Refuse Team (FDC) (19/2/2021)

In regards to bin provision the proposed 2 x 1 bed flats and 1 x 2 bed house would receive the standard entitlement, the 7 bed HMO would be entitled to maximum of 2 x 240 litre general waste bins and 2 x 240 litre recycling bins. This would equate to 1 x 1100 general waste and 1 x 1100 as the maximum provision.

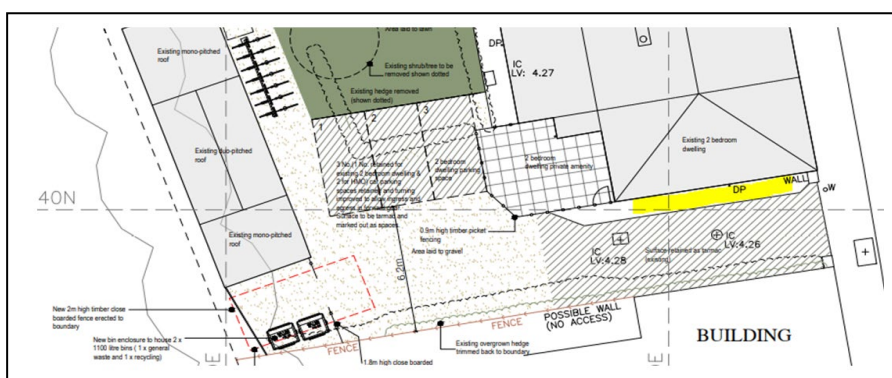
If additional bins were required (an HMO up to 30 people most certainly will) these will need to be arranged via a licenced carrier at additional cost. The type and frequency of collection would need to be arranged to suit via the landlord (details of HMO waste service standards below) with the cost dependent on the requirements.

- Landlords must ensure the dwelling has adequate waste disposal facilities and are used by tenants correctly. We expect landlords to comply with current HMO Waste Service Standards found at https://fenland.gov.uk/media/15159/HMO-Waste-Service-Standards/pdf/HMO_waste_service_standards.pdf.
 - In line with #15 of these service standards, household of five or more will be entitled to an additional blue bin upon application and unused or abused [recycling] bins will be removed.
 - In line with #9 of these service standards, households of 6 or more who are recycling actively and cannot contain residual waste in bins will be supplied with an additional residual waste bin. Delivery charges apply.
 - Waste accumulations at properties, waste outside of these service standards, construction waste and waste generated as property occupier(s) change are not domestic waste and will need collection by approved waste carriers at the instruction of the landlord.
- The bin store is of sufficient size and could accommodate up to 6 x 1100 bins, a collection point within 15m of the public highway would also be required.
 - New residents will require notification of collection and storage details by the developer before moving in and the first collection takes place.
 - Refuse and recycling bins will be required to be provided as an integral part of the development.

5.19 Refuse Team (FDC) (9/8/2021)

With the changes, 1 x 2 bed property and 1 x 7 bed unit the maximum bin provision that FDC would provide is 2 x 240 litre general waste and 2 x 240 litre recycling for each property. This bin provision and associated policy is relevant to all domestic properties not just HMOs.

240 litre bins are 740mm x 585mm deep, and would need to be presented at the boundary of the property with up to 4 on collection day. Given that the hostel type property is potentially up to 18 residents then further bin provision would be required, I would suggest that a further 4 x 240 litre general waste and 4 x 240 litre recycling would be required, these additional requirements would be chargeable and would need arranging via a licenced waste carrier. This would mean a total of 16 bins on site and 8 present at the boundary on collection day. Looking at the plans these could be stored on site and presented for collection in the area marked yellow below.



As I have said I feel that these arrangements could be accommodated, the site owner would need to be aware that extra bin provision and collections would come at a cost via either ourselves or a private licenced waste collection company and bins would need to be managed to ensure they contain the correct materials and are put for collection.

Local Residents/Interested Parties

5.20 84 objections have been received (all from within Manea) in relation to the following:

- Unreasonable/anti-social behaviour and noise/disturbance has already occurred and police have been called multiple times, adverse impact on quality of life and security
- Lack of parking/on street parking an issue particularly due to location of site rear a bend (visibility), foot and vehicular traffic on School route impeded, amount of cars on site means turning is unavailable, parking not comparable to previous use, limited public transport so car required, increase potential for accidents
- Loss of a business
- Overdevelopment of the site/overcrowding/poor conditions/ accommodation/ too many residents
- Inappropriate in this location/unsuitable for an established residential area
- Loss of residential amenity far above the permitted use
- Overlooking
- Encroachment into garden by proposed flats
- Flats will have an overbearing impact and create overshadowing, loss of natural light and light pollution, timing of demolition should be agreed, fencing should be provided to secure, asbestos to be removed by specialist
- Occupants are likely to congregate outside and cause noise/disturbance
- Concern over the number of residents, security and management
- Location of bin store could give rise to smells, noise and possible infestation/ Scale of waste management required
- Use of minibus to transport residents is not guaranteed, occupants can't be forced not to use their own vehicles
- Occupation should be limited to housing farm workers
- Shed already removed
- No provision for resident/ on-site manager
- Litter has been left in the street
- Former use had maximum of 14 when full including the owners
- Devalue property
- Out of character and unwelcome precedent
- Drainage issues
- Would affect local employment opportunities
- Doesn't look appealing, poorly kept, smell and mess (litter), concerns will not be maintained
- Covid risk
- Proposed minibus not good for the environment

5.21 14 supporting comments have been received (13 from Manea and 1 from Hexham) in relation to the following:

- Accommodation of this kind will help local businesses (farms, local facilities such as shops/takeaways)
- Building used as restaurant with rooms/B&B/Guest house and prior to that village store and bakery, and cars parked on road, perfect layout for HMO, no increase in cars using Station Road
- Will bring building back to use
- Vehicles parked legally slow down traffic through village
- Two former residents of 'Classics' now living in 2-bed house advise great layout of bedrooms and bathrooms could accommodate the number of residents applied for, false accusations being made and residents called the police to an incident, parking not an issue, minibus to and from work each day
- Provides affordable accommodation

5.22 Comments, where they relate to planning matters will be addressed in the sections below.

5.23 The proposed flats were removed from the scheme during the course of the application and existing buildings proposed to be retained, the rear boundary has been revised to reflect Land Registry records.

5.24 It should be noted that devaluation of property is not a planning consideration.

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)

National Model Design Code 2021

National Design Guide 2019

Context – C1

Identity – I1, I2

Movement – M3

Homes and Buildings – H1, H2, H3

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

LP6 – Employment, Tourism, Community Facilities and Retail

LP12 – Rural Areas Development Policy

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

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

LP16 – Delivering and Protecting High Quality Environments across the District

LP17 – Community Safety

LP19 – The Natural Environment

8 KEY ISSUES

- **Principle of Development and Economic Growth**
- **Design considerations and visual amenity of area**
- **Residential Amenity/Health and wellbeing**
- **Highways and parking**
- **Flood Risk and Drainage**
- **Ecology**

9 BACKGROUND

- 9.1 Pre-application advice was provided in July 2020 regarding the change of use of the restaurant with rooms to a 7-bed HMO and retention of the existing 2-bed dwelling. Limited information was provided regarding the details of the proposed use and number of residents, it was advised that in principle an HMO may be acceptable in this location subject to a suitable scheme coming forward, sufficient parking and amenity would need to be provided and justification in relation to the loss of the community facility. Information was provided regarding HMO licencing requirements.
- 9.2 Upon submission of the application the Private Sector Housing Team advised that due to the size and operation of the proposal it would be more akin to a hostel and as such would not fall under HMO legislation or its requirements.
- 9.3 During the course of the application the scheme has been amended to reduce the number of residents from 30 to 18, the proposed flats have been removed from scheme and outbuilding/store retained, parking and turning has been provided on site, amenity space provided for 2-bed dwelling and the rear boundary of the site has been amended following advice of encroachment.

10 ASSESSMENT

Principle of Development and Economic Growth

- 10.1 The application site is located within the settlement of Manea which is identified within the Settlement Hierarchy as a Growth Village; Policy LP3 of the Fenland Local Plan 2014 advises that development and new service provision either within the existing settlement (such as this site) or as small village extensions will be appropriate. Policy LP12 of the Fenland Local Plan 2014 (Part A) advises that for villages, new development will be supported where it contributes to the sustainability of the settlement. This is however on the basis that the development is in keeping with and reflects the character of the area and that there are no significant issues in respect of residential or visual amenity, design, parking, highways, flood risk or ecology.
- 10.2 LP6 of the Fenland Local Plan 2014 seeks to retain community facilities unless there is adequate justification, this would be applicable to the loss of the restaurant as it provides a service to the village. A statement has been provided by the previous owners, advising that the building was put on the market with a specialist commercial agent in March 2018 and then with a local agent. There were no viewings from the commercial agent from March 2018 until the sale of the building

to the applicant who bought the building not the business, there were only 2 other viewings, and neither were to purchase as a restaurant. The former owners had tested the market 12-13 years ago with 3 national hospitality agents, however there was no interest. The supporting statement advises that the pre-existing business was no longer viable, and it is understood this closed in 2019. Case law has established that the loss an existing use can be a material consideration where there is a likelihood that the use would resume if permission for an alternative use is refused, in this case it is considered unlikely as the business was not bought with the building, and given the backdrop of the Covid 19 pandemic and impact on hospitality.

- 10.3 The application indicates that the proposal is to provide accommodation for agricultural workers to support an established farming enterprise and as such support economic growth, in addition it is likely that residents would utilise shops and facilities within the village contributing to its sustainability.

Design considerations and visual amenity of area

- 10.4 Internal alterations are proposed to facilitate the change of use and the external appearance of the building remains the same aside from replacement windows of the same design. The building and location are not considered to be sensitive, hence the replacement of timber windows with UPVC is not considered to create a significant adverse impact on visual amenity or the character of the area.
- 10.5 Objectors to the application have raised concerns regarding the appearance of the site and it is accepted that the scale and nature of the occupancy could result in an untidy appearance. However, this is dependent upon the behaviour of residents (for example putting rubbish bags in bins rather than leaving them out for collection) and also the owners of the property to ensure it is managed properly.
- 10.6 The bin storage area is would be visible from the street due to the open nature of the drive/parking and turning area, however this is proposed to be partially enclosed by 1.8m high close boarded fence which would mitigate its impact.

Residential Amenity/Health and wellbeing

- 10.7 The proposal seeks to provide accommodation for a maximum of 18 residents, in 7 bedrooms, mainly seasonal workers on a temporary basis, though for some it will be their main residence. Whilst the supporting information indicates maximum occupancy would be during peak time (March-June and September – November) and there would be a lesser number at other times, the impact of the maximum residents on site must be considered, as this is the amount they would have permission for should the application be successful. It is considered that this number of residents would be an overdevelopment of the site and there are concerns regarding their welfare, given that due to the nature of the development it falls outside the scope of HMO legislation. The Gangmasters and Labour Abuse Authority have been consulted on the application however no comments or advice has been forthcoming. The applicant has not provided any evidence that any necessary regulations are complied with or licenses obtained to safeguard the well-being of occupants.
- 10.8 Furthermore, the attached 2-bed unit does not form part of the change of use application and can continue to be used as a dwelling, however it could also be occupied intensively by several additional residents over and above the 18 applied for in the 7-bed unit.

- 10.9 The number of residents and intensification of use gives rise to concerns of noise and disturbance to surrounding dwellings, in particular when the outside space is used, and any loss of privacy to neighbouring dwellings attributed to the existing building would be worsened due to the increased number and nature of residents. Whilst it is acknowledged that internal space standards in terms of size of bedrooms, communal areas and number of bathrooms may be acceptable, there is limited space for this number of people which may lead to anti-social behaviour, and it is understood this has already occurred on site.
- 10.10 The nature of the shift work undertaken by residents results in unsociable hours, the minibuss schedule provided (Appendix II of the Planning Statement) shows frequent trips between 8am and 5:30am the following day; picking up/dropping off or the use of residents own vehicles to get to and from work in a frequent manner or during unsociable hours would create a significant detrimental impact on the residential amenity of surrounding dwellings. It is acknowledged that the use of the building as a restaurant with rooms would have resulted in a large number of customers and residents on occasion, however the nature of the use is not considered comparable.
- 10.11 The retained dwelling within the site has limited amenity space, which is not private as it is only surrounded by a 0.9m high picket fence, all but one of the bedrooms and communal kitchen can only be accessed from the rear of the site and as such all residents would need to walk past this dwelling resulting in noise, disturbance and a loss of privacy.
- 10.12 The Council's Refuse Team have advised that for a development of this scale up to 16 bins would be required on site to accommodate general and recycling waste requirements, with up to 8 being presented near the boundary on collection day. It appears physically possible to house this number of bins within the storage area and a strip of paving is available alongside the 2 bed unit for collection. However, there is some doubt regarding the practicality and useability of this arrangement and concerns regarding the impact on the amenity of residents of the separate 2-bed unit (particularly as they have a door and window onto the collection area), and clearance of the drive given the limited width available. It is considered that this arrangement would have unacceptable impacts on the residents of this unit and is indicative of the overdevelopment of the site.
- 10.13 It is understood that Cambridgeshire Fire and Rescue Service have previously visited the site, The Council's Private Sector Housing team recommended that they were consulted to check the fire safety requirements of the site, this was undertaken, however no comments have been forthcoming.
- 10.14 The Council's Environment and Health team have recommended that an unsuspected contamination condition be imposed, however as there is no longer any demolition or building work being proposed this is not considered to be necessary.
- 10.15 Policy LP2 of the Fenland Local Plan 2014 requires development proposals to promote high levels of residential amenity, promote health and wellbeing, reduce the fear of crime and anti-social behaviour and avoid adverse impacts. Policy LP16 seeks to create high quality living environments, provide sufficient private amenity space and ensure developments do not have adverse impacts on neighbouring users. The proposal is considered to constitute an overdevelopment of this modest site, the number of residents and nature of the use resulting in the

potential for a poor living environment for residents and a significant detrimental impact on the residential amenity of surrounding dwellings, contrary to the aforementioned policies.

Highways and parking

- 10.16 The application site is located in a central location which would enable access to shops and services within the village by walking and cycling. Modes of public transport are available, though it is acknowledged that the railway station is approximately 1 mile from the site and options may be limited, particularly due to the residents shift working. The application advises that residents will be transported to and from the site to work by minibus and cars will remain on the farm, however this cannot be guaranteed. It is acknowledged that the supporting statement advises that the applicants would be willing to enter into a Section 106 Agreement to prevent occupants from utilising their own vehicles from the application site, however this is not considered to be fair nor reasonable and as such could not be sought.
- 10.17 It was considered at pre-application stage that occupiers of HMO's have a lower level of car ownership and as there were no parking standards for HMO's that it would be reasonable to adopt the standards for hotels and hostels, however the proposed scheme is not considered to be an HMO and the nature and number of residents is likely to result in a higher number of vehicles and therefore need for parking. It is acknowledged that the use of the building as a restaurant with rooms would create a need for considerable parking on occasion, however this is not comparable with the continuous use of the building for the number of residents proposed.
- 10.18 The submitted site plan details 3 parking spaces on site, 1 for the 2-bed unit and 2 for the 7-bed unit, however these are not of sufficient dimensions to be considered useable parking spaces, and to widen these to the required standard would result in the cycle parking being inaccessible, as such there is only space for 2 useable spaces on site, a significant shortfall. Cambridgeshire County Council Highways require the parking and turning to be conditioned to ensure that there is no intensification of the access given the narrow nature and lack of visibility, however the turning area indicated by them incorporates the bin store and the spaces shown are not useable, as such this would not be possible. The location of the parking spaces is such that it would not be clear from the highway whether there was a space available, hence it would be necessary to enter the site and then leave if none is available. The number of likely vehicles would either result in intensifying the use of the access or not using the spaces within the site due to inconvenience. Either way there would be a significant increase number of vehicles parking on the road in the vicinity. Whilst Highways have no objection on safety grounds, there will be a burden placed on the surrounding area to meet the increased parking demand, which would result in significant adverse impacts on residential amenity. The proposal is therefore considered contrary to policies LP15 and LP16 of the Fenland Local Plan.

Flood Risk and Drainage

- 10.19 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. The proposal is to utilise existing foul and surface water connections and no additional impermeable area is being created.

Ecology

10.20 The original scheme proposed the demolition of the existing outbuilding/store, as such a preliminary roost assessment was undertaken and submitted to accompany the application. The assessment concluded that there was no evidence of bat usage or suitable roosting features and no evidence of nesting birds. And would benefit from enhancement; bat and bird boxes were recommended in addition to bat friendly lighting.

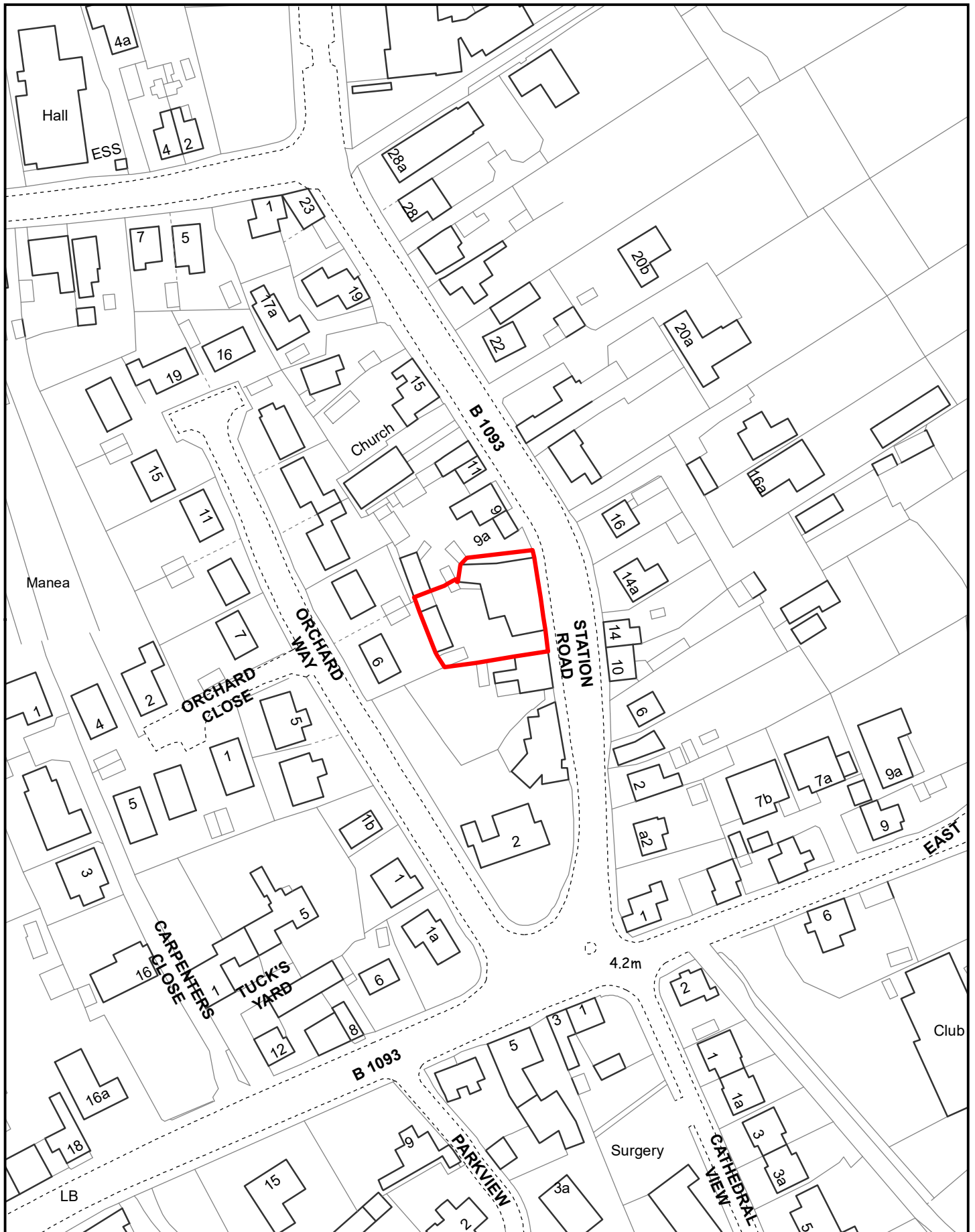
11 CONCLUSIONS

The loss of the restaurant with rooms is considered to be justified and the proposal is to provide accommodation for agricultural workers to support an established farming enterprise and as such support economic growth, in addition it is likely that residents would utilise shops and facilities within the village contributing to its sustainability. However, the number of residents and nature of the use would result in an over development of this modest site, with no clear regulatory regime to safeguard the well-being of residents, insufficient amenity space coupled with unacceptable waste collection arrangements, and inadequate parking provision, resulting in the potential for a poor living environment for residents and a significant detrimental impact on the residential amenity of surrounding dwellings. The benefits of the scheme are not considered to outweigh the harm that would be created, and as such the recommendation is one of refusal.

12 RECOMMENDATION

Refuse for the following reason

1.	<p>Policy LP2 of the Fenland Local Plan 2014 requires development proposals to promote high levels of residential amenity, promote health and wellbeing, reduce the fear of crime and anti-social behaviour and avoid adverse impacts. Policy LP16 seeks to create high quality living environments and ensure developments provide sufficient private amenity space and do not have adverse impacts on neighbouring users. Policy LP15 seeks to ensure developments provide well designed car parking appropriate to the amount of development proposed.</p> <p>The proposal is considered to constitute an overdevelopment of this modest site. The number of residents, nature of the use, unacceptable waste collection arrangements and burden placed on the surrounding area to meet increased parking demand would result in a poor quality living environment for residents of the development and a significant detrimental impact on the residential amenity of neighbouring residents through noise and disturbance, contrary to the aforementioned policies.</p>
----	--



Created on: 07/01/2021

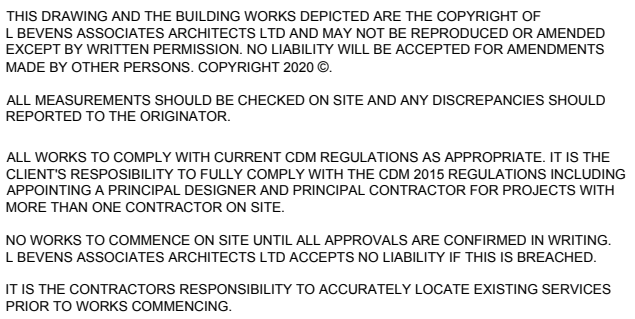
© Crown Copyright and database
rights 2021 Ordnance Survey 10023778

F/YR20/1257/F

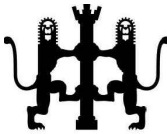
Scale = 1:1,250



A horizontal number line representing distance in meters. It starts at 0m on the left and ends at 10m on the right. Major tick marks are labeled at 0m, 1, 2, 3, 4, 5m, and 10m. There are four minor tick marks between each major tick mark, representing 0.2m increments.



- | | |
|---------------|--|
| Rev G Jul. 21 | Parking spaces surface amended to differentiate between gravel and tarmac finish and note added to ensure spaces are clearly marked out as spaces in accordance with Highway Officer's comments. |
| Rev F Jun. 21 | Boundary fence adjusted to western boundary and fencing added for retained 2 bedroom dwelling. |
| Rev E Jun. 21 | Proposed new out-building removed and existing building and parking shown. Bollard to entrance removed. |
| Rev D May. 21 | Position of new out-building amended to allow for new foundations to stay within applicants land ownership. |
| Rev C May. 21 | Position of 2m high fence to rear of out-building amended and clarified. |
| Rev B Mar. 21 | Outbuilding revised to new design, oil tank position amended, bin store enclosure added, cycle storage added and lockable bollards shown to entrance. |
| Rev A Nov. 20 | Outbuilding amended to suit latest proposals. |




L BEVENS
Associates Ltd
Architects

L Bevens Associates Architects Ltd
The Doghouse
10 Cricketers Way
Chatteris
Cambridgeshire
PE16 6UR
Tel: 01354 693969
Mob: 07739 562818
Email: enquiries@lbevens-associatesltd.co.uk
Web: www.lbevens-associatesltd.co.uk

DRAWING STATUS	PRELIMINARY	<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>
	PLANNING	<input checked="" type="checkbox"/>	FILE COPY	<input type="checkbox"/>

CLIENT
Howard Renovations Ltd

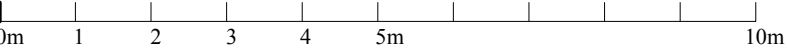
PROJECT
Former Classics Restaurant, 7 Station Road,
Manea, Cambridgeshire.

DRAWING TITLE

Proposed Site Plan

SCALE	DATE	DRAWN	CHECKED
1:100 @ A2	Oct. 2020	LB	
DRAWING NUMBER			REVISION
CH20/LBA/540/FP-1-100			G

Scale: 1:100



Proposed East Elevation



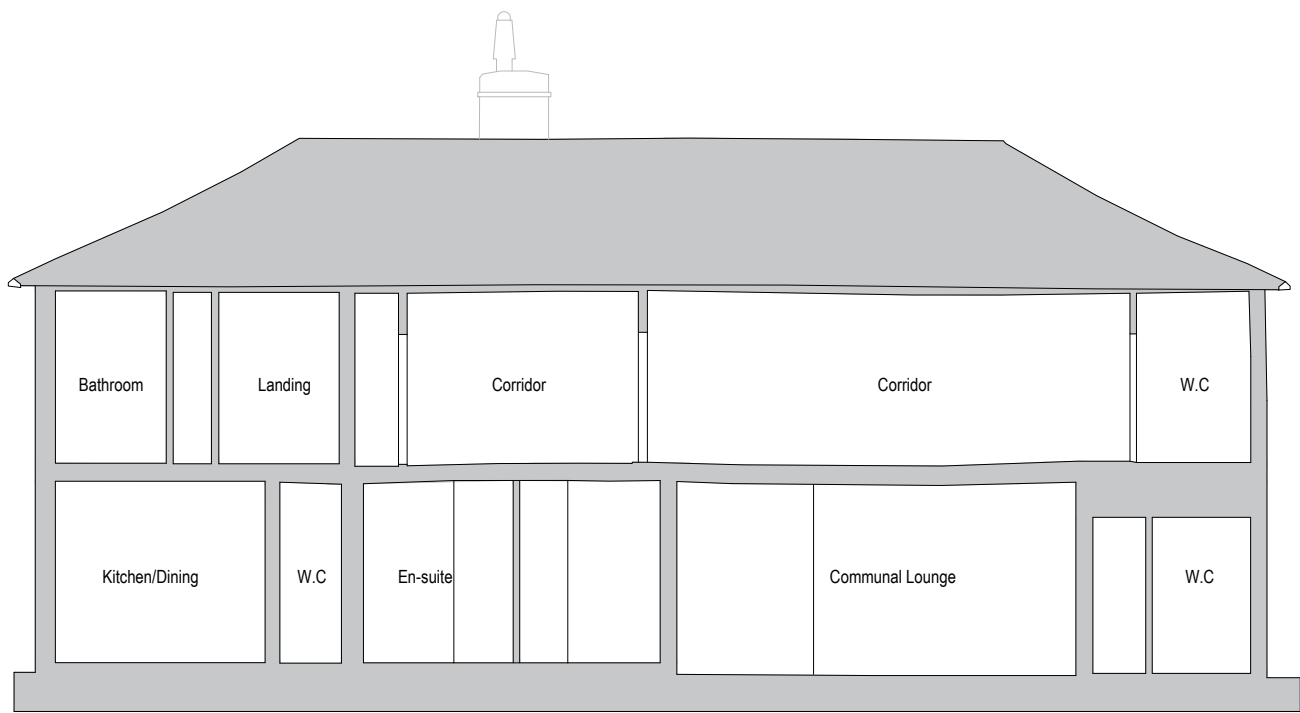
Proposed North Elevation



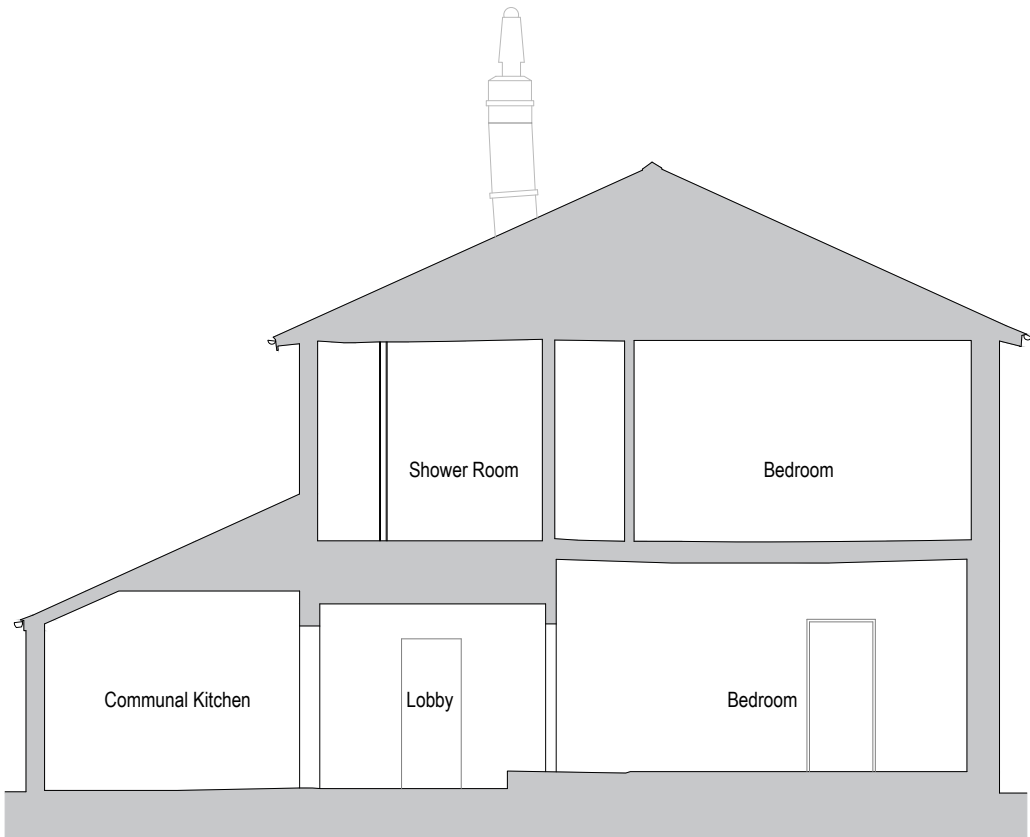
Proposed West Elevation



Proposed South Elevation



Proposed Section A-A



Proposed Section B-B

THIS DRAWING AND THE BUILDING WORKS DEPICTED ARE THE COPYRIGHT OF L BEVENS ASSOCIATES ARCHITECTS LTD AND MAY NOT BE REPRODUCED OR AMENDED EXCEPT BY WRITTEN PERMISSION. NO LIABILITY WILL BE ACCEPTED FOR AMENDMENTS MADE BY OTHER PERSONS. COPYRIGHT 2020 G.

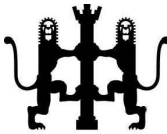
ALL MEASUREMENTS SHOULD BE CHECKED ON SITE AND ANY DISCREPANCIES SHOULD REPORTED TO THE ORIGINATOR.

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

NO WORKS TO COMMENCE ON SITE UNTIL ALL APPROVALS ARE CONFIRMED IN WRITING. L BEVENS ASSOCIATES ARCHITECTS LTD ACCEPTS NO LIABILITY IF THIS IS BREACHED.

IT IS THE CONTRACTORS RESPONSIBILITY TO ACCURATELY LOCATE EXISTING SERVICES PRIOR TO WORKS COMMENCING.

Rev B Nov. 20 Minor amendments
Rev A Oct. 20 Minor amendments



L Bevens Associates Architects Ltd
The Doghouse
10 Cricketers Way
Chatteris
Cambridgeshire
PE16 6UR
Tel: 01354 693969
Mob: 07739 562818
Email: enquiries@lbevens-associatesltd.co.uk
Web: www.lbevens-associatesltd.co.uk

DRAWING STATUS	PRELIMINARY	<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>
	PLANNING	<input checked="" type="checkbox"/>	FILE COPY	<input type="checkbox"/>

CLIENT
Howard Renovations Ltd

PROJECT
Former Classic Restaurant, 7 Station Road,
Manea, Cambridgeshire.

DRAWING TITLE
Proposed Elevations

Proposed Sections

SCALE 1:100 @ A2	DATE Oct. 2020	DRAWN LB	CHECKED
DRAWING NUMBER CH20/LBA/540/FP-1-102	REVISION B		

A horizontal number line representing distance in meters. It starts at 0m on the left and ends at 10m on the right. Major tick marks are labeled at 0m, 1, 2, 3, 4, 5m, and 10m. There are 10 equal intervals between 0m and 10m, each representing 1 meter. Each 1-meter interval is further divided into 5 smaller intervals by minor tick marks, meaning each small interval represents 0.2 meters.

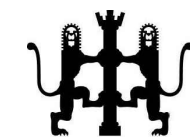
IT IS THE CONTRACTORS RESPONSIBILITY TO ACCURATELY LOCATE EXISTING SERVICES PRIOR TO WORKS COMMENCING.

Bedroom 1	19.4 sq.m
Bedroom 2	32 sq.m
Bedroom 3	21 sq.m
Bedroom 4	19.5 sq.m
Bedroom 5	18.5 sq.m
Bedroom 6	32 sq.m
Bedroom 7	8.8 sq.m



Architects
Registration
Board

REG NO: 0654801



DRAWING STATUS	PRELIMINARY	<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>
	PLANNING	<input checked="" type="checkbox"/>	FILE COPY	<input type="checkbox"/>

PROJECT
Former Classics Resturant, 7 Station Road,
Manea, Cambridgeshire.

DRAWING TITLE

Proposed Ground and First Floor Plan

SCALE	DATE	DRAWN	CHECKED
1:100 @ A2	Oct 2020	LB	

DRAWING NUMBER	REVISION
CH20/LBA/540/FP-1-101	B