

Application Number: FYR12/0901/F
Minor
Parish/Ward: Wimblington Parish Council
Date Received: 6 December 2012
Expiry Date: 14 January 2013
Applicant: Mr P. Jones
Agent: Mr N. Lowe, Peter Humphrey Associates Ltd

Proposal: Erection of 1x 2-storey 4-bed dwelling with detached double garage/home office and 2 x 2-storey 4-bed dwellings with attached double garages
Location: Land South of 42 March Road, Wimblington

Site Area: 0.48 ha

Reason before Committee: This proposal is before the Planning Committee due to the application being called in by Councillor Pop Jolley. The reason is to ensure consistency of decisions for planning applications outside of the DAB, when viewing the emerging Core Strategy and to ensure the Leader's Statements are fully considered.

1. EXECUTIVE SUMMARY/RECOMMENDATION

The current application relates to a piece of open land immediately to the south of No. 42 March Road, Wimblington.

This application seeks full planning permission to erect 1x 2-storey 4-bed dwelling with detached double garage/home office and 2 x 2-storey 4-bed dwellings with attached double garages.

The site is located outside of the developed footprint of Wimblington, although it adjoins small areas of intermittent ribbon housing development, which runs along parts of March Road and Bridge Lane.

The proposed development is located in an unsustainable location, outside of the main settlement core of Wimblington, where residential development is not normally supported unless justified. Development in this location would introduce additional ribbon development, into an area that is currently open and has a strong relationship with the adjoining countryside. It would also lead to the loss of this important open gap and result in a form of development that would not properly relate to the overriding form and character of the existing developed footprint of Wimblington.

The proposal is therefore contrary to Policies H3, H16 and E8 of the Fenland District Wide Local Plan and Policies CS12 and CS16 of the Fenland Core Strategy – Submission Version (Feb 2013).

The design of the proposed site access is considered to be unacceptable in highway safety terms, by virtue of the inadequate visibility available at the site entrance, and therefore the proposal fails to comply with Policies E8 of the adopted Local Plan (1993) and Policy CS15 of the emerging Fenland Core Strategy (2013).

2. HISTORY

There are no planning applications of direct relevance to this proposal.

There have been planning permissions granted on land immediately to the south of the site (Land W of 1 Bridge Lane) including:

- | | | | |
|-----|---------------|---|--------------------|
| 2.1 | F/YR11/0045/O | Erection of 2 detached bungalows | Granted 17.05.2011 |
| 2.2 | F/YR12/0531/F | Erection of 1x 2-storey 5-bed dwelling (Plot 1) | Granted 12.10.2012 |

3. PLANNING POLICIES

3.1 National Planning Policy Framework:

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

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17(4): Seek to ensure high quality design and a good standard of amenity for all existing and future occupants (repeated and expanded on in paragraphs 56 to 56).

Paragraph 17 (5): Recognise the intrinsic character and beauty of the countryside and supporting thriving rural communities.

Paragraph 32: Decisions should take account that a safe and suitable access to the site can be achieved for all people.

Paragraph 55: In rural areas, housing should be located where it will enhance or maintain the vitality of rural settlements.

Paragraph 64: Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

3.2 Draft Fenland Core Strategy – Proposed Submission Feb 2013:

CS3: Spatial Strategy & Settlement Hierarchy and the Countryside

CS4: Housing

CS12: Rural Areas Development Policy

CS15: Creation of a More Sustainable Transport Network in Fenland

CS16: Delivering High Quality Environments

3.3 Fenland District Wide Local Plan:

H3: Development Area Boundaries/Protection of Character and Amenity/Highway Safety

H16: Agricultural Dwellings

E8: Landscape and amenity protection

TR3: Car Parking

4. CONSULTATIONS

- 4.1 **Parish/Town Council** Concerns about access onto March Rd as it is on a corner. If approved is the lighting sufficient and the condition of the footpath acceptable.
- 4.2 **Cambs CC Archaeology** Awaited –
- 4.3 **FDC Scientific Officer** Awaited –
- 4.4 **Cambs CC Highways** Object – insufficient vehicle to vehicle visibility splays can be provided, which would be detrimental to highway safety.
- 4.5 **Middle Level Commissioners** Object – applicant has failed to provide adequate evidence that a viable scheme for appropriate water level/flood risk management to meet current design standards is possible.
- 4.6 **FDC Tree Officer** The two mature trees at the site entrance are both ash trees (multi-stemmed) which have grown out of the hedgerow. Both trees are prominent and of landscape value, but have some structural defects. If removed, should be replaced by an oak tree, which would have long term potential.
- 4.7 **Local Residents:** No letters of representation received.

5. SITE DESCRIPTION

- 5.1 The current application relates to a piece of open land immediately to the south of No. 42 March Road, which comprises a detached dwelling within a fairly large garden, which although owned by the applicant is separate from the application site. The site is also bounded to the south by the rear gardens of two dwellings in Bridge Lane which are currently under construction.

This site is fairly open when viewed from Wimblington Road and there is no boundary along the road frontage to the site, or a pedestrian footpath, and instead this area comprises an open grassed verge. The site is also open to the east and there are a number of mature trees on the proposed northern and southern boundaries.

A detached bungalow (No. 33 March Road) lies on the opposite side of March Road, but this is then surrounded by open countryside.

There is a group Tree Preservation Order (M/2/465/17) that has been placed on a line of trees running along the southern boundary to this site.

This part of March Road contains a number of bends both to the north and the south, and is classified as a Class C highway.

The site lies within Flood Zone 1

The site area measures 0.48 hectares.

6. PLANNING ASSESSMENT

6.1 Background

This application seeks full planning permission to erect 1x 2-storey 4-bed dwelling with detached double garage/home office and 2 x 2-storey 4-bed dwellings with attached double garages, on land to the south of 42 March Road, Wimblington. The site is located outside of the developed footprint of Wimblington, although it adjoins small areas of intermittent ribbon housing development, which runs along parts of March Road and Bridge Lane.

The main features of the scheme are set out below.

- A 4.5m wide shared access driveway runs at right angles from March Road, before diverging into a north-south driveway which runs parallel to March Road.
- The dwellings comprise large two-storey detached houses with attached and detached outbuildings and garages, which are positioned to face towards March Road.
- The majority of the mature trees on the site are retained close to the site boundaries and along the March Rd frontage. Additional native tree planting is also proposed to further screen the development from the road, and also along the northern and southern boundaries to supplement the existing trees.
- A paddock is proposed to be created at the rear of the development, which is to be retained by No. 42, but this lies outside of the application site

The application is considered to raise the following key issues;

- Principle and policy implications
- Layout and density
- Access
- Service provision including flood risk, drainage and bin storage.

6.2 Principle and Policy Implications

The site is located outside the built-up limits of Wimblington, within land that currently forms part of the open countryside. Under criteria contained in Policies H3 and H16 in the Fenland District Wide Local Plan (1993) the principle of development in such locations is normally unacceptable unless associated with agriculture, horticulture or forestry. The 1993 Local Plan proposals map does show part of Bridge Lane to the east of the site, as being within part of an outlying DAB which relates to the main part of Wimblington, although this is 45 metres from the nearest corner of the application site and does not include any other dwellings in March Road.

The emerging Fenland Core Strategy – Proposed Submission Version (Feb 2013), seeks to concentrate new housing development in the most sustainable locations principally in the main market towns and to a lesser extent in the growth villages.

Policy CS3 identifies Wimblington as a Growth Village, where development either within the existing urban area or as small village extensions will be appropriate albeit of a considerably more limited scale than that appropriate in market towns. Development at Wimblington and Doddington will also be appropriate if capacity at or in the development network leading to the Waste Water Treatment Works at Doddington can be addressed.

Policy CS4 deals with criteria for assessing housing development proposals. In the case of development in and around villages, it requires proposals to be considered against criteria in Policy CS12.

Policy CS12 sets out detailed criteria for the assessment of new housing proposals in and around growth villages such as Wimblington. This policy allows some new development in villages, where it contributes to the sustainability of that settlement and does not harm the wide open character of the countryside. Under this policy new development will need to satisfy the applicable thresholds set out in Policy CS3, as well as all of the criteria set out in Policy CS12.

Given the existing character of the site – comprising an area of open land partly adjoining intermittent ribbon housing development along parts of March Road and Bridge Lane- it is not considered to be located in or adjacent to the existing developed footprint of the village.

Instead the proposal is considered to have an adverse impact on the existing open character and appearance of adjoining countryside. (Criteria (a) and (c)).

Of particular importance is Criteria (d) of Policy CS12 which requires that any new proposal should be of a scale and siting that is in keeping with the core shape and form of the settlement, and will not adversely harm its character and appearance. The village core of Wimblington is centred on the area around Church Street and parts of Norfolk Street, with subsequent additions over the years being added to the north and south. The developed footprint of Wimblington village itself is separated from the more sporadic and low density development around March Road and Bridge Lane by a large open field to the south of Bridge Lane – it is the important open sites like the application site and the field to the south of Bridge Lane which in themselves make an important contribution to the character of the area to the north of the village, and also provide a visual connection with the surrounding countryside.

It is also important to note that there is no footpath on the east side of March Road. Therefore pedestrians would have to cross a busy road with restricted visibility to access the footpath on the west side of the road to then walk into Wimblington village, to access shops and service. This reinforces concerns about the sustainability of the location of this site.

As the site is therefore considered to comprise an important open gap site within the more sporadic residential development around it, its development is not in keeping with the core shape and form of the settlement, and it thus fails to comply with Criteria (d).

In addition, the proposal would also extend existing ribbon development further along March Road and could also result in further coalescence of development outside of the developed footprint of the village, and this fails to comply with Criteria (e).

The principle of developing this site is therefore considered unacceptable as it does not respect the prevailing character and form of the village.

There are no concerns about satisfying the other criteria in Policy CS12 as it; respects existing trees and boundaries, respects the any possible ecology and archaeology on the site, and can be acceptably served in terms of necessary infrastructure (access, drainage etc).

For these reasons the proposal is not considered to respect the existing form and character of the village. The principle of developing the site is therefore unacceptable and is contrary to guidance contained in Policies H3, H16 & E8 of the saved Fenland Local Plan (1993) and Policies CS3 & CS12 of the emerging Fenland Core Strategy (2013).

6.3 **Layout**

The proposed layout consists of a 3 fairly spacious plots, each containing a large detached dwelling and garage/outbuildings. A significant amount of tree and shrub planting is proposed along the site boundaries. The layout and this style of development may be considered acceptable in some rural locations, but it does not respect the form of development and prevailing character of the locality, as described above. In addition the revised positioning of the access will now result in the loss of an important frontage beech tree.

The proposed layout is therefore not considered compatible with its surroundings.

6.4 **Design**

The dwellings are of a fairly traditional design and have been designed to include front gables with variable height eaves, along with smaller subservient linked outbuildings and garages. Good quality materials are proposed, however these factors do not outweigh the policy and principle objections outlined above.

Access

The plans show a single access drive with a width of 4.5m at its junction with March Road, which then extends into the site. A bin collection area close to the Back edge of the highway verge is shown. The originally submitted scheme indicated 24m x 60m vehicle to vehicle visibility splays to the north and south of the proposed access along March Road - which is classified as a C Class road.

The Highway Authority have commented on the proposal as follows:

March Rd in the location of the application site is subject to a speed restriction of 40mph. Consequently the vehicle to vehicle visibility splays at the junction of the private drive with the highway are 2.4m x 120.0m.

It is clear that the required splays are unable to be achieved within the limits of the site frontage and/or limits of the public highway. I therefore have no alternative but to recommend refusal of the proposal as it is presented:-

- *The applicant does not control sufficient land to provide adequate visibility at the site access. The proposed development would therefore be detrimental to highway safety.*

Following discussions with the applicant, amended plans have been submitted in an attempt to overcome the concerns of the highway authority. By including part of the frontage of No. 42 March Road and moving the access point, the applicant now considers that visibility splays of 2.4 x 110.0m and 2.4 x 102.0m can be achieved.

The Highway Authority have considered the revised plans, and comment as follows:

March Road is subject to a 40mph speed limit. This requires visibility splays of 2.4m x 120.0m.

The visibility to the north on the submitted plan shows a splay of only 2.4m x 110.0m

The visibility to the south on the submitted plan shows a splay of 2.4m x 102.8. Although in fact due to the alignment of the carriageway visibility of northbound traffic is only some 85.0m.

There is therefore no justification to alter my recommendation of refusal.

Therefore the proposal as amended is still considered to be unacceptable in highway safety terms and fails to comply with Policies E8 of the adopted Local Plan (1993) and Policy CS15 of the emerging Fenland Core Strategy (2013). In addition, the amended siting of the access would now result in the loss of two mature ash trees on the site frontage, which contributes to the character and appearance of the area, as well as reducing the opportunity to provide a well landscaped boundary to March Road due to the increased land take required for the site lines.

As a result the proposal is considered to conflict with guidance contained in Policies H3 & E8 of the saved Fenland Local Plan (1993) and Policy CS15 of the emerging Fenland Core Strategy (2013), which seeks to ensure that new development does not impact on highway safety.

7. CONCLUSION

7.1 Conclusion.

The positioning of the proposed housing development on this site would introduce additional ribbon development, into an area that is currently open and has a strong relationship with the adjoining countryside, which currently provides an important visual gap between existing areas of sporadic housing development in this part of March Road and Bridge Lane.

As a result it is not considered as being an appropriate location for residential development on the grounds that it would lead to the loss of this important visual gap and result in a form of development that would not properly relate to the overriding form and character of the developed footprint of Wimblington.

Consequently the proposal is in conflict with Policies H3, H16 and E8 of the Fenland District Wide Development Plan and Policies CS12 and CS16 of the draft Fenland Core Strategy – Submission Version (Feb 2013).

In addition, for the reasons set out above, the design of the proposed site access is considered to be unacceptable in highway safety terms and fails to comply with Policies E8 of the adopted Local Plan (1993) and Policy CS15 of the emerging Fenland Core Strategy (2013).

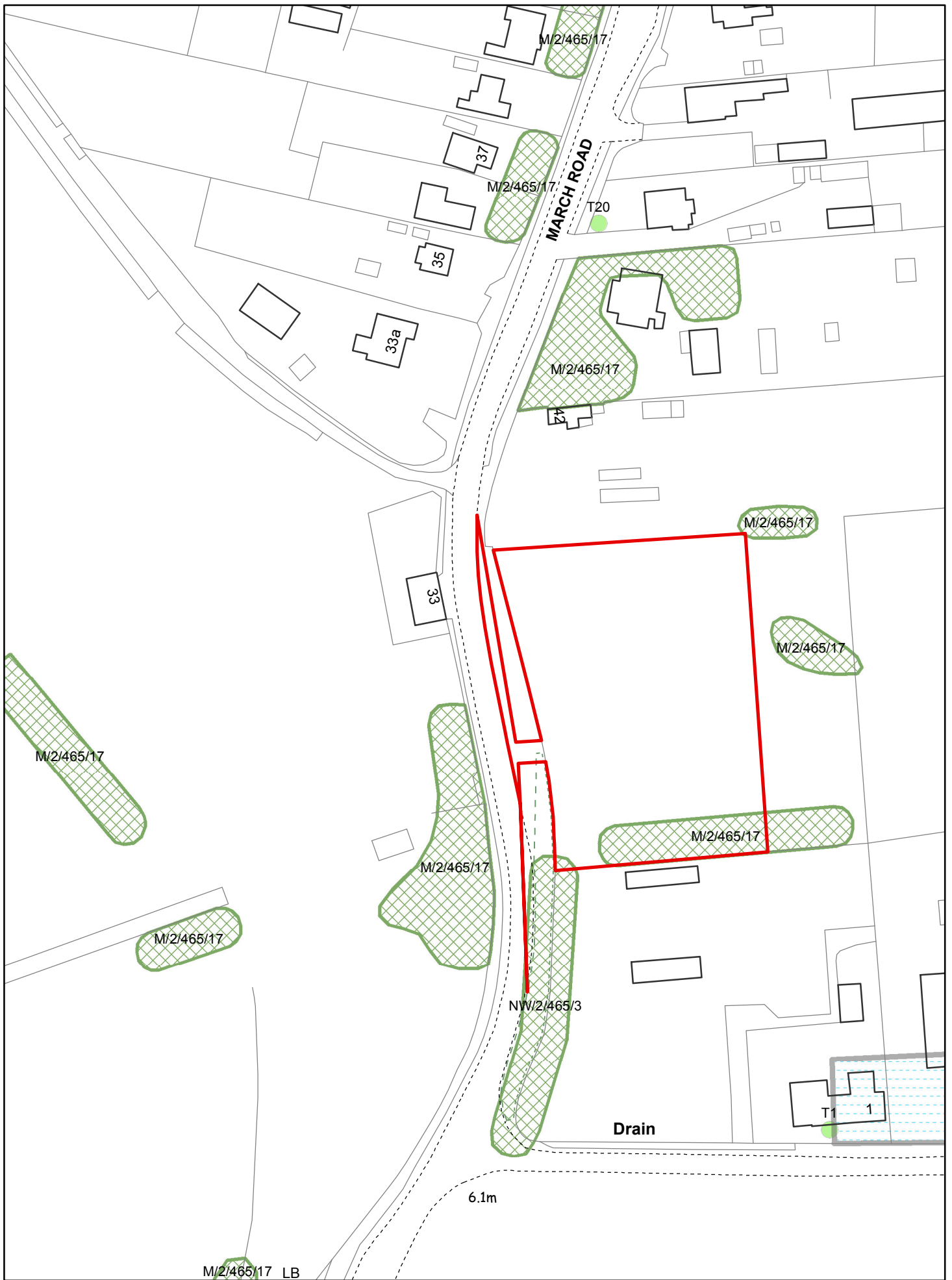
8. RECOMMENDATION

Refuse for the following reasons:

- 1. The proposed development is located in an unsustainable location, outside of the Development Area Boundary for Wimblington, where residential development is not normally supported unless justified. Development in this location would introduce additional ribbon development, into an area that is currently open and has a strong relationship with the adjoining countryside. It would also lead to the loss of this important open gap and result in a form of development that would not properly relate to the overriding form and character of the existing developed footprint of Wimblington.**

The proposal is therefore contrary to Policies H3, H16 and E8 of the Fenland District Wide Local Plan and Policies CS12 and CS16 of the Fenland Core Strategy – Submission Version (Feb 2013).

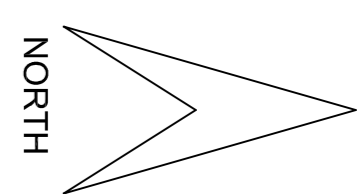
- 2. The design of the proposed site access is considered to be unacceptable in highway safety terms, by virtue of the inadequate visibility available at the site entrance, and therefore the proposal fails to comply with Policies E8 of the adopted Local Plan (1993) and Policy CS15 of the emerging Fenland Core Strategy (2013).**



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 Scale = 1:1,250





BRIDGE LANE

- TREE PLANTING**
- A SILVER BIRCH - BETULA
 - B CHERRY - PRUNUS
 - C WHITEBEAM - SORBUS
 - D HORNBAM - CARPINUS
 - E OAK - QUERCUS
 - F WALNUT - JUGLANS
- TREES PLANTED TO BE 1.800m HIGH

- SP SHRUB PLANTING TO INCLUDE**
- BARBERRY(BERBERIS) GUELDER ROSE(VIBURNUM)
 - BUDDLEIA DAVIDI,FORSYTHIA X INTERMEDIA LYWOOD
 - MOCK ORANGE(PHILADELPHUS)SNOWY MESPIPLUS(AMELANCHIER)
- C3 POT SIZE
PLANTING SIZE 40-60cm
PLANTED AT 750mm cts

- GC GROUND COVER PLANTS**
- COTONEASTER HORIZONTALIS,
 - HEDERA HELIX,LAVANDULA SPICA
- 6 PLANTS PER METRE SQ.

- CH CONSERVATION HEDGE**
- CONSERVATION HEDGE TO INCLUDE
50% HAWTHORN,AND 10%EACH OF THE
FOLLOWING BLACKTHORN,DOG ROSE,
DOGWOOD,HAZEL,CRAB APPLE



LOCATION PLAN 1:1250

TREE SCHEDULE - In accordance with BS 5837 'Trees in relation to construction'

Tree No.	Common tree name	Height (m)	Canopy diameter (m)	Trunk diameter (m)	Tree age	Condition	Recommendations
1	Pear	8,000	8,000	0,500	Mature	Good	Retain
2	Cherry	7,000	10,000	0,550	Mature	Good	Retain
3	Willow	10,000	9,000	850	Mature	Good	Retain
4	Willow	10,000	15,000	0,950	Mature	Good	Retain
5	Hawthorn	4,000	5,000	0,500	Mature	Good	Retain
6	Rowan	4,000	5,000	0,450	Mature	Good	Retain
7	Elder	4,500	6,000	0,450	Mature	Dead	Remove
8	Ash	7,500	12,000	0,350	Mature	Good	Retain
9	Beech	7,500	12,000	0,400	Mature	Good	Remove
10	Ash	6,000	6,000	0,350	Young	Good	Retain
11	Cherry	3,000	5,000	0,250	Young	Good	Retain
12	Cherry	4,000	5,000	0,250	Young	Good	Retain
13	Beech	12,000	16,000	0,800	Mature	Good	Retain
14	Ash	11,000	14,000	0,750	Mature	Good	Retain

Method statement for protection of trees on site during construction:

- Prior to any contractor occupancy on the site, protective fencing shall be erected around each tree or tree group. Protective fencing in accordance with BS 5837 unless otherwise agreed in writing with the local Planning Authority.
- New hard surfaces or paths in accordance with minimum recommended distances for protective fencing.
- No burning shall take place in a position where the flames could extend to within 5m of foliage, branches or the trunk of any tree to be retained.
- No excavation within the root protection area of retained trees unless they are excavated by hand. Any roots above 25mm in diameter should be left and advice sought on whether it will affect the long term potential of the trees.

Deter Humphreys & Associates Ltd.
ARCHITECTURAL DESIGN AND BUILDING

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT

SITE
ADJ.42 MARCH ROAD,
WIMBLINGTON
MARCH

DRAWING
PROPOSED

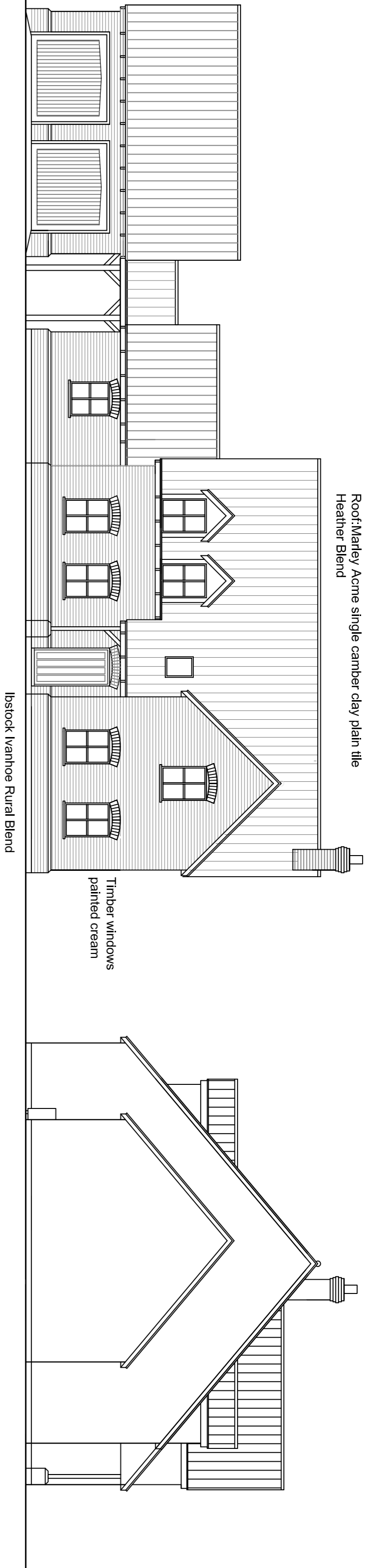
CLIENT
MR.P.JONES

DATE: JULY 2012 SCALE: As Shown JOB No. 4850-PL04C

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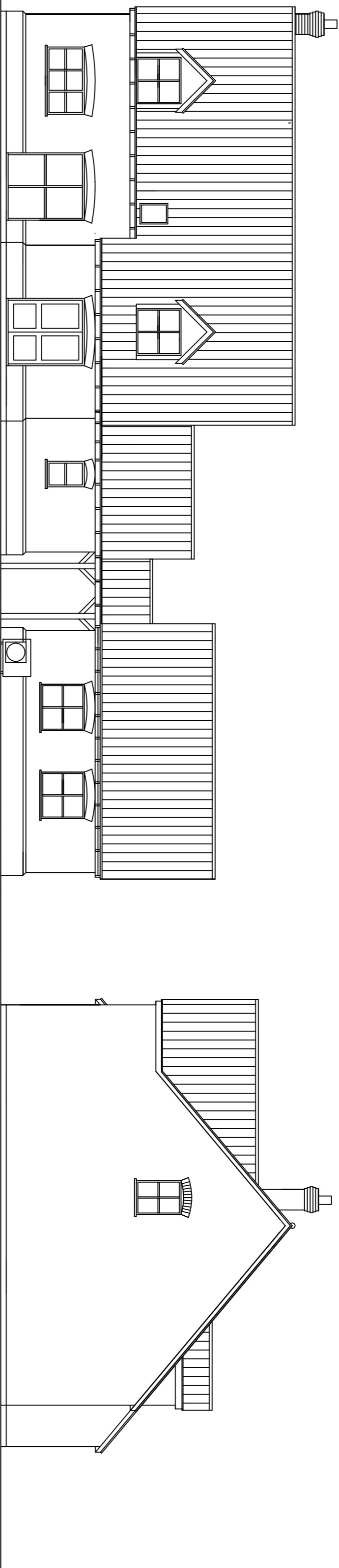
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Building
Control
Approved
Company Number 20328150
Company Number 2010



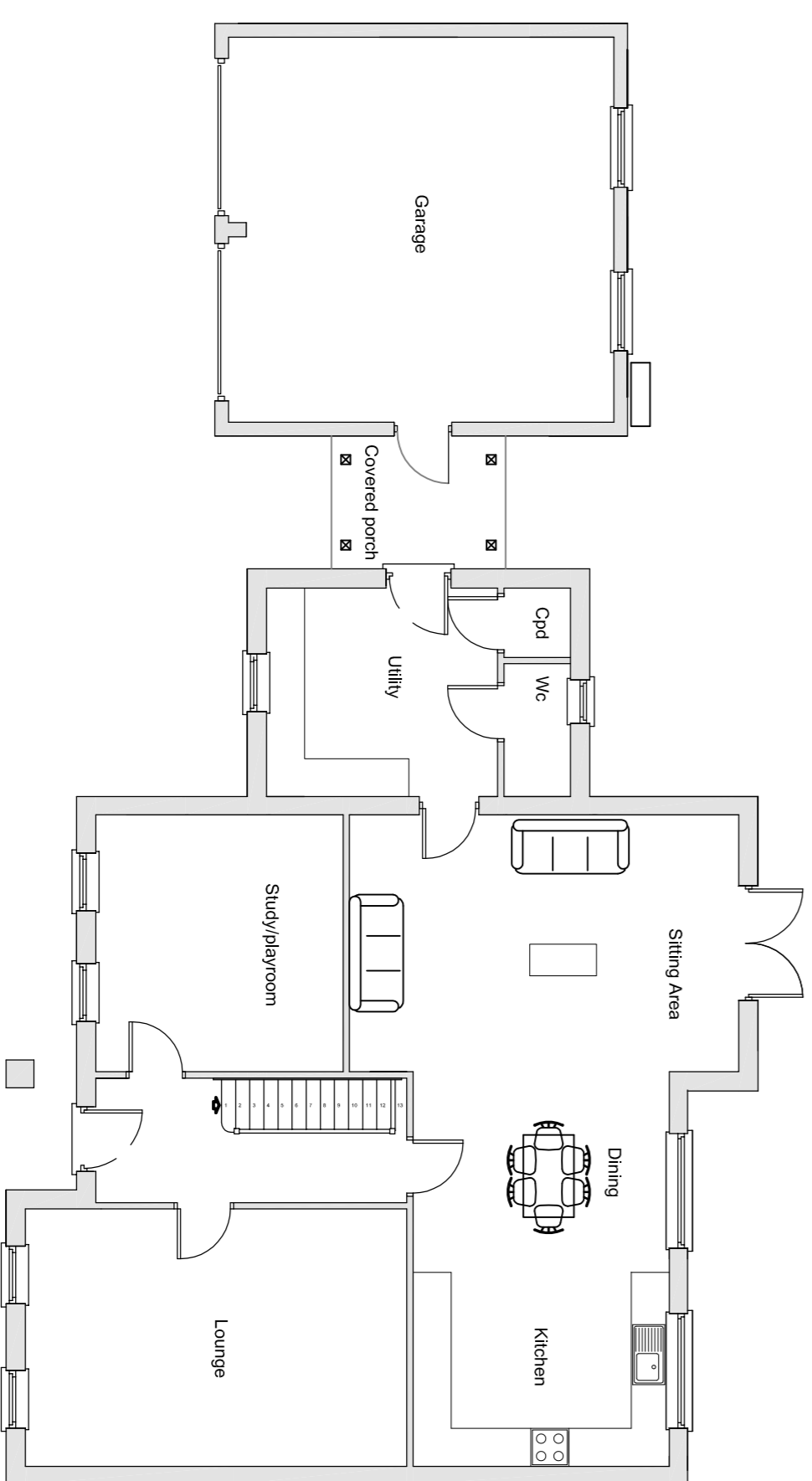
FRONT ELEVATION
SCALE 1:100

SIDE ELEVATION
SCALE 1:100

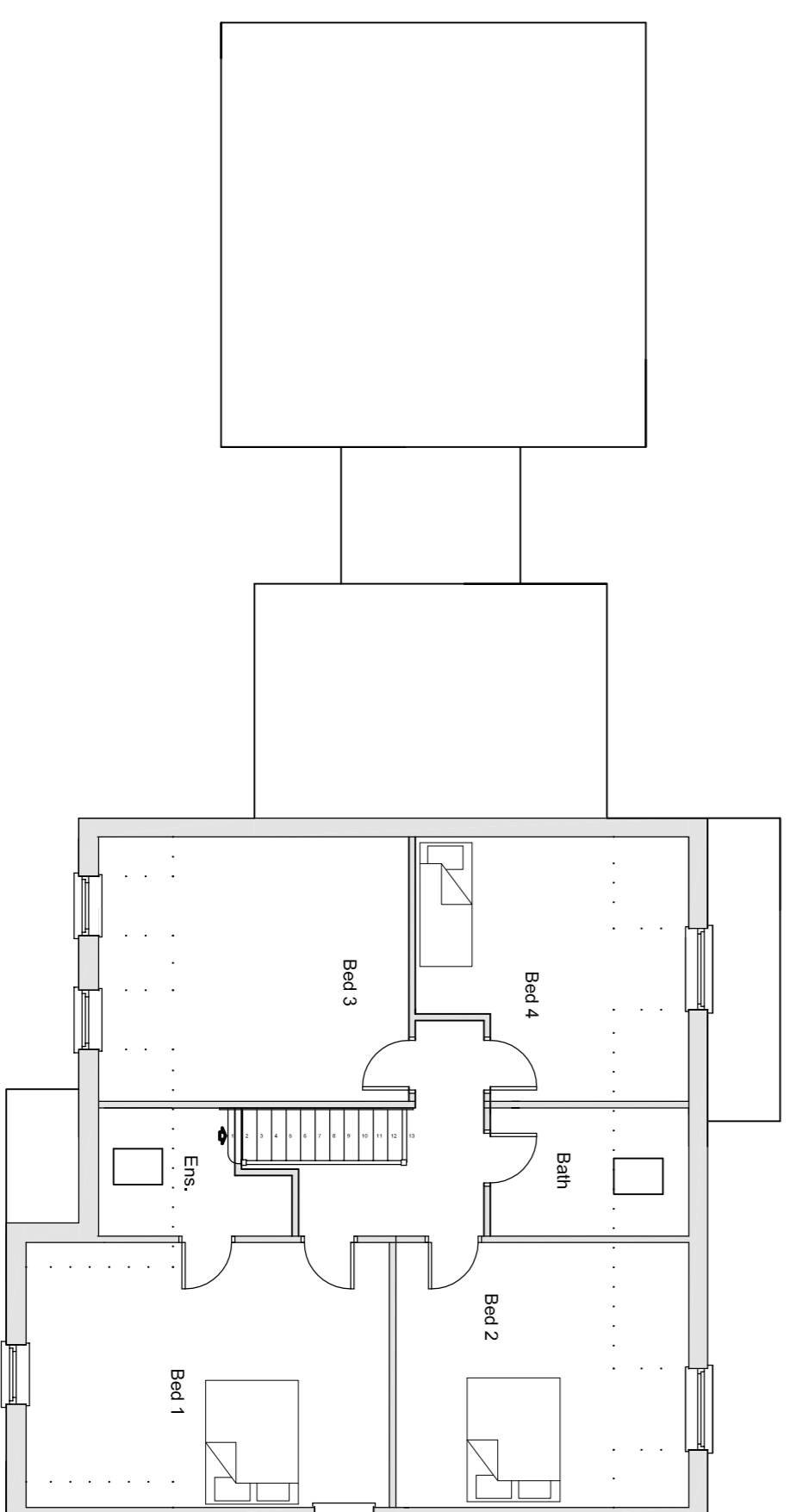


REAR ELEVATION
SCALE 1:100

SIDE ELEVATION
SCALE 1:100



GROUND FLOOR
SCALE 1:100



FIRST FLOOR
SCALE 1:100

PLOT 2

Peter Humphrey Associates Ltd.
ARCHITECTURAL DESIGN AND BUILDING

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT
SITE
ADJ.42 MARCH ROAD,
WIMBLINGTON
MARCH

DRAWING
PROPOSED
CLIENT
MR.P.JONES
DATE: JULY 2012 SCALE: As Shown JOB no. 4850-PL02A

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