

F/YR15/0923/F

**Applicant: Mr T Knowles**

**Agent : Mr C Walford  
Peter Humphrey Associates Ltd**

**Knowles Transport Limited, Manea Road, Wimblington, Cambridgeshire**

**Erection of a 10.0m high grain store, 2.5 metre high palisade and security mesh fencing and alterations to existing vehicular access involving demolition of storage building, dwelling and outbuildings**

**Reason for Committee:**

The comments received from the Parish Council in support of the application differ from the Officer recommendation.

Additionally, the application has been called in by Cllr Connor who believes that the application is policy compliant in respect of employment creation in line with LP6 as a result of the expansion and would enable issues raised by local residents and FDC's Enforcement to be overcome.

---

**1 EXECUTIVE SUMMARY**

The application seeks planning permission for the demolition of the existing dwelling, outbuildings and office and to replace this with a grain store of similar scale and appearance to that of the existing vegetable store. The application also seeks permission for the relocation of the existing access which is proposed to be moved 8.2m eastwards along the site frontage.

The site lies to the east of Wimblington but is divorced from this settlement by the A141 carriageway which runs alongside the western boundary of the site and is prominently located and visible when travelling along the A141 mostly in a northerly direction and when travelling either way along the B1093. The site is accessed via the B1093 'Manea Road' which runs east to west along the south of the site and links with the A141 to the west. It is currently in operation as a vegetable store.

The development would enable the expansion of an existing agricultural storage operation which would likely create employment and support the growth of the local economy.

However, it is considered that the scale, layout and appearance of the development would harm the character and appearance of the area contrary to the aims of policy LP16(d) of the Fenland Local Plan and the setting of the nearby Grade II listed church contrary to the aims of policies LP16(a) and LP18. Furthermore insufficient information has been provided to establish that the development would not cause severe harm to the highway by reason of its proximity to the junction of the A141 and the bend along the B1093 and therefore fails to satisfy policy LP15. In addition, the proposal fails to demonstrate that the development would not result in surface water flood issues contrary to policy LP14 (Part B).

**The application is therefore recommended for refusal.**

## **2 SITE DESCRIPTION**

- 2.1 The site lies to the east of Wimblington but is divorced from this settlement by the A141 carriageway which runs alongside the western boundary of the site. The site is therefore considered to be in the open countryside.
- 2.2 The total site area equates to 2.02Ha and is bounded along the western and northern boundaries and partial eastern boundary. The site comprises a mixture of land uses; approximately 0.12Ha of residential land comprising a 2-storey dwelling with attached double garage and outbuilding to the rear. Adjacent to this, to the east and forming the bulk of the site is an area of land approximately 1.9Ha comprising a large agricultural stores currently in use by the applicant as a vegetable stores, former now vacant offices and a partially excavated balancing pond to the rear.
- 2.3 The site is accessed via the B1093 'Manea Road' which runs east to west along the south of the site. The junction of the B1093 and the A141 is immediately south west of the site and approximately 90m from the existing site access. The access is constructed with a temporary surfacing and essentially divides the site in two providing access to the rear of the existing vegetable store.
- 2.4 Directly opposite the site is an established potato stores as well as a small number of dwellings which line along the Manea Road. To the immediate east of the site are 2 dwellings accessed via Frogs Abbey lane which runs north to south along the eastern boundary of the site and provides access for a further dwelling to the north of the site. To the west and across from the A141 is the settlement of Wimblington.
- 2.5 The area is mixed in form and character with intermittent small scale residential units set amongst large scale agricultural storage which lead onto agricultural fields. The presence of the main A141 junction and highway is a prevalent feature to the immediate area both visually and audibly. The site is prominently located and visible when travelling along the A141 mostly in a northerly direction and when travelling either way along the B1093. The site is currently enclosed with temporary perimeter Heras fencing along the southern and part of the eastern boundary and signs of immature and basic soft landscaping along sections of the perimeter are noticeable.
- 2.6 The site lies in Flood Zone 1

## **3 PROPOSAL**

- 3.1 The application seeks planning permission for the demolition of the existing dwelling, outbuildings and office and to replace this with a grain store of similar scale and appearance to that of the existing vegetable store. The application also seeks permission for the relocation of the existing access which is proposed to be moved 8.2m eastwards along the site frontage.
- 3.2 The grain store will form a partial wedge shape to align with the western boundary of the site and will measure approximately 59m at its widest point by 60m in depth (2,963m<sup>2</sup> in floor area) and with ridge heights of 10m comprising 2 ridges with valley in between running the entire depth of the buildings. It will be clad in grey panelling of similar design and colour to the existing vegetable store.

- 3.3 The main access to the stores will be to the rear and therefore HGVs would run between to the two stores (existing and proposed) and turn at the rear of the site enabling entering and exiting in forward gear.
- 3.4 Landscaping is proposed which comprises a mixture of grass and trees along the western and southern boundaries and a 2.5m high green mesh fence set in front of this. A 2.5m high palisade fence is proposed along the eastern perimeter of the site and the north, north-west and north east boundaries have already been planted as part of a previous planning permission.
- 3.5 The applicant advises that the operational hours of the site will be no different than that already approved under previous permissions and anticipates the development will generate approximately 50% more vehicle movements than that which already exists, but this will mainly be during harvest periods.
- 3.6 Although a grain store is proposed, unless otherwise restricted through planning conditions, the building would be capable of functioning in association with the existing storage operation.

#### 4 SITE PLANNING HISTORY

REFERENCE	DESCRIPTION	Decision
F/YR14/0963/F	Erection of a grain store; 2.5 metre high palisade and security mesh fencing and alterations to existing vehicular access involving demolition of storage building, dwelling and outbuildings	Withdrawn 02.03.2015
F/YR13/0796/F	Re-location of entrance access and erection of 2.4 metre high security fencing, sliding gate and posts on existing site	Withdrawn 30.10.2014
F/YR14/3027/COND	Details reserved by Condition 02 of planning permission F/YR11/0805/F	Approved 05.08.2014
F/YR11/0805/F	Erection of extension to existing grain store and formation of a balancing reservoir	Granted 21.12.2011
F/YR10/0923/F	Erection of extension to existing grain store and formation of a balancing reservoir	Withdrawn 07.03.2011
F/YR09/3101/COND	Details reserved by Condition 08 of planning permission F/YR08/0399/F	Approved 16.03.2010
F/YR09/3001/COND	Details reserved by conditions 3,5,7,10,11,12 and 13 of planning permission F/YR08/0399/F	Approved 02.09.2009
F/YR08/0399/F	Erection of extension to existing grain storage building involving demolition of existing building and change of use of land to create an extension to existing yard	Granted 04.09.2008
F/YR08/0056/F	Erection of extension to existing grain storage building involving demolition of existing building	Refused 18.02.2008
F/YR05/0071/F	Change of use of domestic workshop to B1 use	Refused 05.06.2005
F/99/0723/F	Erection of a workshop for domestic purposes only	Granted 21.01.2000
F/98/0172/F	Erection of a workshop for domestic purposes only	Granted 22.07.1998
F/0805/88/F	Alterations and two-storey extension to house and erection of attached double garage	Granted 09.08.1988
F/1064/87/F	Change of use from agricultural store to depot for storage and distribution of agricultural fertilizers and chemicals Manea Road Wimblington	Granted 11/12/1987
F/0028/86/A	Display of directional sign - board 18' x 18' on post (retrospective)	Refused 09.10.1986
F/0141/85/F	Erection of a steel framed general purpose agricultural building Nix Hill Road (Manea Road) Wimblington	Granted 18.04.1985

F/0873/79/F	Installation of a 600 gallons underground petrol tank Manea Road Wimblington	Granted 20.12.1979
F/0867/79/F	Construction of a hardstanding and car park (retrospective) Transport Depot Manea Road Wimblington	Granted 19.12.1979
F/0289/79/F	Erection of an office block and garage Nix Hill Road Wimblington	Granted 06.07.1979
F/0549/78/F	Erection of a general purpose storage building Nix Hill Road Wimblington	Granted 22.08.1978
NW/68/32/D	Erection of a storage building	Granted 08.08.1968
NW/66/44/D	Erection of a storage building	Granted 15.06.1966
TP/11390	Erection of a workshop	Granted 21.12.1964

## 5 CONSULTATIONS

### **Wimblington Parish Council**

Supported. Considers highways issues have been addressed and the proposal would improve the derelict appearance of the site. Advises that the site was an existing agricultural premises and a value to the local economy.

### **Middle Level Commissioners**

Advised will be commenting on the application and are likely to oppose it. However, no further comments have been received.

### **Cambs Archaeology (CCC)**

No comments received

### **Cambridgeshire County Council Highways Authority (LHA)**

Acknowledges previous applications have been submitted for this proposal have been supported by Planning Committee despite highway objections. Considers the following;

- The revised access location will result in a reduction in vehicle to vehicle visibility to the east of the site.
- Moving the access closer the bend to the east reduces the stopping distance (SSD) and increases the risk of vehicles conflicting with HCV's entering or emerging from the proposed access
- The left hand (East) visibility splay is incorrectly drawn
- the junction is a known accident cluster site with 11 recorded RTC's in the last 5 years.
- Any intensification of vehicle movements at this junction especially an intensification of 16.5m HCV's will increase the probability of more accidents occurring

Concludes: (i) the applicant does not appear to control sufficient land to provide adequate visibility at the site access. The proposed development would therefore be detrimental to highway safety. (ii) the intensification of that interference which this proposal would engender would lead to the deterioration in the efficiency of the road as a traffic carrier and be detrimental to highway safety.(iii) The application is not supported by sufficient highways and transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway and highway safety

### **Police Architectural Liaison Officer**

Considers that the proposed security fencing is appropriate for nature of operation and the potential crime risk for the site.

### **Environmental Protection (FDC)**

No objection subject to unsuspected contaminated land condition

### **CCC (Lead Local Flood Authority)**

Considers the applicant has not demonstrated through their surface water strategy that the proposed development will not create an increased risk of flooding from surface water. Advises that the surface water strategy should be carried out in accordance with the National Planning Policy Framework, giving preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer. The surface water strategy should clearly show that surface water can be safely contained on site. It is acceptable to partially flood the site during this event, ensuring that buildings are not affected by flooding and the site can be safely navigated by users. Where this flooding will be within roads or pathways, the applicants must ensure that safe access and egress is still available.

### **Local Residents/Interested Parties**

#### **Objectors**

#### **Two letters of objection received raising the following concerns;**

- The site should be landscaped as per previous permission.
- Considers that vehicle movements would likely be 75% on top of existing rather than 50% given size of development.
- Considers that it would not increase employment.
- Questions what will be stored and how it will be transported on and off the site and over what period.
- Advises the junction of Manea Road B1063 and the A141 has been an accident black spot for some time. Considers the junction will see an increase in slow heavy moving traffic trying to exit onto A141 with fast moving traffic, a figure which is unsubstantiated from the documentation provided by the applicant and therefore feels this is contrary to LP13 LP15 and LP17
- Considers the application has no benefit to the community or existing residents
- Loss of modern viable dwelling
- Impact on those living close to the site
- Visual impact with proximity to grade II listed church
- Considers that a pre-consultation exercise should have been undertaken in-line with policy LP12
- Advises that Manea Road has no pavements and only narrow verges to protect vulnerable road users – walkers, cyclists and horse riders from the general traffic.
- Considers the application does not comply with policies LP1, LP2, LP4, LP6, LP12, LP13, LP15 LP16, LP17 and LP18.
- Concerns over road safety with proposal to move access closer to bend
- Increase in traffic movements of large vehicles
- Considers it overdevelopment of the site

- Requests that if permission granted that no further development be allowed on the site
- Requests that all outstanding planning conditions be fully implemented
- Requests that if permission granted that timings of delivery be policed due to the current condition of the site.
- Requests that operational hours be restricted so as not to disturb residents (provides example 9am to 5pm Mon to Sat). This should also include for the existing operational site.
- Requests the site is used solely for agricultural purposes and legalities of product ownership
- Concerns over drainage methods and significant fear of potential flooding
- Requests that more visually acceptable fencing be employed along the eastern perimeter rather than proposed palisade fencing
- Requests the planting of low hedging be re-instated to the southern boundary to provide demarcation to the highway edge.
- Green mesh fencing should be intermingled with shrubs to make it more aesthetically pleasing
- Concerns over lack of CCTV. Requests that floodlights do not affect amenity
- Consideration needs to be given to areas of hardstanding for lorries as this will increase the volume of traffic entering and exiting the site
- Consideration of traffic calming measures e.g. 30mph restriction, double white lines or even traffic lights at the B1093/ A141 junction.

## 2 POLICY FRAMEWORK

### **National Planning Policy Framework (NPPF):**

- Core Principle 1: Supporting sustainable economic growth
- Core Principle 3: Supporting a prosperous rural economy
- Core Principle 4: Promoting Sustainable Transport (para. 32)
- Core Principle 7: Requiring Good Design
- Core Principle 10: Climate Change & Flooding (para. 99)
- Core Principle 12: Historic Environment (paras. 132 to 134)

### **Fenland Local Plan 2014 (FLP):**

- LP1: Presumption in favour of sustainable development
- LP2: Health and Wellbeing
- LP3: Spatial Strategy and Settlement Hierarchy
- LP6: Employment
- LP14: Climate Change and Flood Risk
- LP15: Sustainable Transport networks
- LP16: High Quality Environments
- LP17: Community Safety
- LP18: Historic Environment

## 3 KEY ISSUES

- Principle of Development
- Highways Impacts
- Scale and Appearance and Landscaping

- Historic Environment
- Flood Risk
- Health and wellbeing (amenity)
- Economic Growth
- Other considerations – Resident comments

## **4 BACKGROUND**

- 4.1 The site has a comprehensive planning history with the site developing over time to accommodate modern day agricultural practices culminating in large-scale storage of agricultural produce as seen today.
- 4.2 Previous permissions over the past 10 years have resulted in the erection of the current storage building and permission has previously been granted for an extension to this (under F/YR11/0805/F). The LHA have consistently objected to proposals for development of the site on highway safety grounds due to the proximity of the access to the A141 junction and the approaching bend to the east of the site along the B1093. Recent applications have been supported by the planning committee in view of the economic benefit that the expansion of the site would generate.
- 4.3 This application is a resubmission which was previously withdrawn (F/YR14/0963/F) following concerns raised over the scale and appearance of the proposed building and the impact an intensified use of the site and relocation of access was considered to have on the highway. This application therefore seeks to overcome these concerns.

## **5 ASSESSMENT**

### **5.1 Principle of Development**

- 5.1.1 Policy LP6 seeks to promote economic growth of the district and supports opportunities for employment opportunities and continued use of high quality land and premises for B1/ B2 and B8 employment purposes. Policy LP3 supports development in the open countryside ('Elsewhere') where it demonstrably essential for the effective use of agriculture, horticulture, forestry, outdoor recreation, transport or utility services.
- 5.1.2 The site is recognised as being in the open countryside, clearly detached from any main settlement mostly due to the A141 divorcing it from Wimblington. The bulk of the site is used in association with the storage of agricultural produce and this application essentially seeks to expand on that existing use. Additionally, the site is mostly being used for storage and distribution purposes, albeit for purely agricultural purposes and therefore similar in character to a B8 use which policy LP6 seeks to retain. As such, it is considered that the FLP supports the principle of the development in this location.

## 5.2 Highways Impacts

5.2.1 Policy LP15 requires all development with transport implications to identify deliverable mitigation measures and arrangement secured for their implementation in order to make the development acceptable in transport terms.

5.2.2 The applicant has provided a transport assessment undertaken by a highways consultant and has concluded the following;

- That there is no material difference in geometric or highway design standards between the approved and proposed accesses.
- The accident details indicate there are no trends or causations identified that suggest there is anything inherently unsafe in the geometric design of the road layout or the condition of the road surface.
- That the traffic movements are seasonal and very low and as such it is concluded that the proposal will not give rise to a material impact on the local road network.
- It is concluded that there is no material difference, in traffic impact terms, between the proposed scheme and that previously approved under application F/YR11/0805/F in December 2011.
- There is no material difference in the standard of visibility achievable between the proposed and approved access points; neither is there any material difference to the proposed geometry or highway layout standards to that approved by the County Council for the previously consented scheme.

### *Cambridgeshire County Council Highways comments*

5.2.3 The LHA have commented on the proposal having considered the submitted Transport Assessment and comments from the applicant's transport consultant. They have provided a safety audit of the site and the access which concludes the following;

- No accidents at the proposed access have been reported in the period Jan 2010-Dec 2014
- 10 accidents at junction of A141 in the period Jan 2010-Dec 2014
- Turning movements into and out of the junction are an issue and any increase in flows are likely to be of concern
- Due to the curvature of the road, the visibility splay to the east cuts across the southern hedge line which was noted as being overgrown and significantly reduces visibility
- The visibility splay shown on the plans is below that recommended and will be almost halved during summer months
- Recommends that the [application] is not progressed unless suitable visibility is achieved.

5.2.4 In summary, the LHA consider that the revised access location will result in a reduction in vehicle to vehicle visibility to the east compared to that already approved. The location of the access closer to the bend will reduce stopping distances and increase the risk of vehicles conflicting with HCV's entering and exiting the site.

5.2.5 Having considered the submitted transport statement and comments received from the LHA it is considered that the development would result in an increased risk of accident at the proposed access. Paragraph 32 of the NPPF states that



*“development should only be refused on transport grounds where the residual cumulative impacts of the development are severe”*. As such, given the identified concerns over visibility at the access and the inevitable increase in traffic movements as a result of the expansion of the site, it is considered that the applicant has not demonstrated that the proposal would not result in severe impacts to the highway. As such it is considered that the development does not satisfy policy LP15 of the FLP and in-line with paragraph 32 of the NPPF cannot be supported.

- 5.2.6 A resident has recommended that consideration of traffic calming measures be given. Neither the applicant nor the LHA have proposed this as a possible mitigation measure to overcome highways concerns.

### **5.3 Scale and Appearance and Landscaping**

- 5.3.1 Policy LP16 of the FLP aims to deliver high quality environments, seeking to ensure that development makes a positive contribution to the local distinctiveness and character of the area. LP16(d) aims to ensure that development responds to and improves the character of the local built environment and does not adversely impact either in design or scale terms on the streetscene, settlement pattern or the landscape character of the area.
- 5.3.2 The proposed stores are similar in scale and appearance to the existing store on the site with dual ridges and grey cladding and standing at a height of 10m. The proposal is to locate the building directly adjacent to the western boundary and as such the building will be prominently located and highly visible when travelling along the A141 in either direction and when approaching from the B1093 Manea Road. Tree planting is proposed along the western boundary to mitigate against the visual impact of the development.
- 5.3.3 The proposed landscaping continues with that previously granted under former permissions and overall would enhance the appearance of the site whilst providing biodiversity opportunities and enhancements at the site in-line with policy LP19 of the FLP. Requests have been made by a resident to change the fencing along the eastern perimeter, to reinstate the hedging along the southern boundary and to intermingle shrubs with the green mesh fencing. This application is to be determined in accordance with the submitted details. The proposed landscaping is considered to be acceptable subject to conditions requiring more enhanced landscaping details in respect of precise layout and maintenance.
- 5.3.4 It is acknowledged that large-scale commercial buildings exist in the immediate vicinity with Lavenham Fen Farms directly south which comprises 3 separate large warehouse-type structures as well as the existing storage building on the application site. A key characteristic of these structures is how they are set back from the A141 with the nearest being approximately 73m east of the A141. This set back provides visual relief when travelling along the A141 and helps to reinforce the open countryside characteristic of the eastern side of the A141. The proposed building would effectively be sited directly onto the western boundary of the site and by reason of its scale and mass would be highly prominent offering very little visual relief despite the proposed tree planting and would not reinforce the character of the area. As such it is considered that the development would be contrary to the aims of policy LP16 of the FLP as it would

adversely impact in scale terms on the streetscene, settlement pattern and the landscape character of the area.

- 5.3.5 Concerns have been raised by residents in respect of the current appearance of the site. This is acknowledged and the Council's Planning Compliance team has already liaised with the site owner regarding outstanding landscaping matters and general condition of the site. The owner has recently made some improvements to the visual appearance of the site and this is ongoing.
- 5.3.6 Concerns have also been raised over the impact of the proposed development on nearby residents. This has been considered and other than the highways issues already explored, given the existing commercial operations in and around the site, the introduction and operation of the development is not anticipated to harm the amenity of residents in the area.
- 5.3.7 Concerns have been raised by a resident over the lack of CCTV and also that if floodlighting is employed that it does not impinge on residential amenity. Cambridgeshire Police have been consulted on the proposal and raise no concerns with the proposal. In addition, no floodlighting is proposed. Notwithstanding this, matter of light pollution should they arise can be addressed via the Council's Environmental Services Team under the Environmental Protection Act 1990.

#### **5.4 Historic Environment**

- 5.4.1 Policy LP16 together with LP18 seeks to protect and enhance the historic environment, heritage assets and their settings.
- 5.4.2 As previously identified, the proposed stores will be prominently sited directly against the western boundary. Directly opposite the site, east of the A141, is the grade II listed Parish Church of St Peter.
- 5.4.3 The church sits to the south eastern corner of the village and to the south side of the village primary school with the A141 running alongside the east side of the graveyard forming a defining physical boundary to this village. The church is best seen and most appreciated from the south and west in context with the village itself where the building holds prominence and there is openness in the settlement morphology around the church, and strong natural qualities to the environment. Planting along the eastern boundary of the church is in the form of an approx. 10ft high Yew hedge with a mix of evergreen and deciduous trees within its length. Walking up the main path to the church it is the existing agricultural store on the application site which is seen in views beyond the graveyard and is considered to impinge into the wider setting of the church. Views of the agricultural store are more prominent from Chapel Lane though when you take in longer range views of the church.
- 5.4.4 The existing store is approx. 147m to the east of the church. The proposed grain store will be approx. 78m to the east of the church and therefore significantly closer. There is therefore a strong concern that the proposed grain store will have a strong presence within the setting of the church and the proposed store will unduly encroach upon the setting of the church, particularly impacting on key views of the church looking east from Chapel Lane. The proposal cannot be said to preserve or enhance the setting of the church.

- 5.4.5 The applicant's submitted Heritage Statement considers that the stores have been designed so as not to harm the setting of the Church. However, it is considered that the proposed mitigation measures which comprise of constructing the building to match that of the existing stores, to tidy the site and to landscape at the perimeter of the site, is insufficient in overcoming the identified harm given the scale, bulk and overall appearance of the structure in relation to the church.
- 5.4.6 It is therefore concluded that the proposal would not protect or enhance the heritage asset, instead causing harm to its setting contrary to policies LP16 and LP18 of the FLP.

## **5.5 Flood Risk**

- 5.5.1 Policy LP14 aims to ensure that development is compatible with its location taking into account the impacts of climate change and flood risk. The site lies in Flood Zone 1 and therefore at the lowest risk of flooding. The Environment Agency's surface water flood mapping does however indicate patches around the site, particularly around the existing store, susceptible to high, medium and low level surface water flooding. A significant area of low level surface water flooding is found to the immediate north east of the site.
- 5.5.2 The application proposes to discharge the surface water from the development into an existing flow balancing reservoir at the rear of the site previously approved under F/YR11/0805/F before then entering the existing watercourse. The reservoir is proposed to take the surface water from the existing store and that proposed.
- 5.5.3 Cambridgeshire County Council is the Lead Local Flood Authority (LLFA) for the area and is therefore a statutory consultee on matters of SuDS and drainage schemes. They have reviewed the submitted drainage strategy and accompanying drainage pro-forma and raise objection to the proposal on the following grounds;
- The volume of storage may not be sufficient to cater for the entire site based on the submitted calculations
  - Lack of detail in respect of anticipated overflow of the drainage system and how this would be made safe in the event of flooding.
  - No details of the intended watercourse (location or depth) have been provided and therefore there is insufficient demonstration of how the on-site surface water drainage system will function at times of high flow within the watercourse
  - The drainage proforma does not include full details (including calculations) of existing and proposed discharge rates and therefore there is no evidence that post development discharge rates will not exceed the pre-development rate.
- 5.5.4 The LLFA conclude that the applicant has failed to demonstrate through the surface water strategy that the development will not create an increased risk of flooding from surface water. As such it is considered that the proposal fails to satisfy policy LP14 (part B)

## 5.6 Economic Growth

- 5.6.1 Policy LP6 seeks to promote economic growth of the district and supports opportunities for employment opportunities.
- 5.6.2 The applicant advises that the development will create employment for additional drivers although does not provide further details in this regard. Nonetheless, the development would likely provide some additional employment both short-term during construction and longer term during operations and could assist in the economic growth and therefore the wider community of the District in-line with the aims of policy LP6 of the FLP.

## 5.7 Other considerations – Resident comments

- 5.7.1 Although most of the concerns raised by two letters of objection have been addressed above, the following matters have also been considered;
- *Loss of modern viable dwelling:*  
Whilst the proposal would result in the loss of a dwelling, it would provide economic benefit that would outweigh the loss of a dwelling in what is considered to be a less than sustainable location.
  - *A pre-consultation exercise should have been undertaken in-line with policy LP12:*  
Policy LP12(Part A(ii)) requires pre-consultation is undertaken with development of the proposed scale where it is located within or on the edge of a settlement. Officers have concluded that the site lies in the open countryside divorced from any established settlement and therefore the requirements of Policy LP12 are not applicable in this instance.
  - *No pavements and only narrow verges to protect vulnerable road users – walkers, cyclists and horse riders from the general traffic:*  
The area is relatively unsustainably linked to nearby settlements much like many open countryside locations.

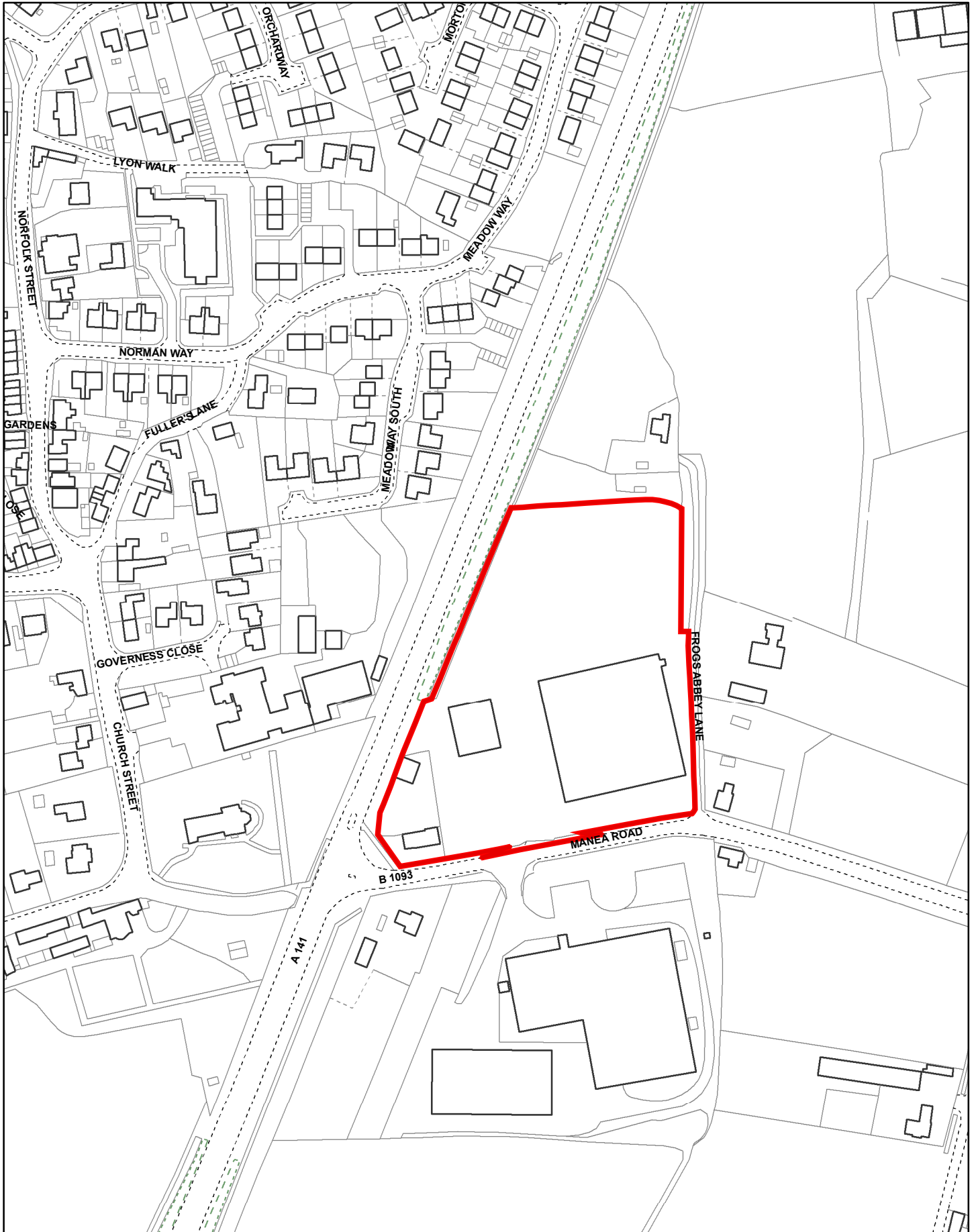
## 6 CONCLUSIONS

The proposal has been assessed against policies contained within the Fenland Local Plan and requirements of the NPPF and associated planning guidance (NPPG). The development would enable the expansion of an existing agricultural storage operation which would likely create employment and support the local economy. However, it is considered that the scale, layout and appearance of the development would harm the character and appearance of the area and the setting of the nearby Grade II listed church contrary to the aims of policies LP16 and LP18 of the FLP. Furthermore insufficient information has been provided to establish that the development would not cause severe harm to the highway by reason of its proximity to the junction of the A141 and the bend along the B1093 and therefore fails to satisfy policy LP15. In addition, the proposal fails to demonstrate that the development would not result in surface water flood issues contrary to policy LP14 (Part B).

## 7 RECOMMENDATION

### Refuse for the following reasons;

1. Policy LP15 requires all development with transport implications to identify deliverable mitigation measures and secure arrangement for their implementation in order to make the development acceptable in transport terms. The proposed development includes the introduction of a further storage building and the repositioning of the access. Insufficient information has been provided to establish that the development would not cause severe harm to the highway by reason of its intensification of use and the relocation of the access closer to the bend along the B1093 and therefore fails to satisfy policy LP15 of the Fenland Local Plan (adopted May 2014).
2. Policy LP16 aims to deliver high quality environments, seeking to ensure that development makes a positive contribution to the local distinctiveness and character of the area and does not adversely impact either in design or scale terms on the streetscene, settlement pattern or the landscape character of the area. The proposed grain store building would be sited directly onto the western boundary of the site and by reason of its scale and mass would be highly prominent offering very little visual relief and would adversely impact in scale terms on the streetscene, settlement pattern and the landscape character of the area contrary to policy LP16(d) of the Fenland Local Plan (adopted May 2014)
3. Policy LP16(a) together with LP18 seeks to protect and enhance the historic environment, heritage assets and their settings. The proposed grain store will be approximately 78m to the east of the grade II listed church of Parish Church of St Peter. It is considered that the proposed grain store will have a strong presence within the setting of the church and will unduly encroach upon its setting, particularly impacting on key views of the church looking east from Chapel Lane. The proposal therefore does not preserve or enhance the setting of the church and is therefore contrary to policies LP16(a) and LP18 of the Fenland Local Plan (adopted May 2014).
4. Policy LP14 aims to ensure that development is compatible with its location taking into account the impacts of climate change and flood risk. The application proposes to discharge the surface water from the proposed and existing development into the existing watercourse via an existing flow balancing reservoir. However, the application fails to adequately demonstrate through the surface water strategy that the development will not result in an increased risk of flooding from surface water to the detriment of local residents. As such it is considered that the proposal fails to satisfy policy LP14 (part B) of the Fenland Local Plan (adopted May 2014).



Created on: 19/10/2015

© Crown Copyright and database  
rights 2015 Ordnance Survey 10023778

F/YR15/0923/F

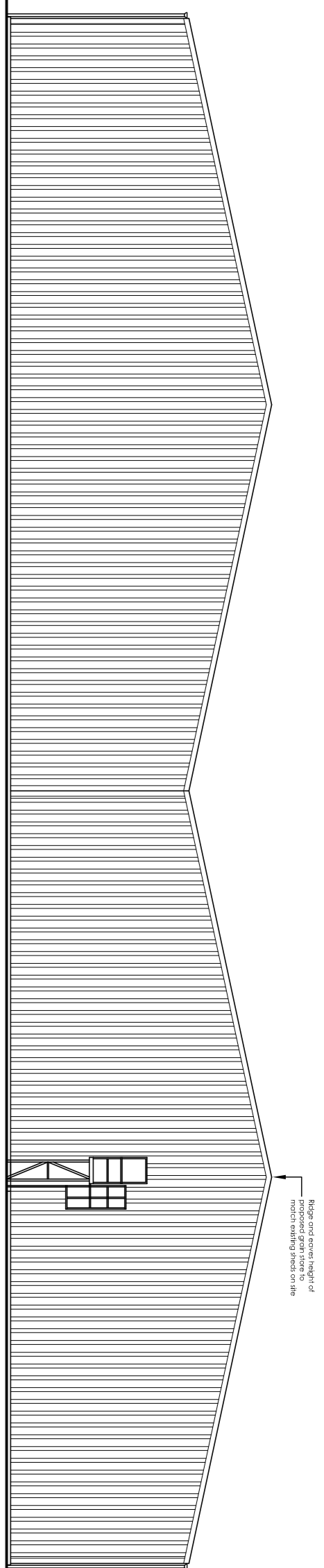
Scale = 1:2,500



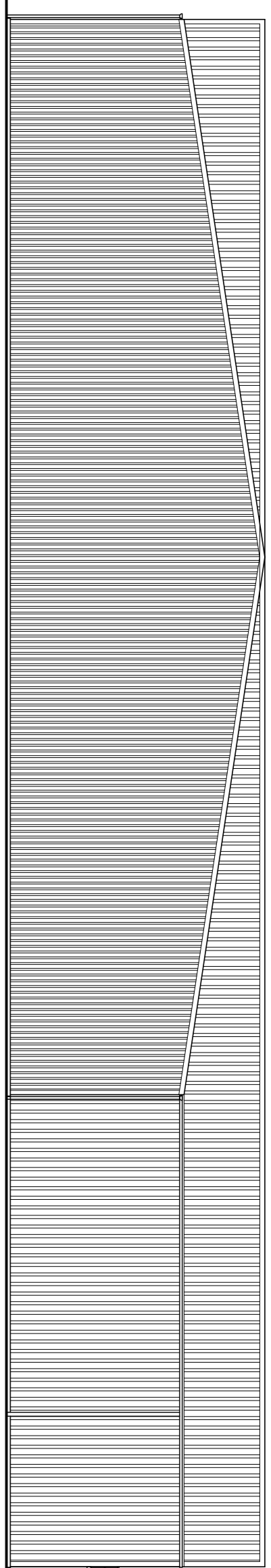




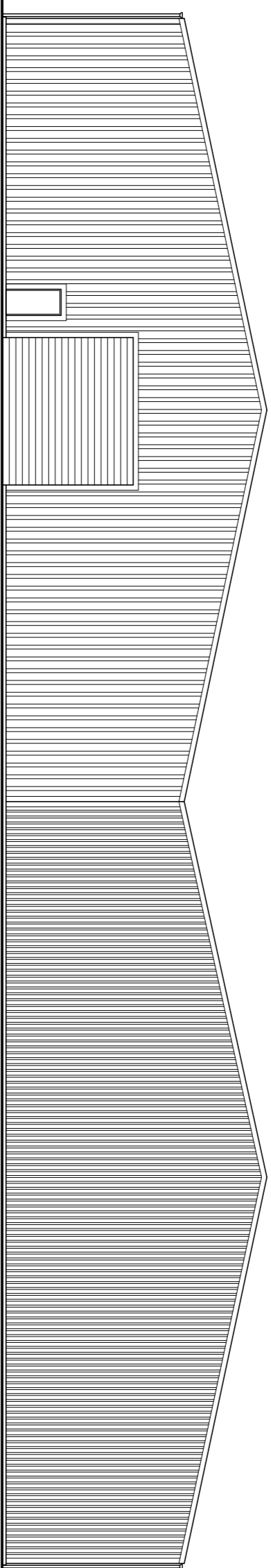




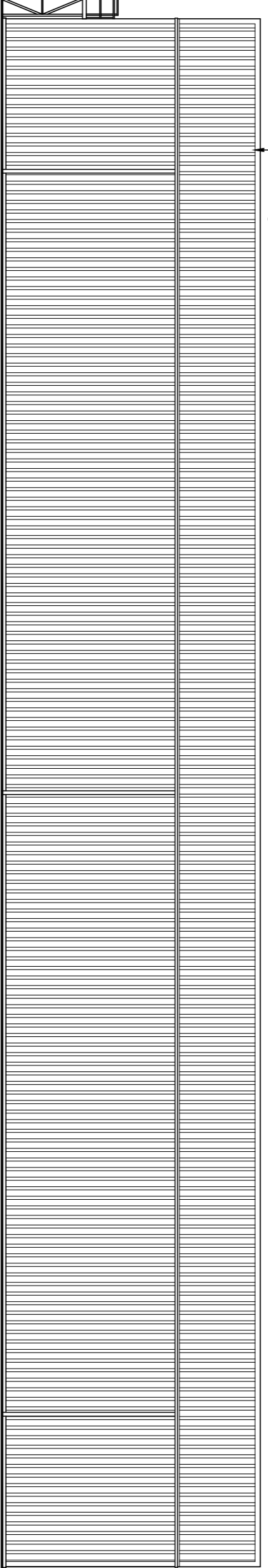
FRONT ELEVATION (FACING MANEA ROAD) 1:200



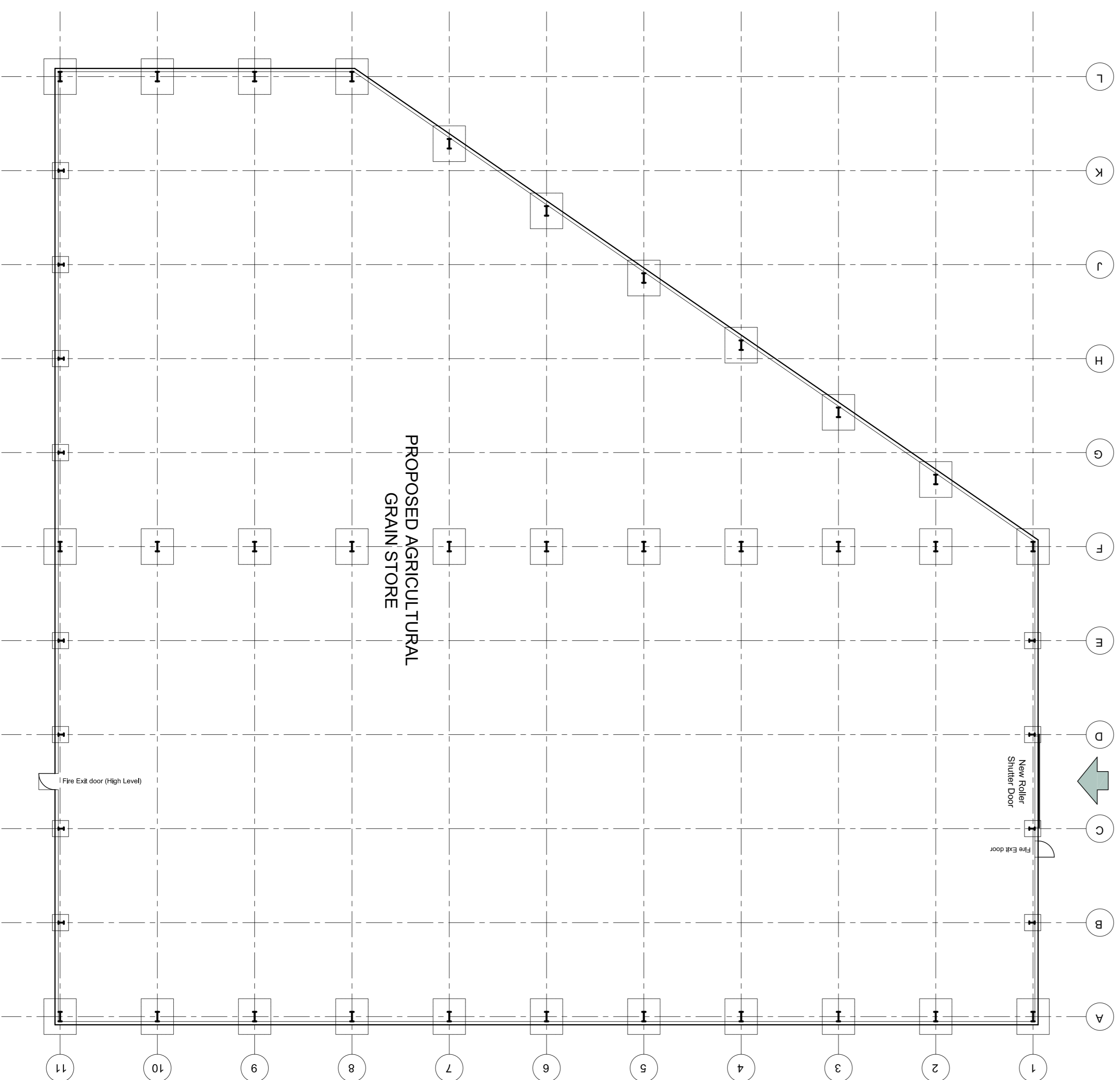
SIDE ELEVATION (FACING A141) 1:200



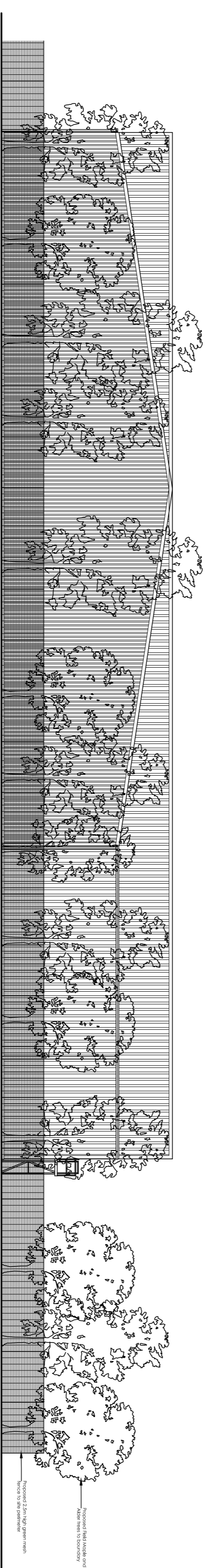
REAR ELEVATION 1:200



SIDE ELEVATION 1:200



PROPOSED FLOOR PLAN 1:200



SIDE ELEVATION (View from A141 & Listed Building) 1:200

**Dexter Humphreys Associates Ltd.**  
ARCHITECTURAL DESIGN AND BUILDING

PROJECT  
PROPOSED GRAIN STORE  
KNOWLES (FARMS) LTD.  
MANEA ROAD  
WIMBLINGTON  
MARCH

CLIENT  
I. Knowles (Farms)

DATE OCT'2014 SCALE AS SHOWN JOB NO. 5027/01A

DO NOT SCALE FROM THIS DRAWING  
COPYRIGHT RESERVED. ALL RIGHTS RESERVED. CONSENT OR CONDEMNATION NOT NECESSARY.

**Dexter Humphreys Associates**  
ARCHITECTURAL DESIGN AND BUILDING  
TELEPHONE 01945 468 968  
FAX 01945 468 969  
EMAIL: info@dexterhumphreys.co.uk

