

**Application Number: F/YR12/0555/F**  
**Major**  
**Parish/Ward: Manea Parish Council/Manea**  
**Date Received: 20 July 2012**  
**Expiry Date: 19 October 2012**  
**Applicant: Mr P Short – P Short and M A Fox**  
**Agent: Peter Humphrey Associates Ltd.**

**Proposal: Erection of 14 dwellings comprising; 2 x 3-storey 5/6-bed, 1 x 3-storey 5-bed, 5 x 2-storey 4 bed and 6 x 2-storey 3-bed with associated garages**  
**Location: Land North of 55A Station Road, Manea**

**Site Area/Density: 1.74 hectares**

**Reason before Committee: The application is considered to be a wider interest proposal and due to the number of objections received and is a departure.**

**1. EXECUTIVE SUMMARY/RECOMMENDATION**

This application seeks full planning permission for 14 dwellings (inclusive of 4 affordable dwellings) at Land North of 55A Station Road, Manea. The proposal would result in a linear expansion of the village of Manea opposite existing residential development on Station Road, Manea.

The key issues to consider are:

- Policy and Principle
- Layout, Siting and Design
- Section 106 Agreement.

The key issues have been considered along with current Local and National Planning Policies and the proposal is considered to be acceptable in terms of the principle and design. Whilst it is accepted that views from residential properties on Station Road will be altered this is not a planning consideration. It is considered that there will be no adverse environmental impacts on residential amenity, highway safety or the character of the surrounding area. Therefore, the application is recommended for approval.

**2. HISTORY**

Of relevance to this proposal is:

- 2.1 **F/1421/89/O** Residential development, public house, community hall, shop and sewage treatment works Withdrawn 12/02/1990
- 2.2 **F/0981/88/O** Residential development Refused 08/09/1988

**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 **Fenland Communities Development Plan Draft Core Strategy 2012:**

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***

Supported

### 4.2 ***CCC Highways***

The layout has been appropriately amended to address the issues raised within my consultation dated 08 August 2012, the layout is therefore now acceptable from the highway point of view. Please append the recommendations made on the consultation dated 08 August 2012 as conditions on any permission granted.

### 4.3 ***Cambridgeshire Fire & Rescue***

Ask for provision to be made for fire hydrants.

### 4.4 ***Cambs Police Architectural Liaison***

The design and access statement submitted with this application that it does not indicate or demonstrate how the design can achieve the above aims in line with national policy requirements. I can report that within the last twelve months there have been 8 crimes recorded as occurring in Station Road, Manea. These consist of four thefts, 2 criminal damages, 1 dangerous dog out of control and 1 robbery occurring in a victims dwelling. This level of crime in a semi-rural environment is of concern. Whilst not objecting to the land use for residential development I do feel that further work is necessary in order to create a safe and accessible environment. In order to progress this application, I would accept appropriate conditions within the approval to address the points raised above and meet NPPF guidelines.

- 4.5 **Scientific (Contaminated Land) Officer** Attach the contaminated land condition.
- 4.6 **Middle Level Commissioners** There appears to be some confusion concerning the method of water level management system proposed for this site. There are several inaccuracies within the FRA. Aspects of the proposal are inappropriate and require revision. Detailed advice offered.

4.7 **FDC Section 106 Officer**

Section 106 requirements as follows:

Affordable Housing

4 (30%) units to be providing as Affordable Housing

The mix required in the agreement is 4 x 3-bed dwellings

Tenure to be determined by the Affordable Housing Scheme prior to commencement of development

Education Contributions

Primary

According to the County Council guidance the development is expected to generate a net increase of 7.8 primary school places. The catchment primary school is Manea Community Primary School. This does not have sufficient capacity over the next five years to accommodate the places being generated by this development. Therefore a contribution for primary school education is sought in line with the SPG.

2 x 3-bed	@	£1,350 = £2,700
8 x 4-bed +	@	£2,000 = £16,000
<b>Total</b>	<b>=</b>	<b><u>£18,700</u></b>

In accordance with the SPG, Affordable Housing units do not generate an education contribution.

Secondary

The development is expected to generate a net increase of 4.8 secondary school places. The catchment school is Cromwell Community College. This has sufficient capacity over the next five years to accommodate the places generated by the development. Therefore no contribution for secondary education is sought.

### Pre-School

According to County Council guidance the development is expected to generate a net increase of 2.6 pre-school places. In terms of pre-school education, there is limited capacity in the area in the next two years (2012/13-2013/14) to accommodate the places being generated by this development. Therefore a contribution for pre-school education is sought.

This should be sought in line with Cambridgeshire County Council guidance  
£8,400 x 2.6 places generated = **£21,840**

### Public Open Space

Not sought as only 14 dwellings

### Fenland District Council Waste Contribution

This is a flat rate contribution payable on all dwellings; this contribution enables the Council to provide Waste Containers for the development.

14 Units @ £60 = **£840**

### Cambridgeshire County Council Waste Contribution

This is a flat rate contribution payable on all dwellings; this contribution enables the County Council to improve/provide Waste Recycling Centres to serve the District

14 Units @ £267 = **£3,738**

### Section 106 Monitoring Contribution

This is an administration fee required to enable the Council to monitor the development from commencement to completion. The fees is charged at £500 per schedule, i.e. £1,500 (Waste, Affordable Housing and Education)

### Fenland Rail Development Strategy 2011-2031 Action Plan Contribution

This is an agreed contribution to fund a new waiting shelter on Manea Rail Station which forms part of the Stations Investment Plan that is included within the strategy that was adopted by FDC Cabinet in April 2012.

1 Unit - **£10,000**

#### 4.3 **Local Residents:**

8 individual letters of objection and 8 objections from 4 households.

Views of fields will be lost,  
Drainage system can not cope, water pressure problems, noise, traffic congestion, school at capacity,  
We do not need larger houses,  
Loss of light and natural heat,  
Loss of privacy,  
Out of character with surrounding properties,  
Put the needs of the people already living in Manea first, rather than the needs of property developers,  
Quality of life would be affected,  
Adverse impact on local amenities,  
Site is outside the Development Area Boundary and against FDC Policy,  
Buildings are too high,  
Site is in regular use for agricultural crops,  
Planning permission has already been granted for additional properties in Manea,  
Need for executive housing is questionable,  
Water run off will add to drainage problems,  
Insufficient garaging,  
Housing design is not in character with the area,  
Brownfield sites should be built on first,  
There is nothing about this development that will support economic growth,  
Property values will decline

1 additional general contribution letter.

## 5. **SITE DESCRIPTION**

5.1 The site currently comprises an area of productive agricultural land fronting Station Road, Manea measuring approximately 1.74 hectares. It sits outside, but adjoins the Development Area Boundary of Manea. The site looks over agricultural land to the south and is situated opposite established residential development to the north, which is within the Development Area Boundary. Access to the site is taken from 3 short hammer head roads, which will be made up to County adoptable standard, but is understood will not be adopted as public highway. The 14 dwellings sit within generous sized plots with proposed soft landscaping to integrate the development into the village surroundings. The village at this point is linear in style and the proposal will extend that linear form of development. Water attenuation swales will be created along Station Road in order to add character and biodiversity opportunities to the area. Parking and garaging to the required standard is proposed. 'Farmhouse' style detached dwellings of a mix of two storey and single storey with living accommodation in the roof space are proposed along

with 4 x 3 bed affordable dwellings on two floors.

## 6. **PLANNING ASSESSMENT**

6.1 The key considerations for this application are:

- Policy and Principle
- Layout, Siting and Design
- Section 106 Agreement.

### Policy and Principle

The site is outside but adjoins the Development Area Boundary of Manea as shown in the Local Plan. However, the emerging Fenland Communities Development Plan Draft Core Strategy 2012 identifies Manea as a growth village where under Policy CS1 development and new service provision either within the existing urban area or as small village expansions will be appropriate albeit of a considerably more limited scale than that appropriate to the Market Towns. This policy steers most new development to those larger places that offer the best access to services and facilities thus reducing the need to travel, as well as making best use of existing infrastructure and previously developed land. The settlement of Manea has developed a linear form and as such a further extension into the proposed development site is in line with emerging policy and the village form - subject to acceptable layout, siting and design and any other policy considerations. An existing footway runs along the entire frontage of the site and illustrates the sustainable nature of the location.

### Layout, Siting and Design

This application seeks full planning permission for 14 dwellings (inclusive of 4 affordable dwellings). The layout has been designed to reflect the linear form of development found in Manea. However, the dwellings will be set back from Station Road and staggered thus allowing the opportunity for water attenuation swales and landscaping, which will soften the development and provide biodiversity opportunities. The dwellings have been designed in a variety of a modern 'farmhouse' interpretation style and are considered to be acceptable in the setting. Each dwelling has its own rear private amenity space, a driveway and garage and/or parking spaces thus allowing vehicles to park clear of the highway. Access for refuse vehicles will be available from the 3 cul-de-sac roads, which will be built to adoptable standards. The Local Highway Authority have raised no objections to the scheme and are content with the proposed layout. Residents on the opposite side of Station Road have objected strongly to the proposed development. It is appreciated that the proposal will change the character of the area by the introduction of new development, but this in itself is not a reason for resisting a proposal in a growth settlement if the design of the development is acceptable. There are not considered to be any adverse impacts upon residential amenity in the surrounding area as a result of this proposal. The layout, siting and design of the proposed development are considered to be acceptable and will fit in with the visual character of the area, subject to conditions including those suggested by the Crime Prevention Officer.

### Section 106 Agreement

The Section 106 Agreement has been detailed in paragraph 4.7 above and should be concluded prior to the granting of planning permission.

## **7. CONCLUSION**

- 7.1 The key issues have been considered along with current Local and National Planning Policies and the proposal is considered to be acceptable in terms of the principle and design. Whilst it is accepted that views from residential properties on Station Road will be altered this is not a planning consideration. It is considered that there will be no adverse environmental impacts on residential amenity, highway safety or the character of the surrounding area. Therefore, the application is recommended for approval.

## **8. RECOMMENDATION**

**Grant – Subject to the prior completion of a Section 106 Agreement and 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 **Prior to the commencement of development, and notwithstanding the details submitted, a refuse collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The refuse collection shall accord with the agreed details and thereafter retained in perpetuity unless otherwise agreed in writing.**

**Reason - To ensure a satisfactory form of refuse collection.**

- 3 **Prior to the first occupation of the development the existing accesses to Station Road shall be permanently and effectively closed and the footway/kerbing shall be reinstated in accordance with a scheme to be agreed with the LPA.**

**Reason - In the interests of highway safety.**

- 4 **The accesses shall each be a minimum width of 5.0m, for a minimum distance of 10.0m measured from the near channel line of the carriageway of Station Road.**

**Reason - In the interests of highway safety.**

- 5 **Prior to the first occupation 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. Upstand kerb radii shall NOT be used. The accesses shall comprise simple access crossings of the existing footway.**

**Reason - In the interests of highway safety.**

- 6 **Prior to the commencement of the development, the vehicular crossings of the ditch/water course along the frontage of the site shall be constructed in accordance with a scheme to be submitted to and agreed**

in writing by the LPA, in consultation with the drainage authority.

Reason - In the interests of highway safety.

- 7 Prior to the first occupation of the development sufficient space shall be provided within the site to enable vehicles to park clear of the public highway.

Reason - In the interests of highway safety.

- 8 Prior to the first occupation of the development sufficient space shall be provided within each private access road to enable vehicles to enter, turn and leave in forward gear. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.

Reason - In the interests of highway safety.

- 9 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.

Reason - In the interests of highway safety.

- 10 Prior to the first occupation of the development visibility splays shall be provided each side of each vehicular access. Minimum dimensions to secure the required splays shall be 2.4m measured along the centre line of each proposed access from its junction with the channel line of the carriageway of Station Road and 43.0m measured along the channel line of the carriageway of Station Road from the centre line of the proposed access. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the Station Road carriageway.

Reason - In the interests of highway safety.

- 11 Prior to the first occupation of the development pedestrian visibility splays of 2.0m x 2.0m shall be provided each side of each access, measured from and along the back of the footway.

Reason - In the interests of highway safety.

- 12 The accesses shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway in accordance with a scheme to be submitted to the LPA.

Reason - In the interests of highway safety.

- 13 No dwellings shall be occupied until the works have been carried out in accordance with the surface water strategy so approved, unless otherwise approved in writing by the Local Planning Authority.

Reason - To prevent environmental and amenity problems arising from flooding.



- 14 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.

- 15 Prior to commencement of development full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-

- a) proposed finished levels but in particular the earthworks to be carried out in relation to the water attenuation swales,
- b) all means of enclosure – notwithstanding the details submitted,
- c) any existing trees, hedges or other soft features to be retained,
- d) planting plans, including specifications of species, sizes, planting centres number and percentage mix,
- e) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife in particular the water attenuation swales.

- 16 Prior to the occupation of the development, a landscape management and maintenance plan, including details of measures to protect and enhance existing flora, fauna and habitats within the development site shall be submitted to and approved by the Local Planning Authority in writing. The landscape management and maintenance plan shall be carried out as approved in accordance with the specified schedule contained therein.

Reason - To protect the visual amenity value of the landscaping, and the biodiversity value of the habitat within the site.

- 17 All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development.

- 18 Prior to the commencement of development, a scheme for the provision of external lighting both within the site and on Station Road shall be submitted to and approved in writing by the Local Planning Authority.

Such approved details shall be installed prior to commencement of use/occupation of any dwellings and retained thereafter in perpetuity.

Reason - In order to ensure that the site meets the crime prevention guidelines.

- 19 Prior to commencement of development and notwithstanding the submitted plans details of the location, height, design and materials of all screen walls and security fences for the overall and individual plot boundaries shall be submitted to and approved in writing by the Local Planning Authority, and all such works shall be erected concurrently with the development and retained thereafter in perpetuity.

Reason - To ensure that the appearance of the development is satisfactory and the boundary screening does not affect highway visibility.

- 20 No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

(a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses, the proposed site usage, and include a conceptual model. The site investigation strategy will be based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.

No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

(d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

**(e) If, during the works, contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.**

**(f) Upon completion of the works, this condition shall not be discharged until a validation/closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site, and what has been brought on to site.**

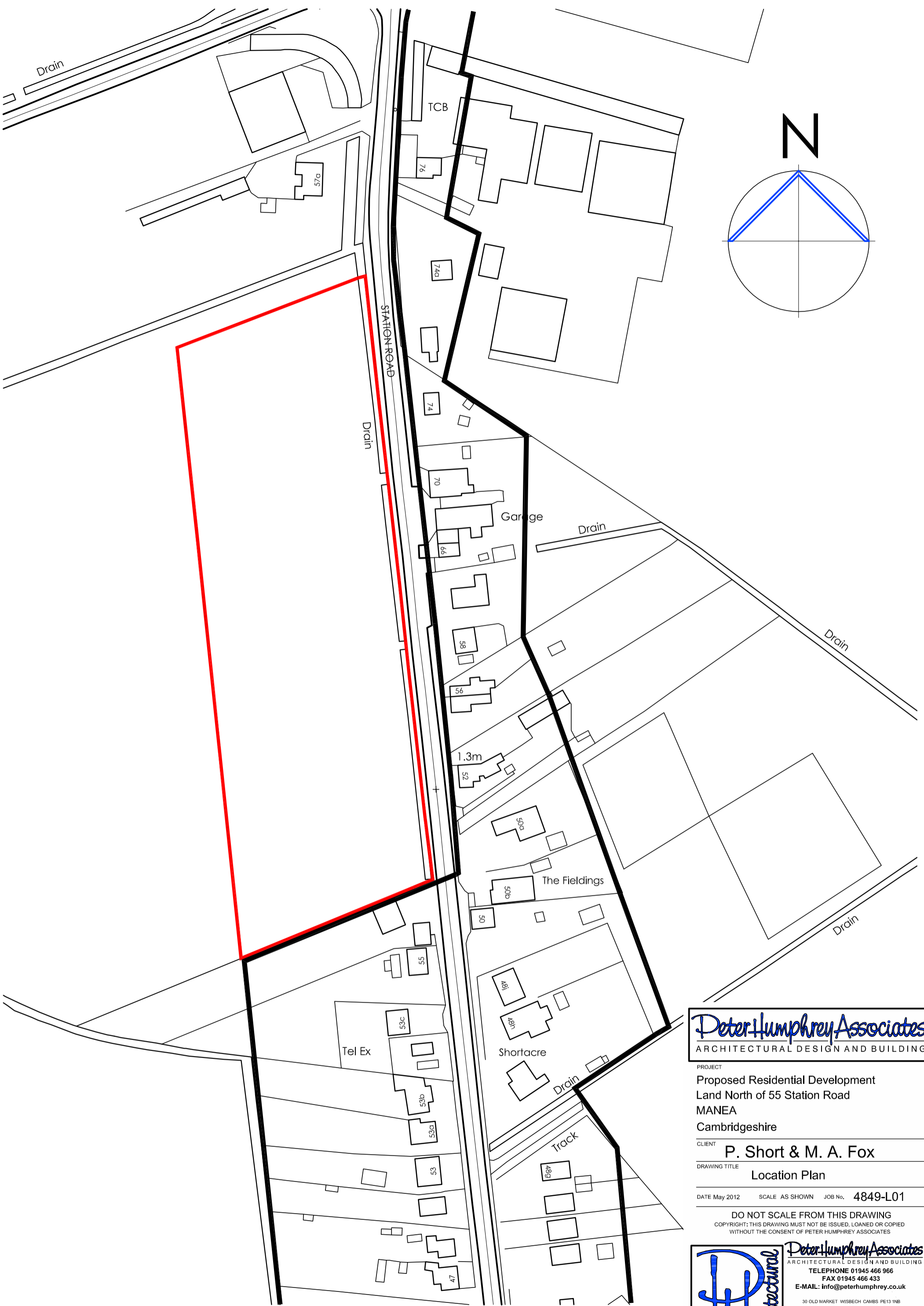
**Reason - To control pollution of land or water in the interests of the environment and public safety.**

- 21 Prior to the commencement of any development, a scheme and timetable for the provision and implementation of foul and surface water drainage shall be submitted and approved in writing by the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme and thereafter retained in perpetuity.**

**Reason - To ensure a satisfactory method of foul and surface water drainage and to prevent the increased risk of flooding.**

- 22 Approved Plans**

**An Informative for Fire Hydrants**



**Peter Humphrey Associates**  
 ARCHITECTURAL DESIGN AND BUILDING

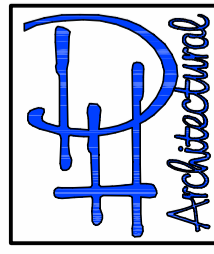
PROJECT  
 Proposed Residential Development  
 Land North of 55 Station Road  
 MANEA  
 Cambridgeshire

CLIENT  
**P. Short & M. A. Fox**

DRAWING TITLE  
**Location Plan**

DATE May 2012    SCALE AS SHOWN    JOB No. 4849-L01

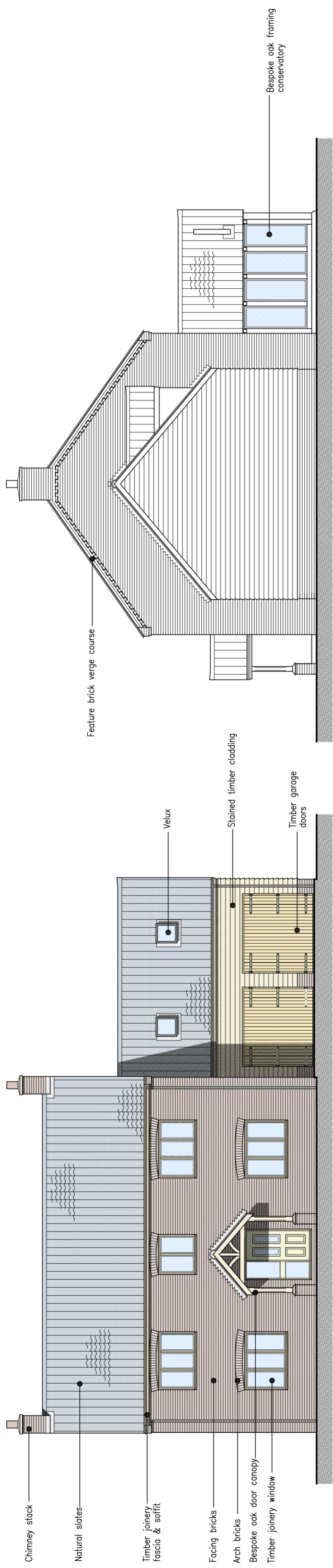
DO NOT SCALE FROM THIS DRAWING  
 COPYRIGHT: THIS DRAWING MUST NOT BE ISSUED, LOANED OR COPIED  
 WITHOUT THE CONSENT OF PETER HUMPHREY ASSOCIATES



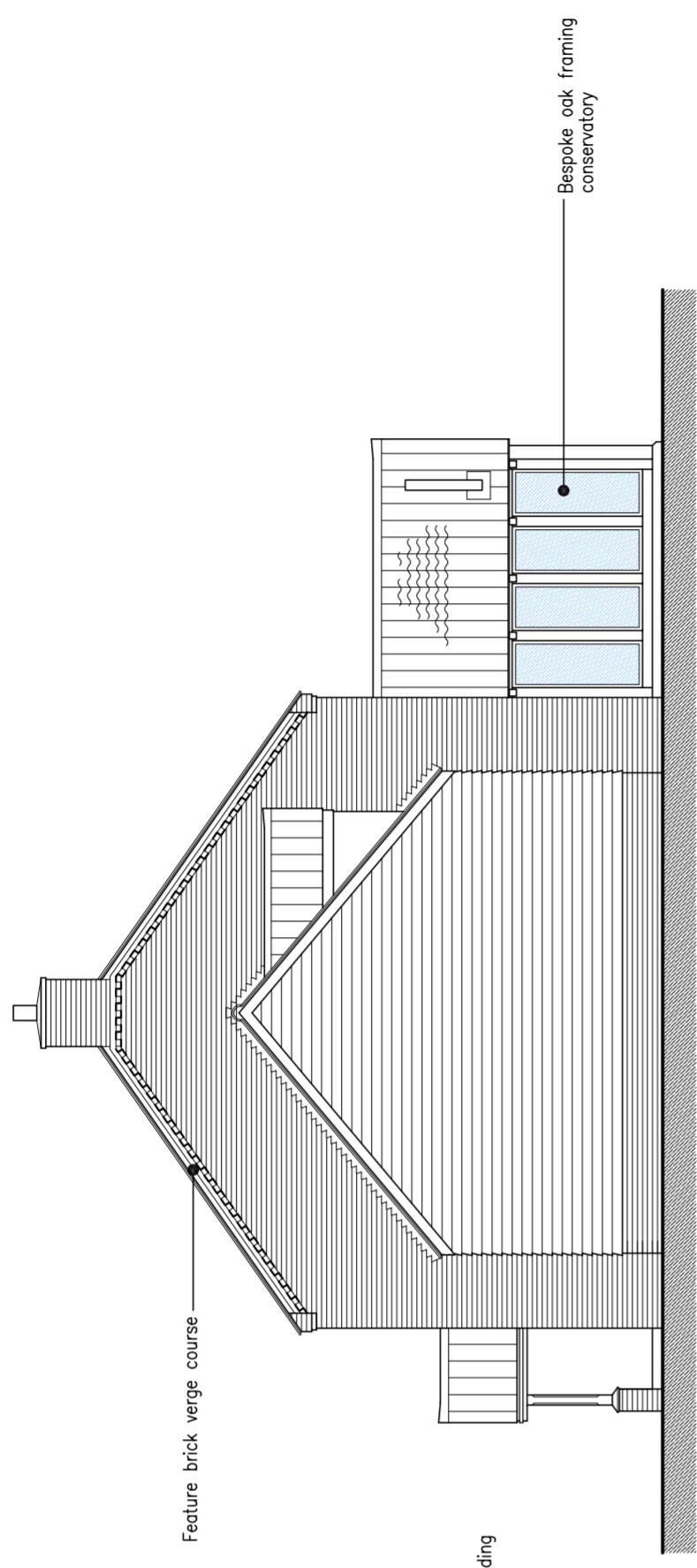
**Peter Humphrey Associates**  
 ARCHITECTURAL DESIGN AND BUILDING  
 TELEPHONE 01945 466 966  
 FAX 01945 466 433  
 E-MAIL: info@peterhumphrey.co.uk



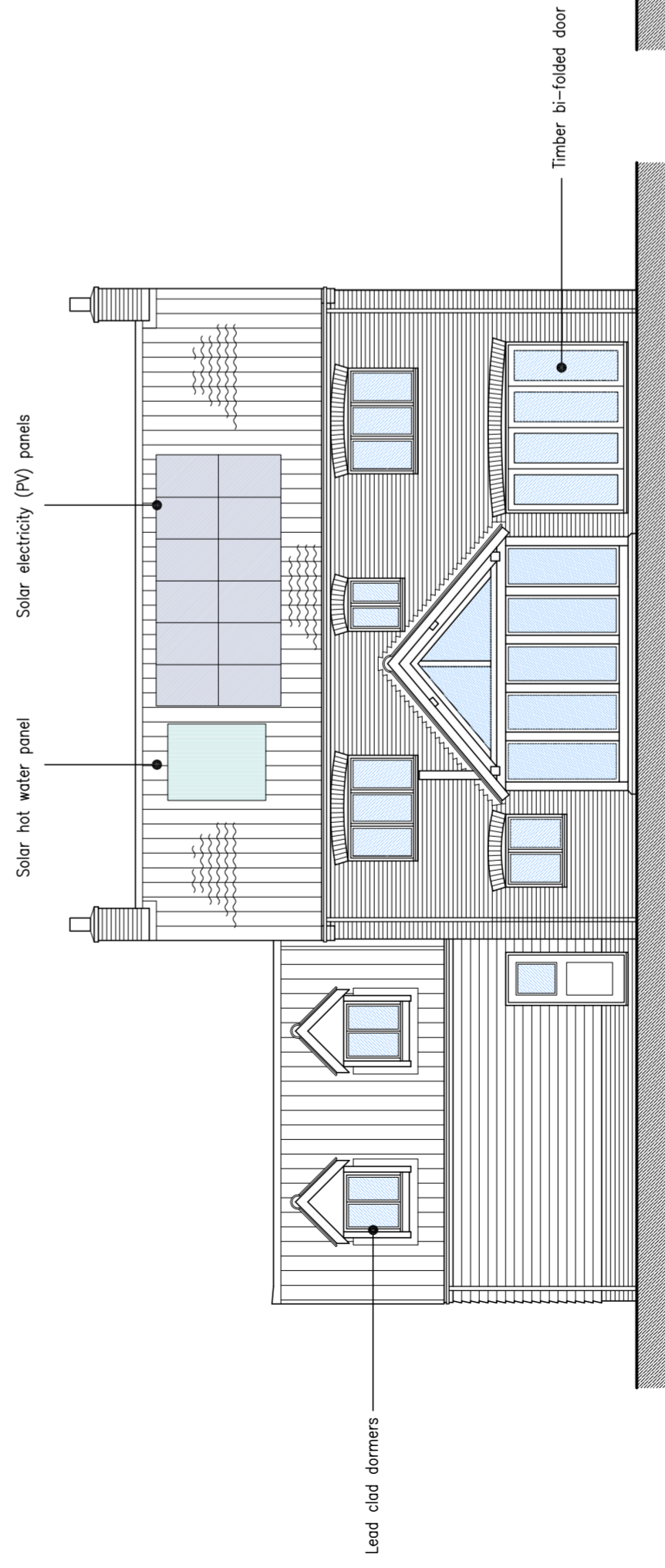
Location Plan 1:1250 @ A3



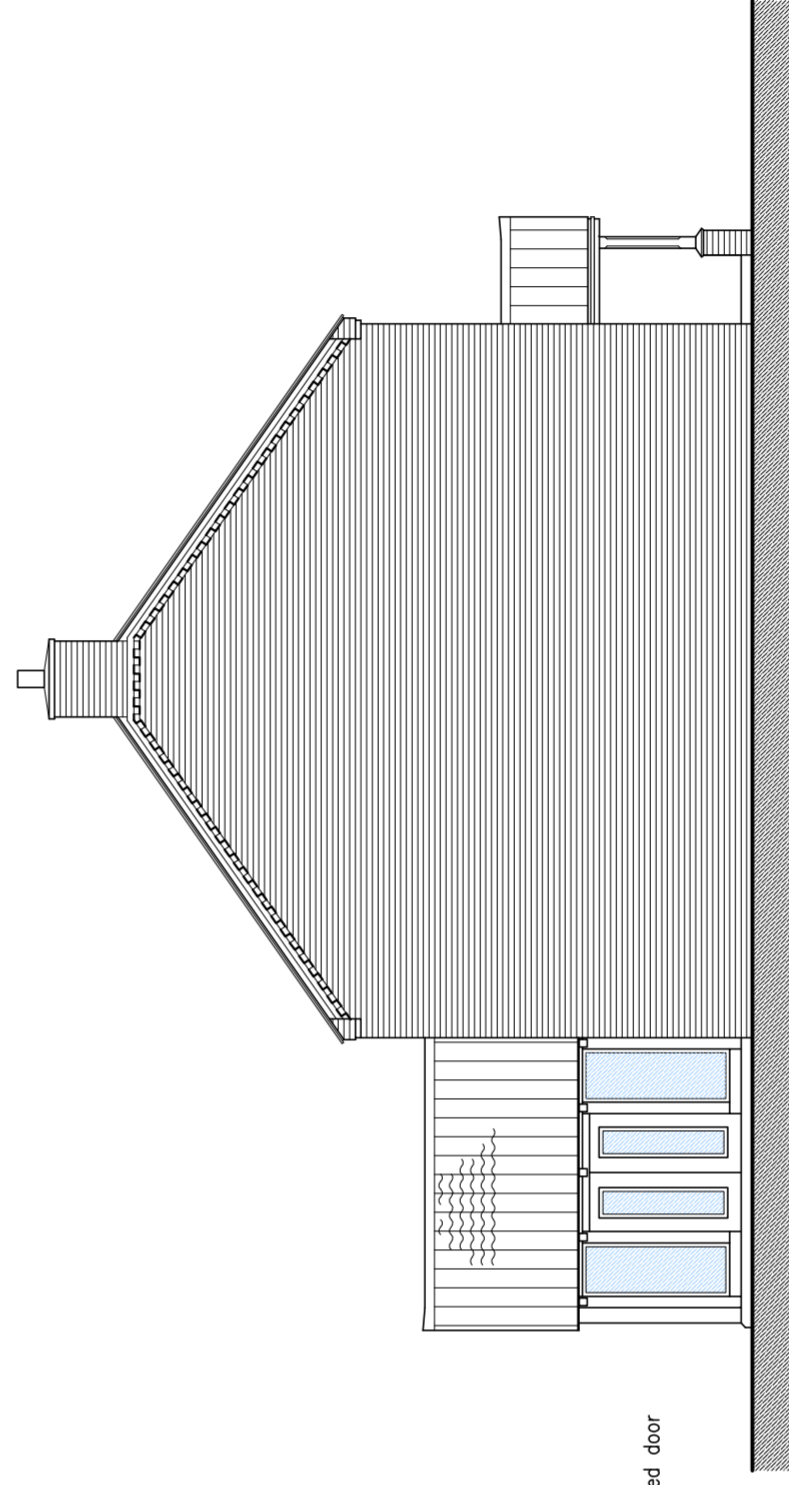
Front Elevation 1:100 @ A2



Side Elevation 1:100



Rear Elevation 1:100



Side Elevation 1:100

PLOT 4

**Peter Humphrey Associates**  
ARCHITECTURAL DESIGN AND BUILDING

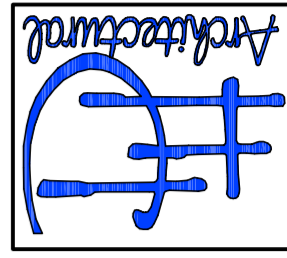
PROJECT  
Proposed Residential Development  
Land North of 55 Station Road  
MANEA  
Cambridgeshire

CLIENT  
**Mr. P. Short & M. A. Fox**

DRAWING TITLE  
House Type F - Elevations

DATE: May 2012 SCALE: AS SHOWN JOB NO.: 4849-P04-1

DO NOT SCALE FROM THIS DRAWING  
COPYRIGHT: THIS DRAWING MUST NOT BE ISSUED, LOANED OR COPIED  
WITHOUT THE CONSENT OF PETER HUMPHREY ASSOCIATES

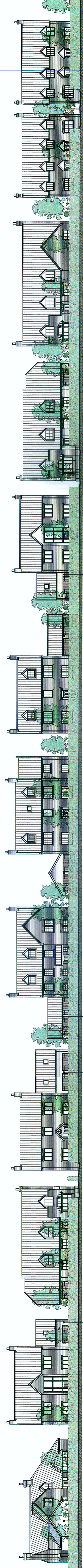


**Peter Humphrey Associates**  
ARCHITECTURAL DESIGN AND BUILDING

TELEPHONE 01945 466 966  
FAX 01945 466 433  
E-MAIL: info@peterhumphrey.co.uk  
30 OLD MARKET, WISBECH, CAMBS, PE13 1NB



F4812/055516



Street scene (Not to scale)

HOUSE TYPE SCHEDULE		
PLOT NUMBER	No. OF BEDROOMS	Type
PLOT 1	4 BEDROOM	detached house
PLOT 2	4 BEDROOM	detached house
PLOT 3	3 BEDROOM	detached house
PLOT 4	3 BEDROOM	detached house
PLOT 5	3 BEDROOM	detached house
PLOT 6	3 BEDROOM	detached house
PLOT 7	3 BEDROOM	detached house
PLOT 8	3 BEDROOM	detached house
PLOT 9	3 BEDROOM	detached house
PLOT 10	3 BEDROOM	detached house
PLOT 11	3 BEDROOM	detached house
PLOT 12	3 BEDROOM	detached house
PLOT 13	3 BEDROOM	detached house
PLOT 14	3 BEDROOM	detached house

Total 14 Units including 4 units affordable \*  
 \* 4 car spaces  
 SITE AREA = 17400 sqm approx. (equivalent to 1.7ha)

**KEY TO SYMBOLS**

- 1.8m CLOSE BOARDED FENCE
- 1.2m TIMBER POST & RAILS FENCE
- 1.8m BRICK FENCE
- BRICKLE BLOCK PAVINGS
- GRAVEL DRIVEWAY
- VEHICULAR ACCESS ENTRANCE
- SHRUBLANDSCAPE PLANTING
- INDICATIVE TREE PLANTING
- HEGGE BOUNDARY
- 30% CRAYTAGULS
- 30% DOORWOOD CORNUS
- FIELD MAPLE (ACER CAMPESTRIS)
- PRIVET (LIGUSTRUM)
- GUelder ROSE (VIBURNUM OPULIS)
- Position of wheelie bins
- Position of Bin Collection Point



Site Plan 1:500 @ A1

REVISION A - AMENDMENTS TO SUIT THE PLANNERS COMMENTS, AUGUST 2012

**Peter Humphrey Associates**  
 ARCHITECTURAL DESIGN AND BUILDING

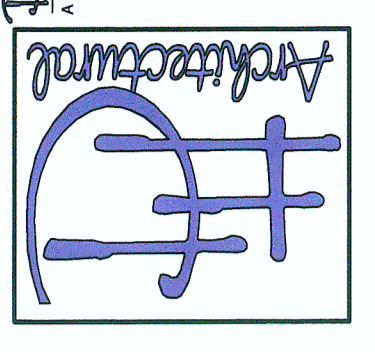
Proposed Residential Development  
 Land North of 55 Station Road  
 MANEA  
 Cambridgeshire

CLIENT  
 P. Short & M. A. Fox

DRAWING TITLE  
 Proposed Site Plan

DATE: May 2012 SCALE: AS SHOWN JOB NO: 4849-P01A

DO NOT SCALE FROM THIS DRAWING  
 COPYRIGHT: THIS DRAWING MUST NOT BE ISSUED, LOANED OR COPIED  
 WITHOUT THE CONSENT OF PETER HUMPHREY ASSOCIATES



21/08/12