

F/YR17/0342/F

Applicant: Mr T Knowles

Agent : Mr Chris Walford  
Peter Humphrey Associates Ltd

Knowles Transport Limited, Manea Road, Wimblington, Cambridgeshire

Erection of a grain store with canopy and 2.5 metre high palisade and security mesh fencing involving demolition of existing storage building

Reason for Committee:

This application is before Committee at the request of Cllr Davis as there has already been an application on this site which was determined by the Committee and as the Parish Council has raised no objection to the application.

## 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 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 the proposal would result in an increase of vehicular movements to the site which would exacerbate the current conflict and interference to the passage of vehicles which already occurs, therefore failing to satisfy policy LP15.

**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 1.86Ha and is bounded along the western and northern boundaries and partial eastern boundary. The site accommodates a large

agricultural store to the east, vacant offices and a partially excavated balancing pond to the rear. To the west of the site is a 2-storey dwelling with detached double garage and an outbuilding 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.
- 2.4 Directly opposite the site is an established potato store 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 On the opposite side of the A141 to the site lies the grade II listed Parish Church of St Peter. The setting of the church is derived from its positioning within the village and how it relates to buildings and roads around it as well as the views out from the church, the views of the church and natural qualities of its immediate environment.
- 2.7 The site lies in Flood Zone 1.

### **3 PROPOSAL**

- 3.1 The application seeks full planning permission for the erection of a grain store with canopy linking to the existing building and 2.5m high palisade and security mesh fencing involving demolition of existing storage building.
- 3.2 The proposed storage building will measure approximately 32m x 61m and will be adjoined to the existing storage building by a canopy measuring approximately 22m x 61m. The existing storage building will be demolished to make way for the new building.
- 3.3 There will be no alterations to the access to the site which was approved under F/YR11/0805/F. 2.5m high palisade fencing is proposed around the back half of the western boundary, the northern boundary, and the eastern boundary. 2.5m high green mesh fencing is proposed along the front half of the western boundary and along southern boundary (front of the site). There are landscaping belts proposed along part of the western boundary, where the site joins the neighbouring property curtilage, and along the site frontage. They will comprise of a mixture of Field Maple and Alder trees.

Full plans and associated documents for this application can be found at:

<https://www.fenland.gov.uk/publicaccess/simpleSearchResults.do?action=firstPage>

#### 4 SITE PLANNING HISTORY

|                |                                                                                                                                                                                                                                                                    |           |            |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|
| F/YR15/0923/F  | 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<br>Knowles Transport Limited Manea Road Wimblington Cambrid | Refused   | 15/01/2016 |
| 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<br>Knowles Transport Limited Manea Road Wimblington Cambrid           | Withdrawn | 03/02/2015 |
| 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<br>Knowles Transport Limited Manea Road Wimblington Cambrid                                                                                 | Withdrawn | 30/10/2014 |
| F/YR14/3027/CO | Details reserved by Condition 02 of planning permission F/YR11/0805/F (Erection of extension to existing grain store and formation of a balancing reservoir)<br>T Knowles (Farms) Ltd At Knowles Transport Limited Manea R                                         | Approved  | 05/08/2014 |
| F/YR11/0805/F  | Erection of extension to existing grain store and formation of a balancing reservoir<br>T Knowles (Farms) Ltd At Knowles Transport Limited Manea R                                                                                                                 | Granted   | 21/12/2011 |
| F/YR10/0923/F  | Erection of extension to existing grain store and formation of a balancing reservoir<br>Knowles Transport Limited Manea Road Wimblington Cambrid                                                                                                                   | Withdrawn | 07/03/2011 |
| 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<br>Dalgety Arable Limited Manea Road Wimblington March Camb                                   | Granted   | 04/09/2008 |

|               |                                                                                                                                                                |         |            |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------|
| F/YR08/0056/F | Erection of extension to existing grain storage building involving demolition of existing building<br>Dalgety Arable Limited Manea Road Wimblington March Camb | Refused | 18/02/2008 |
| F/YR05/0071/F | Change of use of domestic workshop to B1 use<br>The Limes Manea Road Wimblington Cambridgeshire PE15 0                                                         | Refused | 05/06/2005 |
| F/99/0723/F   | Erection of a workshop for domestic purposes only<br>the Limes Manea Road Wimblington Cambs PE15 OPA                                                           | Granted | 21/01/2000 |
| F/98/0172/F   | Erection of a workshop for domestic purposes only<br>the Limes Manea Road Wimblington Cambs PE15 OPA                                                           | Granted | 22/07/1998 |
| F/0805/88/F   | Alterations and two-storey extension to house and erection of attached double garage<br>The Limes Manea Road Wimblington                                       |         | 09/08/1988 |
| F/1064/87/F   | Change of use from agricultural store to depot for storage & distribution of agricultural fertilizers & chemicals<br>Manea Road Wimblington                    | Granted | 11/12/1987 |
| F/0028/86/A   | Display of a directional sign - board 18 x 18 on post (retrospective)<br>Manea Road Wimblington                                                                | Refused | 09/10/1986 |
| F/0141/85/F   | Erection of a steel framed general purpose agricultural building<br>Nix Hill (Manea Road) Wimblington                                                          | Granted | 18/04/1985 |
| F/0873/79/F   | Installation of a 600 gallon underground petrol tank<br>Manea Road Wimblington                                                                                 | Granted | 20/12/1979 |
| F/0867/79/F   | Construction of a hardstanding & car park (retrospective)<br>Manea Road Wimblington                                                                            | Granted | 19/12/1979 |
| F/0289/79/F   | Erection of an office block & garage<br>Nix Hill Road Wimblington                                                                                              | Granted | 06/07/1979 |
| F/0549/78/F   | Erection of a general purpose storage building<br>Nix Hill Road Wimblington                                                                                    | Granted | 22/08/1978 |
| NW/68/32/D    | The erection of a storage building<br>Manea Road Wimblington                                                                                                   | Granted | 08/08/1968 |
| NW/66/44/D    | The erection of a storage building<br>Manea Road Wimblington                                                                                                   | Granted | 15/06/1966 |
| TP/11390      | The erection of a workshop<br>Nix Hill Road Wimblington                                                                                                        | Granted | 21/12/1964 |
| OA/2144       | The erection of a house & workshop & transport deopt<br>Dalgety Arable Limited, Manea Road, Wimblington, March, Ca                                             | Granted | 25/06/1964 |

## 5 CONSULTATIONS

### Parish Council

Support the application, no objections.

### **CCC Highways**

Any intensification of vehicle movements at this junction especially an intensification of 16.5m HCV's will increase the probability of more accidents occurring. No improvements are proposed as part of the application which will reduce the risk to highway safety at this junction or the junction of A141/Manea Road.

Recommend refusal for the following reasons:

- The applicant does not appear to control sufficient land to provide adequate visibility at the site access;
- 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;
- The proposed development would intensify the use of an existing access on a stretch of classified highway where the principal function is that of carrying traffic freely and safely between centres of population. The existence of an access in this location is a matter of fact and therefore some degree of conflict and interference to the passage of through vehicles already occurs. The intensification of that interface which this proposal would engender would lead to the deterioration in the efficiency of the road as a traffic carrier and would be detrimental to highway safety.

### **CCC Lead Local Flood Authority**

Initial objection has been overcome.

The applicant has demonstrated that surface water can be dealt with on site by using the existing balancing pond and flow control. Therefore no objection in principle to the development. Request conditions relating to the provision of surface water drainage details, and details relating to the long term maintenance of the surface water drainage system.

### **CCC Archaeology**

Comments awaited

### **FDC Conservation**

The revised heritage statement gives greater consideration to the setting of The Parish Church of St Peter. However dispute the conclusions of the submission.

The conservation position remains that 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 and as such can only be considered that it will cause 'less than substantial harm' under the terms of the NPPF.

It is submitted that the impact of the mass of the grain store will be mitigated by a robust planting scheme. If it can be concluded by the Arboricultural Officer that the planting can effectively mitigate the presence of the building this may alleviate some of the conservation concerns.

### **FDC Arboricultural Officer**

Comments awaited

### **FDC Transport Manager**

No comments to make.

### **FDC Environmental Protection**

No noise complaints regarding the existing activities have been received and the development is for a grain store rather than a grain drier. Previous permissions for the site included a 2m high acoustic bund around the perimeter however this is not shown on the drawings.

### **Middle Level Commissioners**

No comments received

### **NHS Property Services**

No comments received

### **Police Designing Out Crime Officer**

Support the application.

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

Representation has been received from one property along Frogs Abbey Lane. Comments are (summarised) as follows:

- The drawing does not show the existing mesh fencing on the eastern boundary, the landscaping and piping nor does it show the application of the acoustic bund;
- Historic applications are relevant to the new application;
- Do not want palisade fencing;
- The area of the dyke which is open is dangerous;
- The landscaping should be completed;
- Concerns with the canopy with vehicle noise and fumes and dust blowing through;
- All matters should be resolved to be correct;
- If approved conditions should be set which are enforceable and dated.

## **6 STATUTORY DUTY**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development to pay special attention to preserving a listed building or its setting.

## **7 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)

## National Planning Practice Guidance (NPPG)

### Fenland Local Plan 2014

- 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

## 8 KEY ISSUES

- Principle of Development
- Highways Impacts
- Scale and Appearance and Landscaping
- Historic Environment
- Flood Risk
- Economic Growth
- Other considerations

## 9 BACKGROUND

- 9.1 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.
- 9.2 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 Local Highway Authority has 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.
- 9.3 This application follows an application for a similar proposal which was refused by the January 2016 Planning Committee. The application was refused 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).*

9.4 The current proposal seeks to overcome the previous reasons for refusal by retaining the existing dwelling and as a result the grain store has been pushed approximately a further 40m into the site, away from the western boundary and by proposing no alterations to the existing access.

## **10 ASSESSMENT**

### **10.1 Principle of Development**

10.1.1 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.

10.1.2 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 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 Fenland Local Plan



supports the principle of the development in this location however this is subject to the provisions of other policies of the Plan.

## **10.2 Highways Impact**

10.2.1 Policy LP15 of the Fenland Local Plan requires development schemes to provide well designed, safe and convenient access for all.

10.2.2 There are no proposed changes to the existing access which was approved by the Planning Committee under F/YR11/0805/F. However, the proposal is significantly different to what was approved under F/YR11/0805/F in that it involves a larger building and it requires vehicles to drive under a canopy to enter the site.

10.2.3 CCC Highways has concluded that the intensity of vehicular movements as a result of this proposal will increase the probability of more accidents occurring. No highway improvements have been offered which will reduce the risk to highway safety within the vicinity.

10.2.4 The proposal would result in an increase of vehicular movements to the site which would exacerbate the current conflict and interference to the passage of vehicles which already occurs. This would lead to the further deterioration of the free flow of traffic and highway safety within the vicinity. The application would therefore be contrary to policy LP15 of the Fenland Local Plan 2014.

## **10.3 Scale, appearance and landscaping**

10.3.1 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.

10.3.2 The proposed stores are similar in scale and appearance to the existing store on site. The proposal is to effectively extend the existing stores creating a continuous building along the Manea Road frontage. Due to the height of the building, 10m, the buildings will dominate the site and will be highly visible from lengths along Manea Road and from the A141.

10.3.3 Tree planting is proposed along the southern and western boundaries however substantial visual harm will have already been caused by the proposal before the landscaping has matured to an extent that the visual impact can be mitigated against.

10.3.4 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 highway by at least 45m from the highway. The proposed building would be within 11m of the highway frontage and would extend the existing building creating a total of approximately 100m of commercial building roof span across the front of the site. The lack of visual relief, despite the proposed tree planting, 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.

## **10.4 Historic Environment**

10.4.1 Policy LP16 together with LP18 seeks to protect and enhance the historic environment, heritage assets and their settings.

10.4.2 Directly opposite the site, east of the A141, is the grade II listed Parish Church of St Peter. 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.

10.4.3 The existing store is approx. 147m to the east of the church. The proposed grain store will be approximately 100m to the east of the church and therefore significantly closer. There is therefore a significant 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, and it will intrude on views of the church on the approach from Manea Road. The proposal cannot be said to preserve or enhance the setting of the church.

10.4.4 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 Fenland Local Plan 2014.

## **10.5 Flood Risk**

10.5.1 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.

10.5.2 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.

10.5.3 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 information and raise no objection to the proposal subject to conditions relating to the provision of surface water drainage details, and details relating to the long term maintenance of the surface water drainage system.

10.5.4 In view of the above it is considered that the application complies with policy LP14 of the Fenland Local Plan 2014.

## **10.6 Economic Growth**

10.6.1 Policy LP6 seeks to promote economic growth of the district and supports opportunities for employment opportunities.

10.6.2 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 Fenland Local Plan 2014.

## **10.7 Other Considerations**

10.7.1 Planning permission F/YR11/0805/F has already been implemented and it is important to note that both the historic application and the current proposal could be accommodated on the site, thereby exacerbating any concerns relating to highways and heritage.

10.7.2 The comments received by the local residents are noted. Officers are satisfied that the submitted drawings and supporting information show enough to enable a robust determination of the application to be made. Consideration has been given to the planning history of the site as per the content of this report. Comments with regards to palisade fencing have been noted however there are no planning reasons to object to the provision of this type of fencing. The completion of the landscaping can be enforced under F/YR11/0805/F. The concerns with regards to vehicular noise and fumes are noted and comments from FDC Environmental Protection are currently awaited.

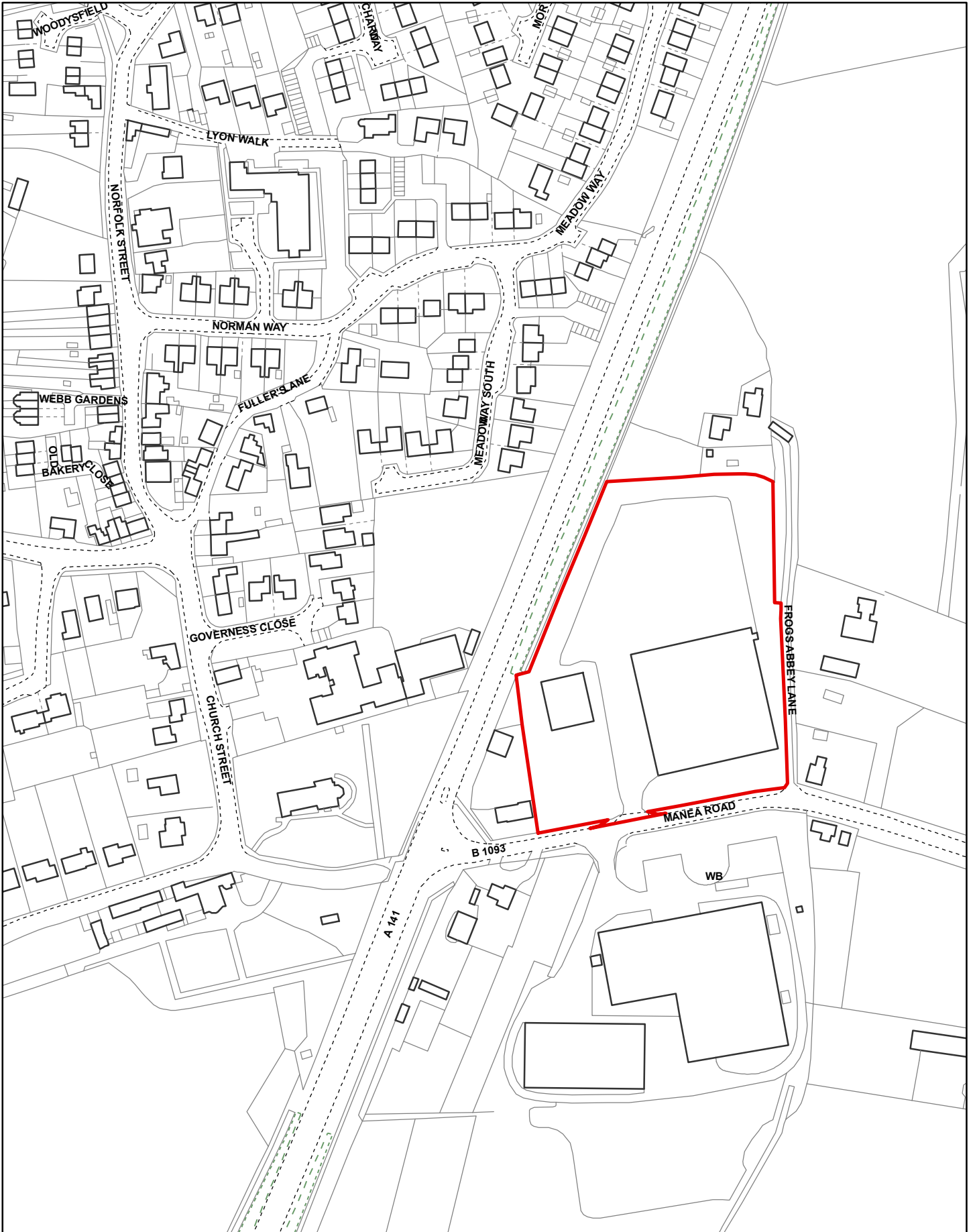
## **11 CONCLUSIONS**

11.1 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 the proposal would cause further harm to the free flow of traffic and highway safety given the intensification of the use of the site, contrary to policy LP15 of the Fenland Local Plan 2014.

## 12 RECOMMENDATION

### F/YR17/0342/F - Refuse

1. Policy LP15 of the Fenland Local Plan requires development schemes to provide well designed, safe and convenient access for all. The proposal would result in an increase of vehicular movements to the site which would exacerbate the current conflict and interference to the passage of vehicles which already occurs. This would lead to the further deterioration of the free flow of traffic and highway safety within the vicinity. The application would therefore be contrary to policy LP15 of the Fenland Local Plan 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, 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 100m to the east of the grade II listed 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 views of the church from the public realm. 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).



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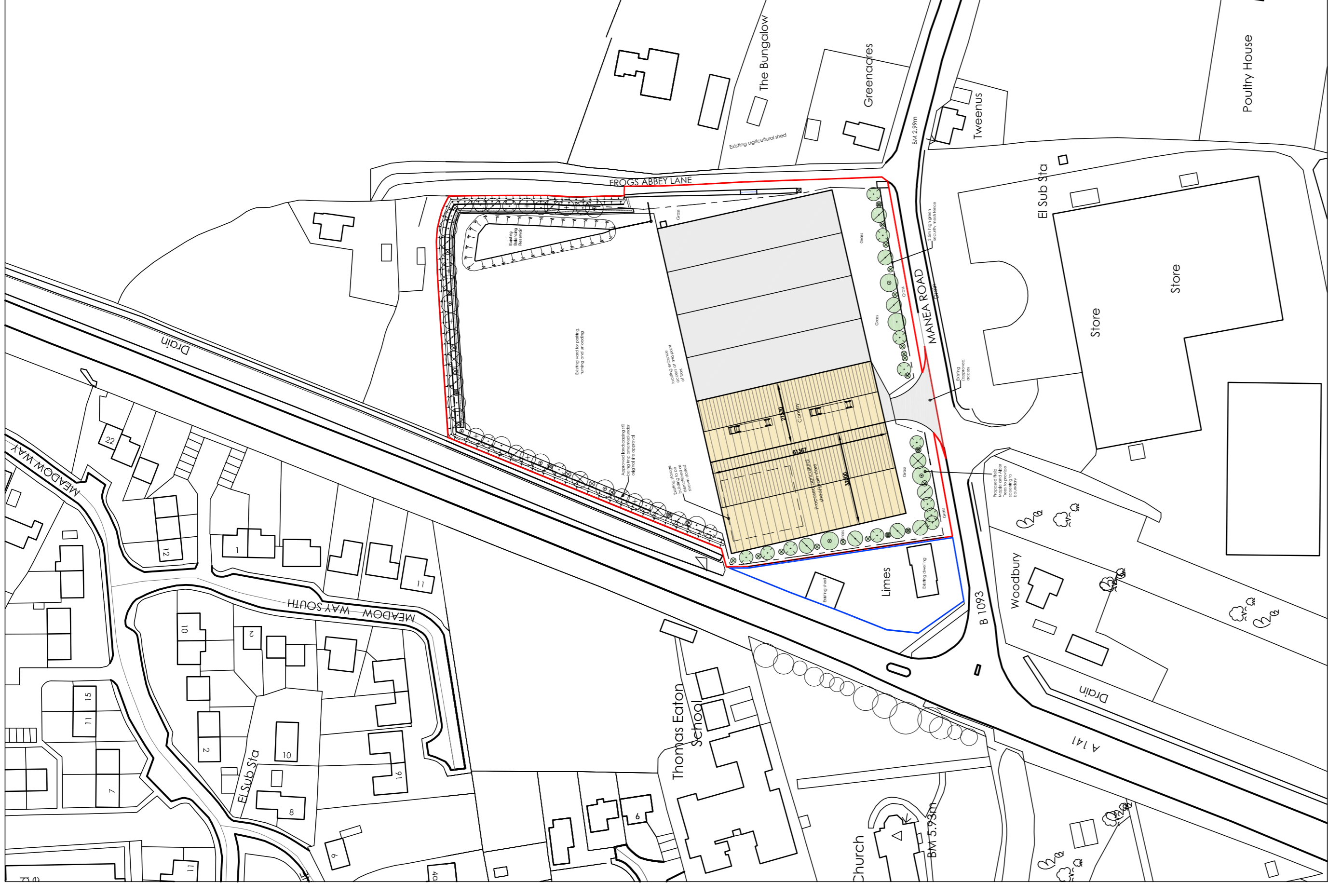
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**F/YR17/0342/F**

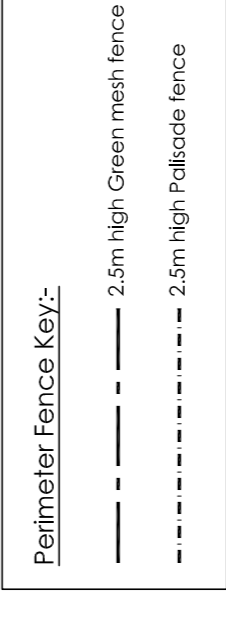
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LOCATION PLAN 1:1250



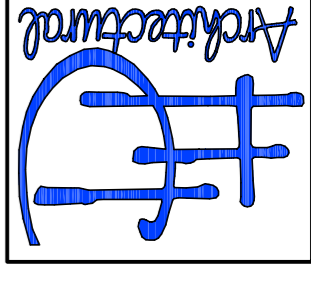
**Peter Humphrey Associates Ltd.**  
ARCHITECTURAL DESIGN AND BUILDING

PROJECT:  
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KNOWLES (FARMS) LTD.  
MANEA ROAD  
WIMBLINGTON  
MARCH

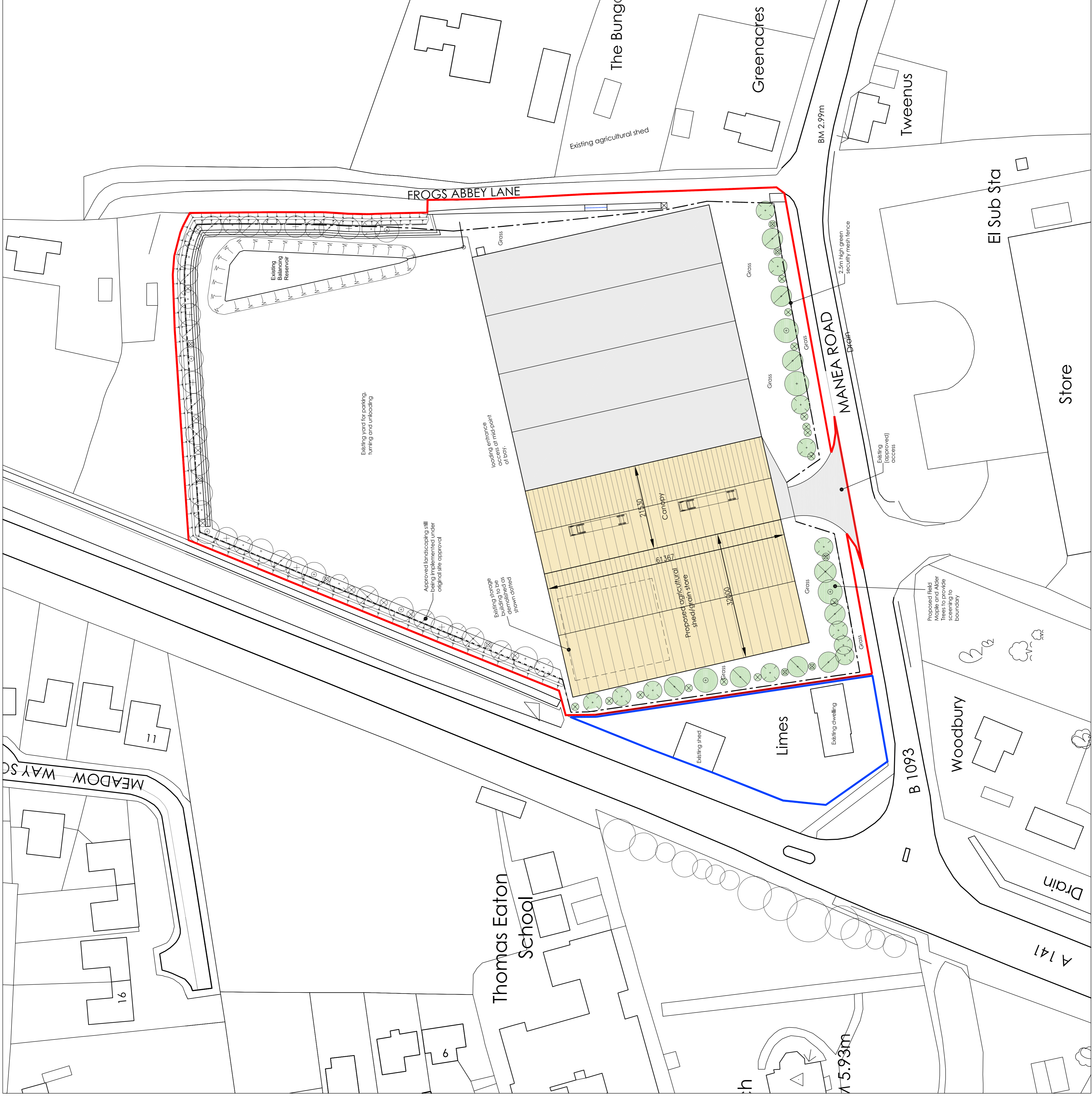
CLIENT  
T. Knowles (Farms)

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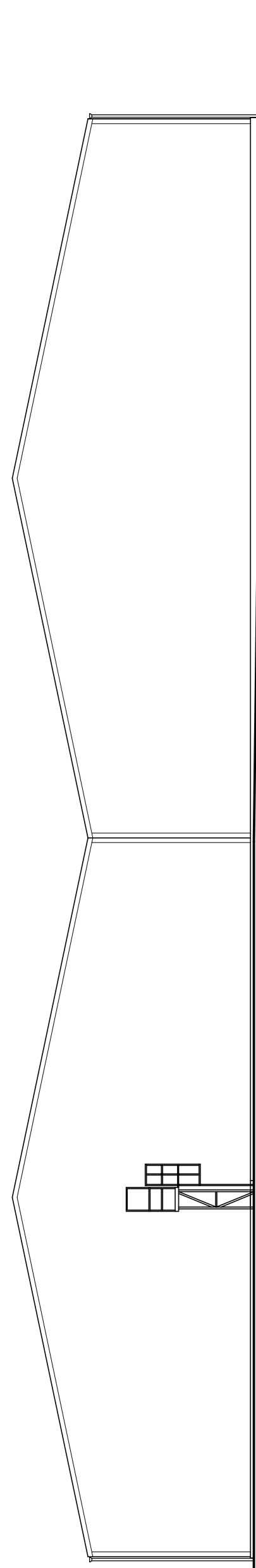


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Associates  
Category Winner 2008

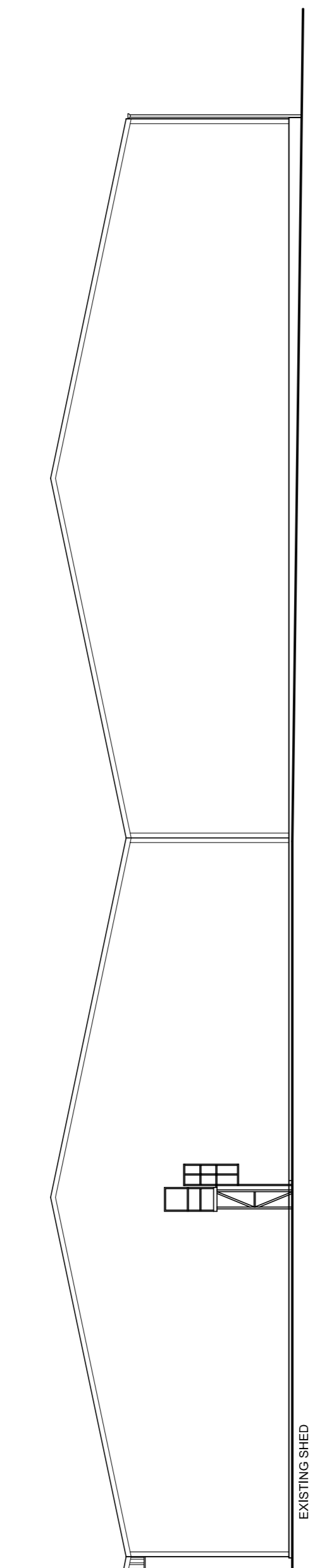


PROPOSED SITE PLAN 1:500

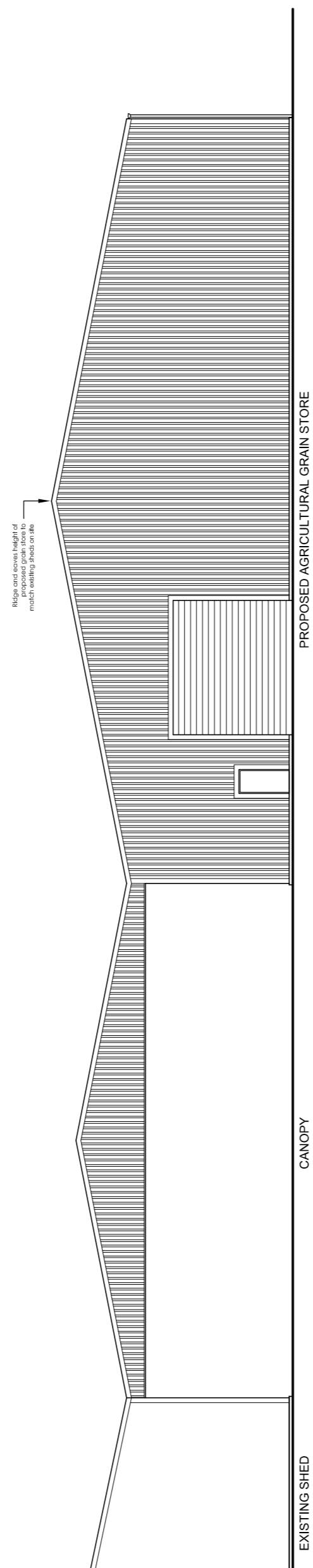




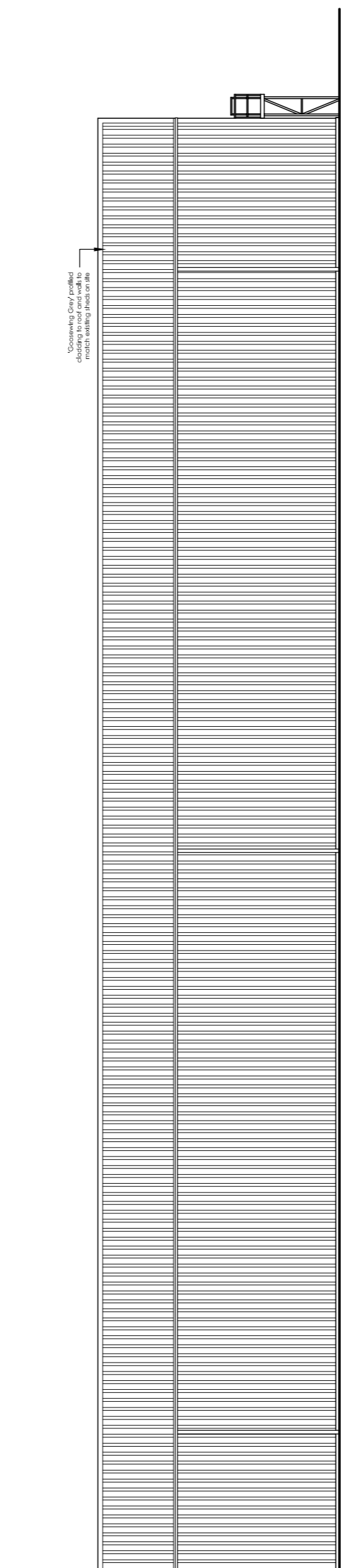
EXISTING FRONT ELEVATION (FACING MANEA ROAD) 1:200



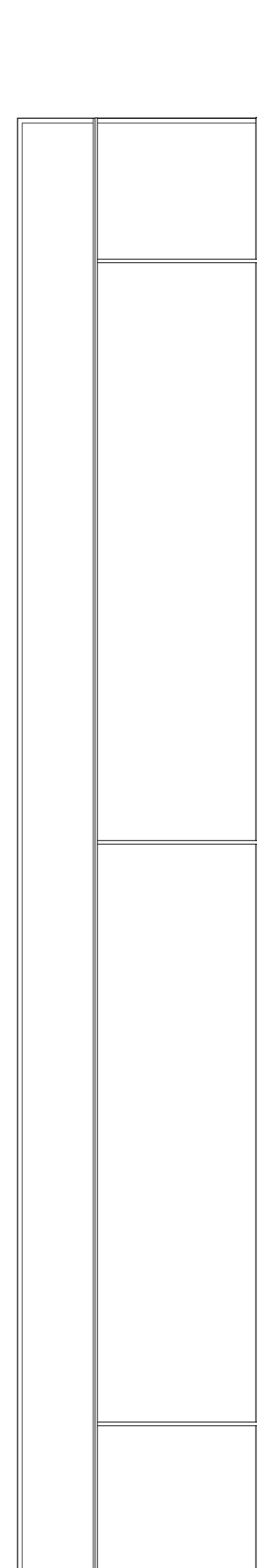
PROPOSED FRONT ELEVATION (FACING MANEA ROAD) 1:200



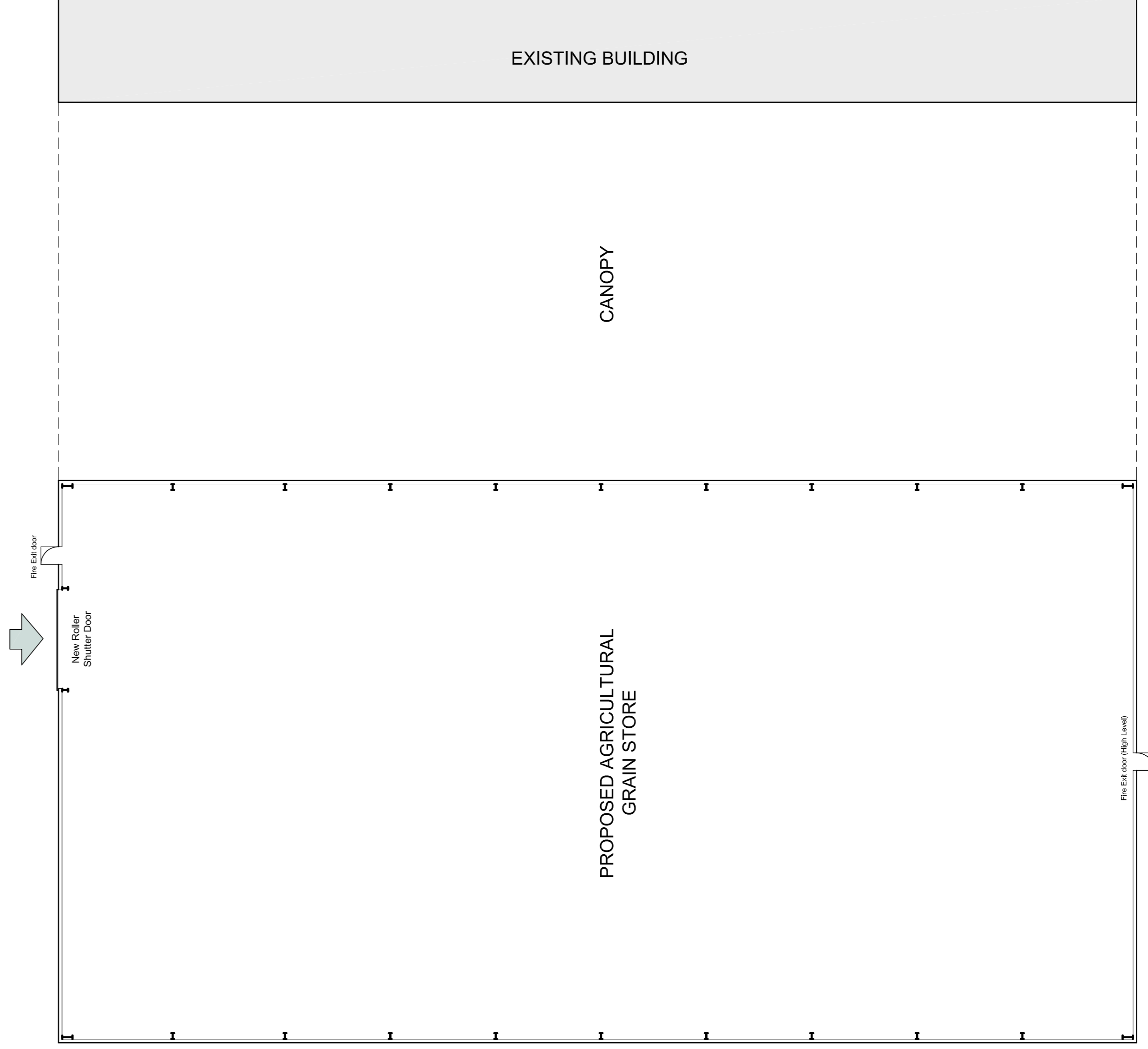
PROPOSED REAR ELEVATION 1:200



PROPOSED SIDE ELEVATION 1:200



EXISTING / PROPOSED SIDE ELEVATION 1:200



PROPOSED FLOOR PLAN 1:200

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

CLIENT  
T. Knowles (Farms)

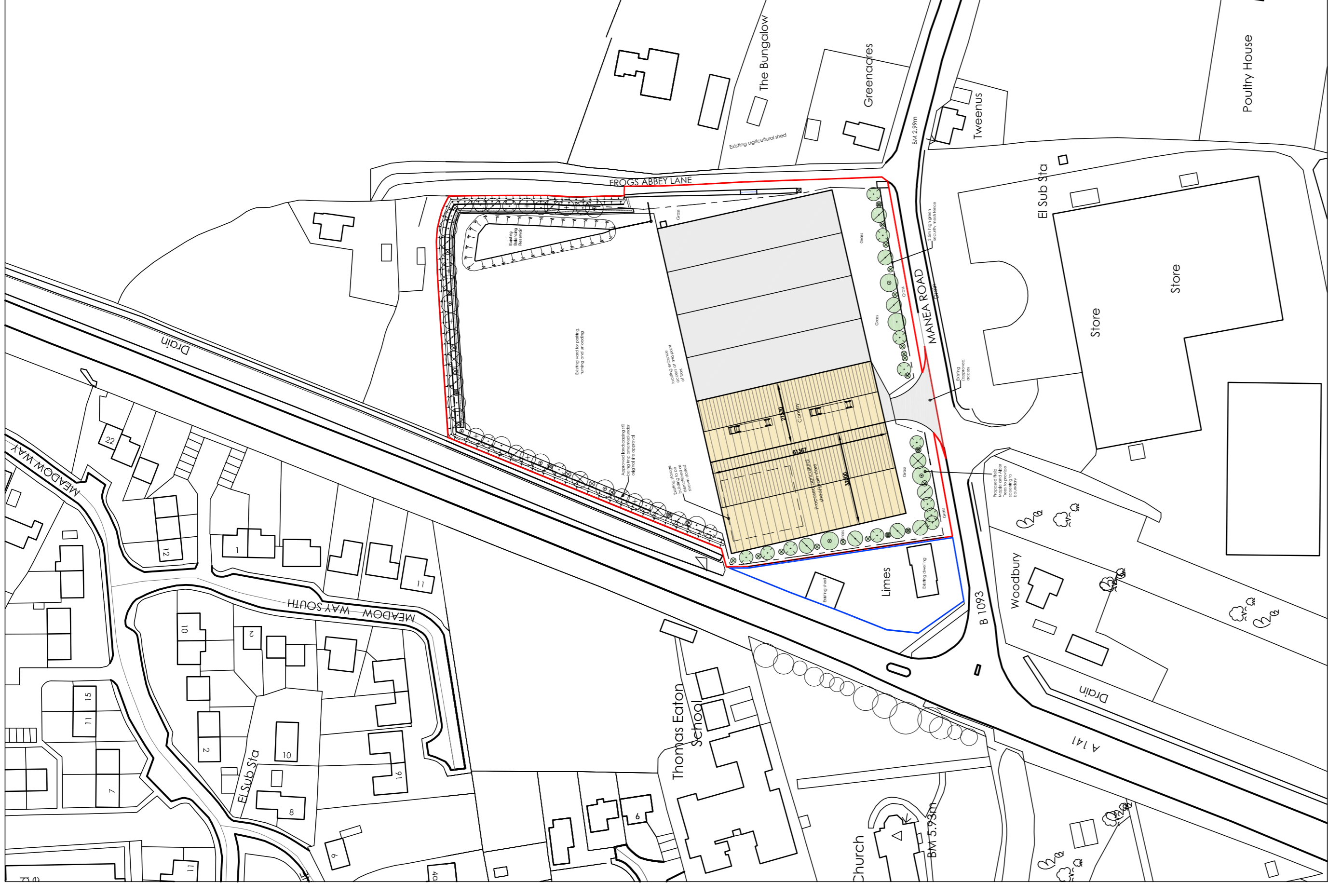
DATE: Jan 2017 SCALE: AS SHOWN JOB No: 5027/01D

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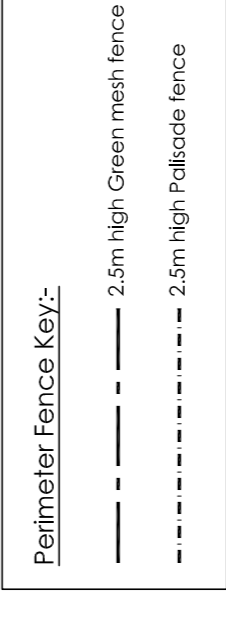


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LOCATION PLAN 1:1250



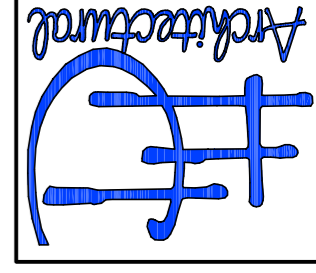
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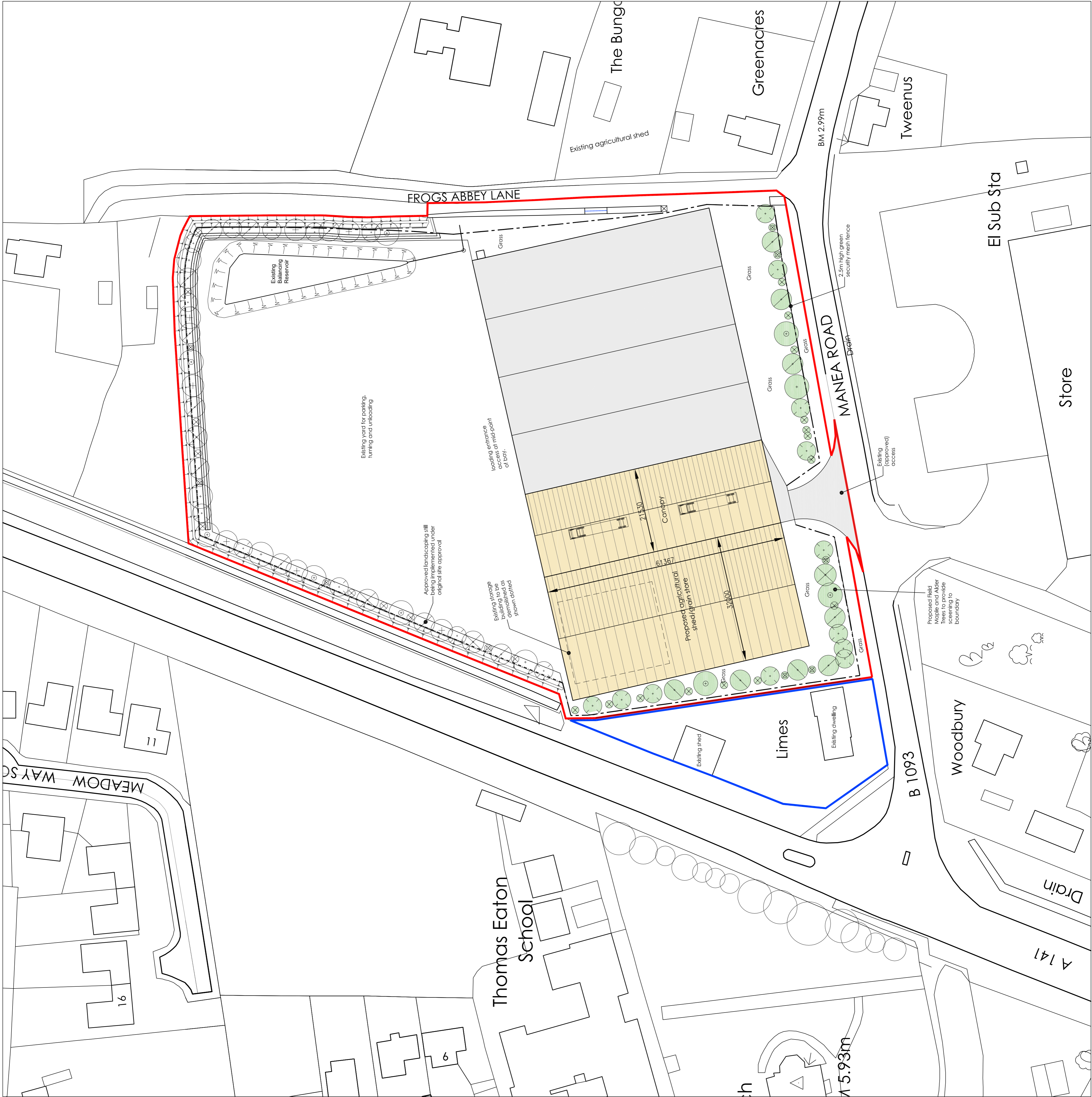
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PROPOSED SITE PLAN 1:500