

Application Number: F/YR12/0572/F
Minor
Parish/Ward: Parson Drove/Wisbech St Mary
Date Received: 23 July 2012
Expiry Date: 17 September 2012
Applicant: A J & S R Mann
Agent: Swann Edwards Architecture

Proposal: Erection of 3no 2-storey 4-bed dwellings with garages and formation of new vehicular access.

Location: Land South of Ravens Farm, Plash Drove, Tholomas Drove

Site Area/Density: 0.38 hectares

Reason before Committee: The application is a departure from the Development Plan.

1. EXECUTIVE SUMMARY/RECOMMENDATION

This application seeks full planning permission for 3 x 2-storey 4-bed dwellings with garages and formation of new vehicular access at land South of Ravens Farm, Plash Drove in Tholomas Drove.

The key issues to consider are:

- Siting and Design
- Highway Safety

The proposal relates to an existing area of paddock land on the junction of Plash Drove and Murrow Lane. The key issues have been considered along with current Local and National Planning Policies and the proposal is considered to be acceptable. Therefore the application is recommended for approval.

2. HISTORY

Of relevance to this proposal is:

2.1 None relevant.

3. PLANNING POLICIES

3.1 National Planning Policy Framework:

Paragraph 2: Planning law requires that application for planning permission must be determined in accordance with the development plan.

Paragraph 14: Presumption in favour of sustainable development.

3.2 **East of England Plan**

Policy ENV7 – Quality in the Built Environment

3.3 **Draft Fenland Core Strategy:**

CS1: Spatial Strategy, The Settlement Hierarchy and the Countryside.

CS2: Growth and Housing.

CS10: Rural Areas Development Policy

CS14: Delivering and Protecting High Quality Environments across the District.

3.4 **Fenland District Wide Local Plan:**

H3 – Settlement Development Area Boundaries

E1 – Conservation of the Rural Environment

E8 – Proposals for new development.

4. **CONSULTATIONS**

4.1 ***Parish/Town Council***

Not received at the time of writing this report.

4.2 ***CCC Highways***

Requests conditions relating to access width, gate locations, access construction and parking and turning provision.

4.3 ***Environment Agency***

No objections but provide advisory comments to be forwarded to the Applicant.

4.4 ***FDC Scientific Officer***

Requests the unsuspected contamination condition be attached to any permission given.

4.5 ***National Grid***

No response received at the time of writing this report.

4.6 **Local Residents:**

4 letters of objection received raising the following concerns:

- Endured disruption, mess and noise during the construction of 7 new properties in Plash Drove over the past few years.
- People have started parking on the verges damaging the visual character of the area.
- More people are using Plash Drove and driving at high speeds.
- More houses and cars would be detrimental to the area.
- The roads are narrow and in a poor state of repair.
- The area is a rural hamlet and should be kept so.
- Loss of rural views.
- The wildlife in this area is diverse.
- Detrimental impact on house values of the existing properties.
- Loss of privacy for existing residents.
- In an area of intensive farming we should protect the diversity these small fields offer to the countryside.

5. **SITE DESCRIPTION**

- 5.1 The site currently comprises a grassed paddock measuring approximately 0.38 hectares in size. There is an existing hedge around the site boundary and the site is located on the junction of Plash Drove and Murrow Lane. There is an existing farm to the North of the site, an industrial unit to the West, residential properties to the South and further grassed open land to the East of the application site.

6. **PLANNING ASSESSMENT**

- 6.1 The key considerations for this application are:
- Siting and Design
 - Highway safety

The application site is outside of any settlement core, but is in an area characterised by some residential development. The proposal has been considered in line with the Development Plan Policies and National Guidance detailed in the Policy Section of this report.

The NPPF seeks to promote sustainable development in rural areas where it will maintain the vitality of rural communities. This is further supported by the policies within the Local Plan and Emerging Core Strategy where it is determined that new development in villages will be supported where it contributes to the sustainability of the settlement and does not harm the wide, open character of the countryside.

Policy CS10 of the Fenland Communities Development Plan Emerging Core Strategy Draft Consultation is relevant in this instance and lists the general good practice criteria. The criteria listed in this policy details that the site should be in or adjacent to the existing developed footprint of the village, would not result in coalescence with neighbouring villages, would not have an adverse impact on the character and appearance of the surrounding countryside, should be in keeping with the shape and form of the settlement, respects natural boundaries, would not result in the loss of high grade agricultural land and would not result in risks or unacceptable nuisances to residents and businesses. This site is an existing paddock which sits on a corner plot adjacent to other developed sites. As such it is considered in this instance that the site is adjacent to the developed footprint of the village and will not have an adverse impact on the form and character of the area. The site does not constitute high grade agricultural land and due to the existing use on site it is considered that the development of this piece of land would not have an adverse impact on the character of the countryside. Although the site falls outside of the categories defined in Policy CS1 (i.e. market towns, growth villages, limited growth villages and small villages) it is considered that the development of this site falls within the spirit of Policy CS10 which addresses development outside of the settlement core. As such the principle of residential development on this site is considered to be acceptable.

(a) Siting and Design

The proposal is for 3 x 2-storey dwellings which are to be detached. Two of the properties are to be sited fronting onto Plash Drove with the third property to be sited further back within the site adjacent to Murrow Lane. The siting and designs of the proposed dwellings have been done in such a way as to form a comprehensive development. The two dwellings closest to Plash Drove have been designed to have the appearance of traditional agricultural barn conversions. These are to have a feature window to the front elevations and attached cart shed style garages resulting in a traditional design. The third dwelling adjacent to Murrow Lane has been designed to reflect the character of a traditional farmhouse. The development has been designed to retain the biodiversity of the site. The existing hedgerow is to be retained, forming a natural boundary to the site and further planting and the introduction of a pond is proposed to enhance the biodiversity of the site. In addition vent slot bat boxes are to be integrated into the gable walls of plots 2 and 3.

The proposed dwellings are considered to sit comfortably within the site. The existing dwellings in the area are of a mixed design and character and as such it is considered that the design of this proposed development will enhance the character of the area and have no adverse visual impact on the surrounding area. As such the proposed siting and design are considered to be acceptable in this location.

(b) Highway Safety

The proposed development includes two vehicular accesses. One access is off Plash Drove and will serve the dwellings on Plots 2 and 3. Plot 1 will be accessed via a separate vehicular access which is off Murrow Lane. Each dwelling has been provided with an ample turning and parking area and private garaging. The turning areas will allow for a vehicle to exit the site in forward gear and park clear of the public highway. The Local Highway Authority have

responded and requested conditions as detailed at the beginning of this report. They advise that the site is located in an area where the carriageways are relatively narrow and there are no footways to provide safe pedestrian routes within the small settlement. Having said that, the nearest facilities are in Wisbech St Mary which is some distance away therefore most trips related to this development will inevitably be undertaken by private car. The proposed parking and access arrangements are considered to be acceptable in this instance and the conditions requested by the Local Highways Authority will be attached to any permission given.

7. CONCLUSION

- 7.1 In this instance in this location the proposal is considered to be acceptable in terms of siting and design and will not give rise to any adverse visual, highway or residential amenity impacts. As such the proposal is recommended for approval with appropriate planning conditions.

8. RECOMMENDATION

Grant – with the following conditions.

1. **The development permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason:
To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.**
2. **The access to Plash Drove shall be a minimum width of 5.0 metres for a minimum distance of 10.0 metres measured from the near channel line of the carriageway.
Reason:
In the interests of highway safety.**
3. **Prior to the first occupation of the development any gate or gates to the access to Murrow Lane shall be set back a minimum of 5.0 metres from the near channel line of the carriageway. Any gate or gates shall be hung to open inwards.
Reason:
In the interests of highway safety.**
4. **Prior to the commencement of the development the vehicular accesses where they cross the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.
Reason:
In the interests of highway safety.**

5. **Prior to the commencement of the development the vehicular crossing of the ditch watercourse along the Plash Drove frontage of the site shall be constructed in accordance with a scheme to be submitted to and agreed with the LPA in consultation with the Drainage Authority.**
Reason:
In the interests of highway safety.
6. **Prior to the first occupation of the development the proposed on site parking and turning area in respect of each plot shall be laid out, levelled, surfaced and drained in accordance with the submitted plan (03A) and thereafter retained for that specific use.**
Reason:
In the interests of highway safety.
7. **Temporary facilities shall be provided clear of the public highway for the parking, loading and unloading of all vehicles visiting the site during the period of construction.**
Reason:
In the interests of highway safety.
8. **Prior to the first occupation of the development, the trees along the Plash Drove frontage of the site must be suitably trimmed back and the lower branches removed to facilitate vehicle to vehicle visibility at the new access to Plash Drove and maintained in perpetuity.**
Reason:
In the interests of highway safety.
9. **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 Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the remediation strategy.**
Reason:
To control pollution of land and controlled waters in the interests of the environment and public safety.
10. **Prior to the commencement of any works or storage of materials on the site all trees that are to be retained shall be protected in accordance with British Standard 5837:2012. Moreover, measures for protection in accordance with that standard shall be implemented and shall be maintained to the Local Planning Authority's reasonable satisfaction until the completion of development for Building Regulations purposes.**
Reason:
To ensure that retained trees are adequately protected.

11. **Except where directly affected by such access requirements as may be approved by the Local Planning Authority, the existing hedge along the North East and South East boundaries of the site shall not be uprooted or removed and shall not be reduced below a minimum height of 1 metre and shall be retained in perpetuity thereafter.**

Reason:

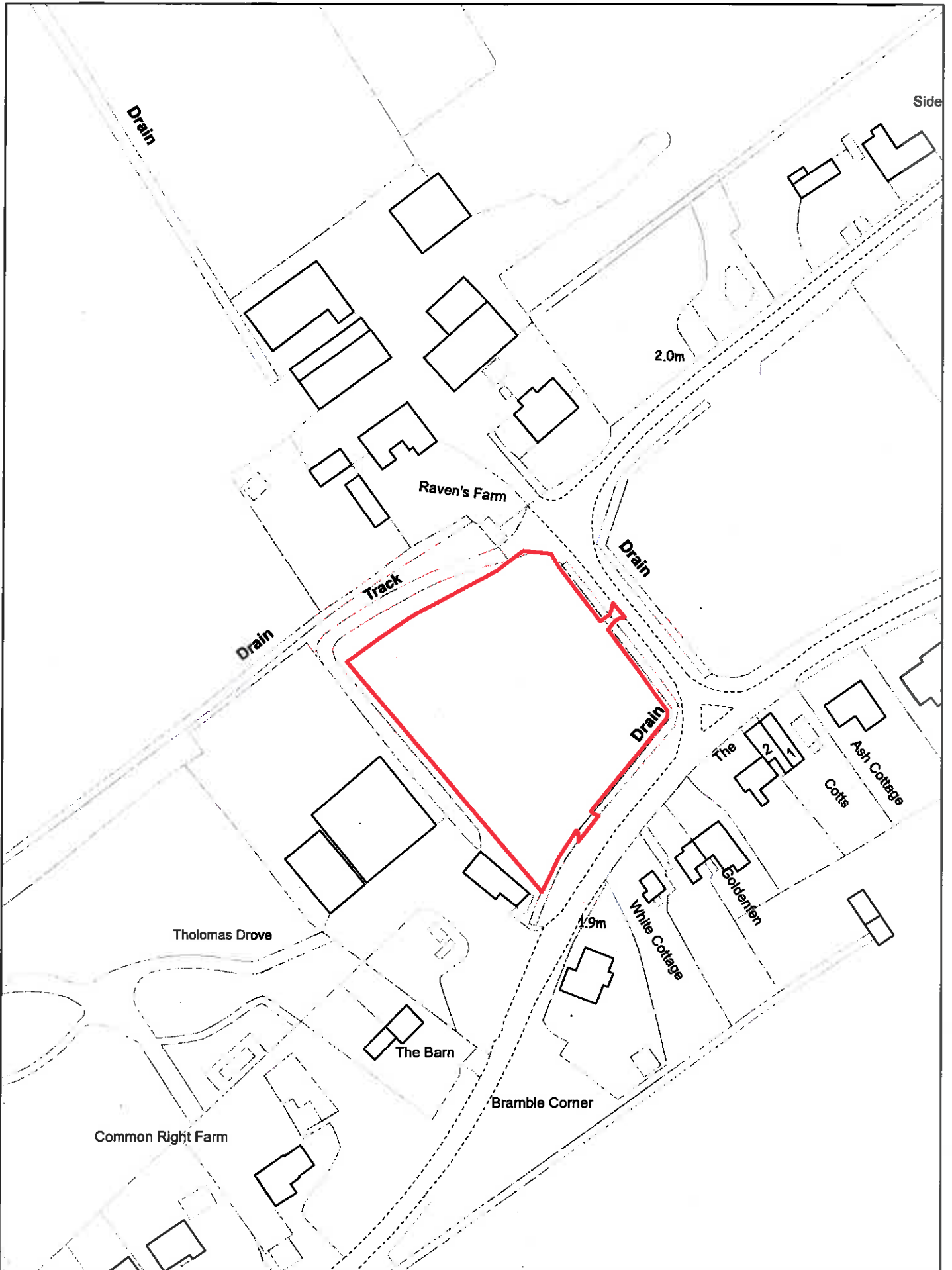
To ensure that the appearance of the development is satisfactory and that it contributes to the visual character and amenity of the area and retains a natural boundary to the site.

12. **Prior to the commencement of the development hereby approved full details of the materials to be used for the external walls and roof shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved particulars and retained in perpetuity thereafter.**

Reason:

To safeguard the visual amenities of the area.

13. **Approved Plans**



Created on: 07/08/2012

F/YR12/0572/F













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Scale = 1:1,250



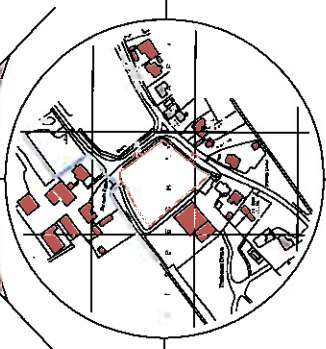
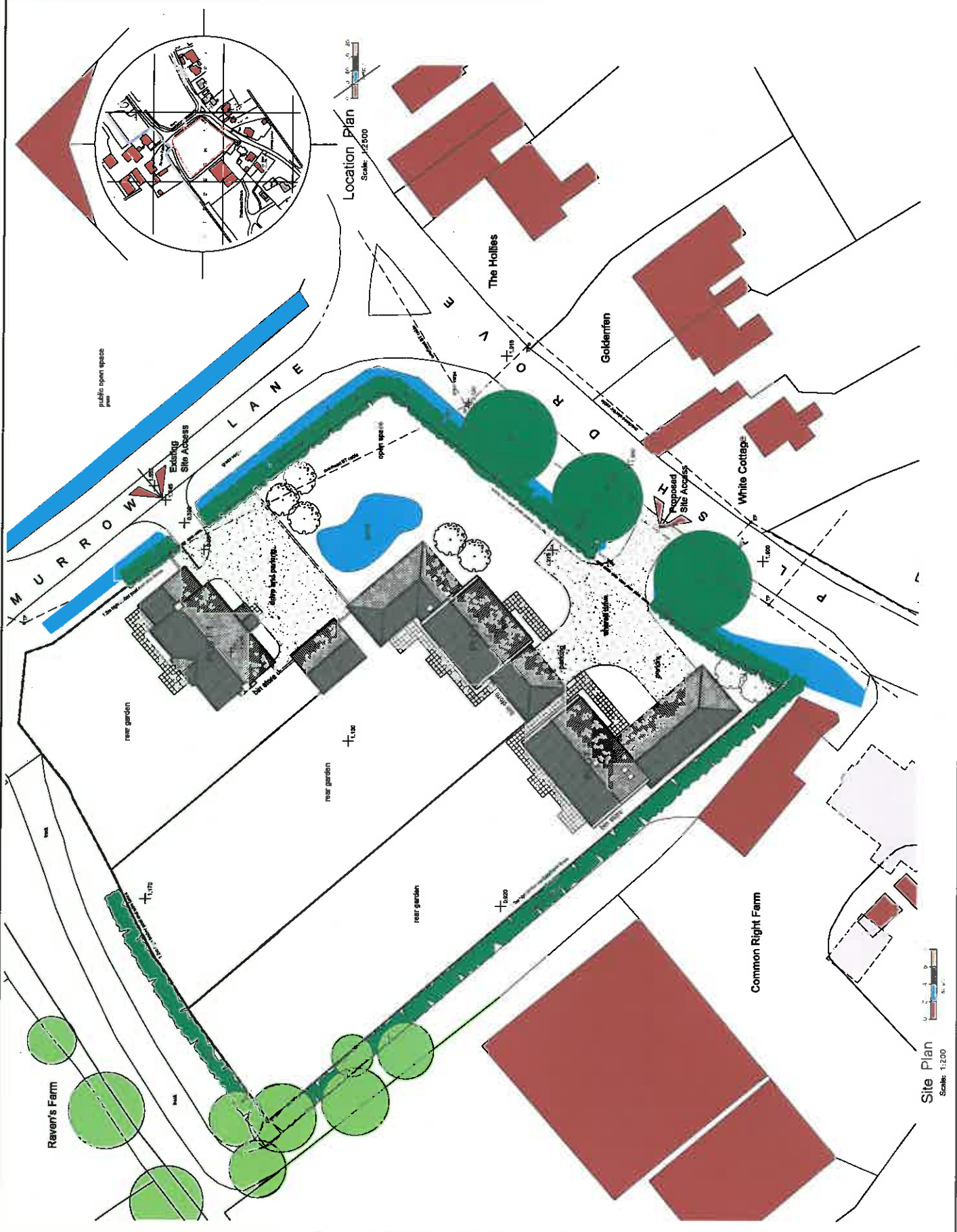
General Note:
 1. The drawings shall be a legal, signed document only.
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 10. The drawings shall be a legal, signed document only.

SITE PLAN KEY

-  Indicates tree and landscape strategy
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Scale: 1:1000
 Proposed Floor Level: 100.00

SWANN EDWARDS ARCHITECTURE
 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000



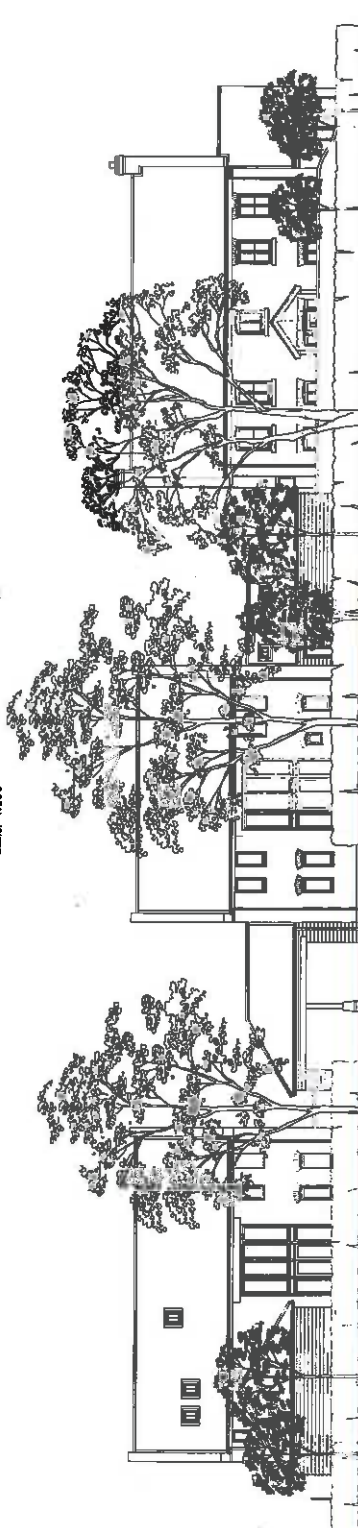
Site Plan
 Scale: 1:200

1. The Architect shall be responsible for obtaining all necessary permits from the appropriate authorities, including but not limited to the local planning and zoning department, the state department of transportation, and the state department of environmental and natural resources. The Architect shall also be responsible for coordinating with the relevant agencies to ensure that the project complies with all applicable regulations and standards.



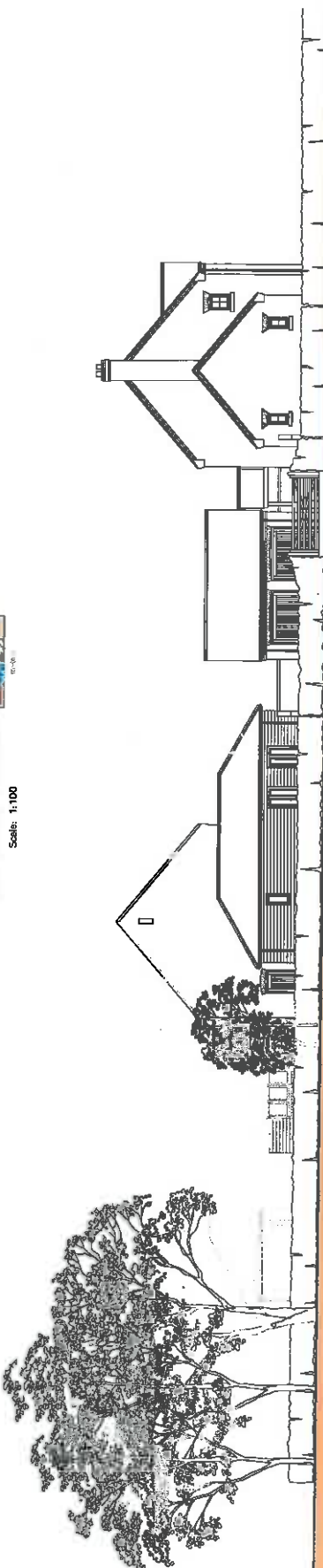
Extended Plash Drive Elevation

Scale: 1/200



Plash Drive Elevation

Scale: 1/100



Murrow Lane Elevation

Scale: 1/100



3D Images

DATE: 10/11/23

PROJECT: 23-0001

SWANN EDWARDS ARCHITECTURE

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DATE	10/11/23	PROJECT	23-0001
DESIGNED BY	J. SWANN	DRAWN BY	J. SWANN
CHECKED BY	J. SWANN	SCALE	AS SHOWN
DATE	10/11/23	PROJECT	23-0001
DESIGNED BY	J. SWANN	DRAWN BY	J. SWANN
CHECKED BY	J. SWANN	SCALE	AS SHOWN