
F/YR25/0609/F

**Applicant: Mr Graham James
Superseal**

**Agent : Mr Nigel Lowe
Peter Humphrey Associates Ltd**

222 Lynn Road, Wisbech, Cambridgeshire, PE13 3EE

Erect 8 x dwellings involving the demolition of existing buildings

Officer recommendation: Refuse

1 EXECUTIVE SUMMARY

- 1.1. The proposal seeks the erection of no. dwelling, following the demolition of an existing two-storey building on site.
- 1.2. The site is located in the market town of Wisbech and is therefore in a sustainable location for new development. The proposal is therefore considered to be acceptable in principle.
- 1.3. It is considered that the proposed site layout represents an impractical and undesirable form of development through the absence of sufficient detail to demonstrate that a refuse vehicle could traverse the site, and the location of parking provision for plots 6-8 being located immediately in front of the lounge window to plot 6.
- 1.4. It is considered that the proposal would not adequately provide for the future occupiers of the site and would detrimentally impact on the amenities of existing neighbours. This arises from plots 5 and 8 being in close proximity to neighbouring properties, therefore resulting in direct overlooking into the private amenity spaces of neighbouring properties. Further, the existing trees on site would result in the private amenity spaces to plots 3 and 6 being in shade for large parts of the day.
- 1.5. The application site is located in Flood Zone 2 and fails to pass both the Sequential and Exception Test. The proposed development is therefore at an unacceptable and unjustified risk of flooding.
- 1.6. Finally, the proposed access arrangements lack the detail to demonstrate that pedestrian movements will be adequately incorporated, and that it would not compromise the use of the highway into Fen Close.
- 1.7. The proposal is therefore considered to be contrary to Policies LP14, LP15 and LP16 of the Fenland Local Plan, and Chapters 12 and 14 of the NPPF.
- 1.8. It is accordingly recommended that planning permission is refused in this instance.

2 SITE DESCRIPTION

- 2.1 The application site is located at 222 Lynn Road in Wisbech. The site and associated land previously operated for commercial purposes for a business selling conservatories, although the site has been unoccupied for approximately 9 months.
- 2.2 The site comprises a two-storey building to the front that previously served as an office space. The associated land extends to the rear and doglegs to the east. Presently, this land is generally overgrown but previously operated as a showroom space for the business.
- 2.3 The site is adjoined by residential properties on all sides, comprising a mix of single and two-storey properties.
- 2.4 The site and its access lie entirely within Flood Zone 2 and is generally at very low risk of surface water flooding. The area of the site measures at 0.33 hectares.
- 2.5 There is an extant outline planning permission on site for the erection of up to 3 no. dwellings approved under F/YR22/0920/O.

3 PROPOSAL

- 3.1 The proposal seeks full planning permission for the erection of 8 x dwellings including the demolition of the existing buildings to the frontage of the site.
- 3.2 The proposed dwellings are all two-storey in nature, with two detached properties located at the front of the site in the location of the existing building that is to be demolished, with two sets of three terraced properties located in the rearmost part of the site.
- 3.3 The proposed dwellings comprise 2 x 3-bed properties and 6 x 2-bed properties. The proposed palette of materials comprises:
 - Plots 1 & 2: Wienerberger Weather Gault Brick, Crest Planum Anthracite grey tile
 - Plots 3, 4, 5: Wienerberger Trentino brick, Crest Planum Anthracite grey tile
 - Plots 6, 7, 8: Wienerberger Weathered Gault Brick, Crest Planum Anthracite grey tile
- 3.4 Plots 1 & 2 measure 10.5m in width, 6.3m in depth, 5.1m in height to the eaves and 7.4m in height to the ridge. The blocks comprising plots 3-5 & 6-8 measure 17.75m in width, 9.1m in depth, 5.1m in height to the eaves and 8.4m in height to the ridge.
- 3.5 Full plans and associated documents for this application can be found at:

<https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

F/YR22/0920/O	Erect up to 3no. dwellings (outline application with all matters reserved)	Granted 07.12.22
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5 CONSULTATIONS

5.1 Cambridgeshire County Council Archaeology – 28.08.25

No objection subject to condition to secure scheme of archaeological work

5.2 Environmental Health – 27.08.25

No objection subject to condition securing submission of Construction Environmental Management Plan (CEMP).

5.3 Wisbech Town Council – 01.09.25

That the application be supported

5.4 FDC Ecology – 02.09.25

No objection subject to informatives and BNG condition

5.5 FDC Environmental Services – 03.09.25

A swept path plan would be required to demonstrate that a refuse vehicle could enter and exit the site.

5.6 CCC Highways

10.09.25

The existing site access has an open frontage across the full width of the site, with no dedicated pedestrian footway between 244 Lynn Road and 1 Fen Close. This arrangement is considered substandard and ambiguous for both movements to and from the site and those travelling past the site on foot, exposing pedestrians to potential conflict with vehicular traffic. Although the proposal seeks to reduce the extent of vehicular access to a single point, it does not currently include measures to provide segregated pedestrian connectivity to the wider footway network along Lynn Road or the public footpath linking Fen Close to Fenland Road.

Given the current proposal, it is difficult for the Local Highway Authority to conclude that the scheme adequately meets these requirements. Specifically:

- There is insufficient prioritisation of pedestrian and cycle movements at the site access;*
- The lack of segregated path lacks inclusive connectivity for those with reduced mobility;*
- The layout does not adequately minimise potential conflicts between users of different transport modes.*

03.10.25

Whilst the Local Highway Authority welcomes the proposed footway extension in principle, the accompanying access plan does not clearly demonstrate how pedestrian movements along the new footway will interact with vehicular movements on Fen Close. The arrangement currently lacks sufficient detail to assess the potential implications for all users.

The proposed Site Plan appears to be based on Ordnance Survey mapping, which is not sufficiently precise to confirm whether the proposed footway arrangement will maintain adequate space for vehicular access along Fen Close. Accurate measurements in relation to the existing layout of Fen Close are essential to ensure that the proposal does not compromise highway functionality or safety.

The applicant will therefore need to either i) supplement the existing OS base with accurate site measurements or ii) provide the footway proposal on a topographical survey base.

The Local Highway Authority needs to be satisfied that any footway proposal would not preclude Fen Close for continuing to operate as a motor vehicle highway. To this end, it is suggested that consideration is given to proposing the footway along the highway/site boundary, rather than aiming to align with the existing kerb line at the junction of Fen Close.

Furthermore, the applicant should clarify the intention behind the inclusion of a ramp at the entrance to the site, noting its existing levels. It is unclear why a ramp would be necessary to deliver the footway mitigations, and further design works would be necessary to confirm any such proposals are deliverable.

At this stage, the proposal lacks sufficient detail to demonstrate its deliverability. Consequently, the Local Highway Authority is not in a position to recommend a planning condition.

5.7 FDC Tree Officer – 03.10.25

No objection subject to pre-commencement condition to secure tree protection and soft landscaping.

5.8 Local Residents/Interested Parties

A total of 2no. letters of objection were received on the application from residents of Lerowe Road and Lynn Road.

Objecting Comments	Officer Response
Loss of light to neighbouring property	See 'Amenity Impact' section of report
Overlooking of neighbouring private amenity space	See 'Amenity Impact' section of report
Site located in Flood Zone 2	See 'Flood Risk and Drainage' section of report
Loss of habitats and biodiversity value of site	See 'Biodiversity Impact' section of report

A total of 3no. letters of representation were received on the application from residents of Lynn Road and Fenland Road.

Comments	Officer Response
Dust and noise during construction	See 'Amenity Impact' section of report
Concerns over responsibility for maintenance of existing soft landscaping features	See 'Tree and Landscape' section of report

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) the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF) 2024

Chapter 2 - Achieving sustainable development

Chapter 4 – Decision-making

Chapter 5 – Delivering a sufficient supply of homes

Chapter 7 – Ensuring the vitality of town centres

Chapter 9 – Promoting sustainable transport

Chapter 11 – Making effective use of land

Chapter 12 – Achieving well-designed places

Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

Chapter 15 – Conserving and enhancing the natural environment

Chapter 16 - Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

Determining a Planning Application

National Design Guide 2021

Context

Identity

Built Form

Movement

Nature

Uses

Homes and Buildings

Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP6 – Employment, Tourism, Community Facilities and Retail

LP12 – Rural Areas Development Policy

LP13 – Supporting and Managing the Impact of a Growing District

LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland

LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

LP18 – The Historic Environment

LP19 – The Natural Environment

Delivering and Protecting High Quality Environments in Fenland SPD 2014

DM3 – Making a Positive Contribution to Local Distinctiveness and character of the Area

Cambridgeshire Flood and Water SPD 2016

Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 49 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

- LP1: Settlement Hierarchy
- LP2: Spatial Strategy for the Location of Residential Development
- LP5: Health and Wellbeing
- LP7: Design
- LP8: Amenity Provision
- LP9: Residential Annexes
- LP12: Meeting Housing Needs
- LP15: Employment
- LP16: Town Centres
- LP20: Accessibility and Transport
- LP22: Parking Provision
- LP23: Historic Environment
- LP24: Natural Environment
- LP25: Biodiversity Net Gain
- LP27: Trees and Planting
- LP28: Landscape
- LP32: Flood and Water Management
- LP33: Development on Land Affected by Contamination

8

KEY ISSUES

- **Principle of Development**
- **Character and appearance**
- **Amenity Impact**
- **Flood Risk and Drainage**
- **Trees and Landscape**
- **Parking Provision and Highway Safety**
- **Biodiversity Impact**
- **Biodiversity Net Gain (BNG)**

9 BACKGROUND

- 9.1 The application site benefits from extant outline planning permission for the erection of 3 x dwellings granted under application reference number F/YR22/0920/O, which remains extant until 07.12.25.

10 ASSESSMENT

Principle of Development

- 10.1 The settlement of Wisbech is one of the districts primary market towns where it is accepted that the majority of growth will be directed. Accordingly, the scheme aligns with the general settlement policies; subject to other policy considerations which include visual amenity and character (LP16), residential amenity (LP2 & LP16), highway safety (LP15), flood risk (LP14) and biodiversity and landscape (LP19). Within the emerging local plan, the policies which would be enacted for this well located and sustainable site align with the current policies of the adopted development plan.
- 10.2 Further to this, the site benefits from an extant outline planning permission for residential development granted under F/YR22/0920/O, which establishes the principle of development on the site.

Character and appearance

- 10.3 The application is located in an area surrounded by residential development, and therefore the introduction of further residential development is considered to be in keeping with the character of the surrounding area.
- 10.4 Development in the surrounding area comprises a mix of single and two-storey properties, with the development fronting onto Lynn Road dominated by two-storey dwellings. As such, the provision of solely two-storey properties is not considered to be out of keeping with the character of the area.
- 10.5 The proposed palette of materials as set out in paragraph 3.3 of this report is considered to be suitable in this location when considering the varied palette of materials present along Lynn Road, Lerowe Road and Fen Close, which comprises a mix of buff and red facing brick, light-coloured render, and red and dark roof pantiles.
- 10.6 The submitted site layout plan identifies the existing and proposed site levels, which demonstrates a consistency between the two. However, it is proposed that the finished floor levels of the proposed dwellings are set between 0.4m and 0.9m above the site levels, with the Flood Risk Assessment concluding that the finished floor levels should be set 1.0m above existing ground levels.
- 10.7 Given the close-knit and two-storey nature of development fronting onto Lynn Road, it is considered that the development will remain relatively invisible from the public vantage points along Lynn Road and therefore acceptable in terms of street scene impact. Notwithstanding this, the neighbour amenity impact of these raised floor levels will be considered later in the report.
- 10.8 The density of development sits at approximately 24 dwellings per hectare, which is greater than the density generally seen on the southern side of Lynn

Road. However, given that this is a Market Town Location, it is considered that this would constitute an efficient use of land, in accordance with Paragraph 129 of the NPPF.

- 10.9 Notwithstanding that the density of development is considered to be acceptable, due to the constraints of the site in terms of size and shape, the proposed site layout is considered to be undesirable, particularly in respect of the location of parking provision for plots 4-8, particularly with the provision of 6 parking spaces immediately in front of plot 6, providing limited space to access the front door to the property.
- 10.10 Further to this, insufficient information has been provided in the form of swept path analysis to demonstrate that refuse vehicles can suitably traverse the site.
- 10.11 It is therefore considered overall that the proposed site layout is inadequate and would result in an impractical and poor quality of development, contrary to Policy LP16 of the Fenland Local Plan (2014) and Chapter 12 of the NPPF (2024).

Amenity Impact

- 10.12 The proposed locations of Plots 1 and 2 are sited approximately 2.2 and 1.75m from the southwestern boundary of the site respectively, with 1 Fen Close sited adjacent. The existing building to be demolished currently sits in this location and is immediately adjacent to the boundary of the site and is two-storey in nature. As such, the location of the proposed dwellings provides some additional separation to the neighbouring property to the west that would ensure the amenities enjoyed by this property would not be negatively impacted by the development. It is noted that the element of the adjoining property appears to be a garage, with no habitable rooms having an outlook in this direction that would experience any greater loss of light or outlook.
- 10.13 As previously highlighted, the proposed parking provision for plots 6-8 being located directly in front of plot 6 would result in a poor outlook from the sole window to a lounge, which would therefore provide a subpar level of amenities for occupiers of this plot.
- 10.14 Furthermore, it is noted that Plots 5 and 8 sit in close proximity to the neighbouring properties on Fenland Road and Lerowe Road, at 5m and 6m respectively. Due to the two-storey nature of the proposed dwellings, there are windows at first floor level that would overlook the private amenity spaces of the neighbouring properties, particularly plot 8 which would have direct views into the gardens of the neighbouring properties to the east.
- 10.15 It is also considered that the existing trees on site would result in the gardens to plots 3 and 6 in particular being in shade for large periods of the day, which may place pressure on the future removal of these trees. This point is considered in further detail later in the report.
- 10.16 In summary, it is considered that the proposal would result in a subpar level of amenities for the occupiers of plots 3 and 6 in due to the location of parking provision and existing trees significantly reducing outlook and causing extensive shading. It is further considered that the close proximity of plots 5 and 8 to the boundaries of the site would result in overlooking from first floor

windows into the private amenity spaces of neighbouring properties on Fenland Road and Lerowe Road respectively. The proposal is therefore considered to be contrary to Policy LP16 of the Fenland Local Plan (2014) in respect of its amenity impact.

Flood Risk and Drainage

Identified Flood Risk

- 10.17 The site is within a Flood Zone 2 location and as such falls within the Environment Agency Standing Advice (SA). SA states that finished floor levels should be a minimum of whichever is higher of 600mm above the:
- Average ground level of the site,
 - Ground level of the access road(s) next to the building **or**
 - Estimated river or sea flood level.
- 10.18 It is further noted that if floor levels cannot be raised to meet the minimum requirement they should be raised as much as possible, with consideration being given to moving vulnerable uses to upper floors. Extra flood resistance and resilience measures should also be included.
- 10.19 The submitted FRA states that 'the site is at risk during a breach of the tidal defences. During a breach in 2115 the maximum flood level is estimated to be +4.3 OD, up to 1.2m deep.' Accordingly, the flood mitigation proposed is as follows:
- Finished floor levels should be set 1.0m above existing ground level
 - Flood resilient construction to 0.3m above the predicted flood level; and
 - Demountable defences to 0.6m above the finished floor level.
- 10.20 It is further recommended that any future occupiers are made aware of the risks of flooding and the Floodline Direct Warnings Service.

Policy Considerations

- 10.21 Policy LP14 of the Fenland Local Plan (2014) and Chapter 14 of the National Planning Policy Framework set out the policy approach towards development in areas of flood risk. Policy LP14 states that all development proposals should adopt a sequential approach to flood risk from all forms of flooding and development in areas known to be at risk from any form of flooding will only be permitted following:
- A) The successful completion of a sequential test, having regard to actual and residual flood risk
 - B) An exception test (if necessary)
 - C) The suitable demonstration of meeting an identified need, and
 - D) Through the submission of a site-specific flood risk assessment, demonstrating appropriate flood risk management and safety measures and a positive approach to reducing flood risk overall, and without reliance on emergency services.

10.22 The National Planning Policy Framework includes an over-arching principle that development should be directed away from areas at highest risk of flooding. As such, a sequential, risk-based approach is to be taken to individual applications in areas known to be at risk now or in the future from flooding. Planning Practice Guidance (PPG) confirms that this means avoiding, where possible, development in current and future medium and high flood risk areas. The PPG confirms that the underlying purpose includes placing the least reliance on measures like flood defences, flood warnings and property level resilience features. Therefore, even where a flood risk assessment shows the development can be made safe throughout its lifetime without increasing risk elsewhere, the Sequential Test still needs to be satisfied.

Sequential Test

10.23 The submitted Flood Risk Assessment by Ellingham Consulting concludes that the Sequential Test is passed on the basis that the Fenland Local Plan identifies three urban extensions in Wisbech, all of which fall within flood zone 3, thereby indicating that there are no sites available with a lesser flood risk. However, no detailed interrogation of any alternative sites is provided to support this conclusion.

10.24 It is for the decision-maker to consider whether the Sequential Test is passed, with reference to information held on land availability and an appropriate area of search. The latter should be determined by the Local Planning Authority. Accordingly, clarification on the LPA's expected area of search for a Sequential Test is now provided on the Council's website, which states:

"Applicants must define and justify an appropriate area of search when preparing the Sequential Test. The extent of this area will depend on the location and roles of the settlement, as well as the type and scale of development proposed:

- *For developments within or adjacent to Market Towns and Growth Villages, the area of search will normally be limited to land within or adjacent to the settlement in which the development is proposed.*
- *For all other locations – including Limited Growth, Small and Other Villages, or Elsewhere Locations – the area of search will normally be expected to be district-wide.*

To pass the Sequential Test, applicants must demonstrate that there are no reasonably available sites, within the defined search area, with a lower probability of flooding that could accommodate the proposed development. A poorly defined or unjustified area of search may result in the Sequential Test being considered invalid.

10.25 As the site is located within one of the District's Market Towns, it is agreed that the search area should be limited to the settlement of Wisbech. The PPG makes it clear that 'reasonably available' sites are not limited to single plots. This may include part of a larger site if it is capable of accommodating the proposed development, as well as smaller sites that, individually or collectively, could meet the development requirement. Sites do not need to be in the ownership of the applicant to be considered 'reasonably available'.

10.26 As set out above, the application is not supported by a detailed interrogation of any sites to determine whether these may or may not be available and capable of accommodating the proposed development. However, notwithstanding this, there have been resolutions made by the Planning Committee to grant planning permission for a total of nearly 600 dwellings in Wisbech under reference numbers F/YR22/0844/O and F/YR22/1256/F. Both of these sites lie within Flood Zone 1 and at a lower risk of flooding and therefore are sequentially preferable in flood risk terms.

10.27 On this basis, it cannot be considered that the Sequential Test is passed in this instance.

Exception Test

10.28 Notwithstanding the failure of the Sequential Test, had this been passed it would then be necessary for the application to pass the Exception Test, which comprises of demonstration of the following:

- a) The development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- b) The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible, will reduce flood risk overall.

10.29 In respect of a); the most recent Fenland District Council Five Year Housing Land Supply (June 20256) demonstrates a 6.6-year supply of housing land over the five-year period within the district. As such, the Council has a sufficient supply of housing delivery land and is meeting its requirements as demonstrated through recent housing delivery test results. The submitted FRA does not provide any commentary in relation to the Exception Test, but it is not considered that there would be any substantive benefits other than the delivery of housing, and re-development of a brownfield site. Notwithstanding this, the SPD explicitly states that *"the general provision of housing itself would not normally be considered as a wider sustainability benefit"*. Therefore, it is considered that the aforementioned benefits would carry very limited weight in this context.

10.30 In addition, the "tilted balance" as set out in the footnote to paragraph 11 of the NPPF (where Councils are unable to demonstrate a sufficient supply of housing) specifically excludes development in high flood risk areas from any presumption in favour of development. This clearly indicates the government's objective of avoiding development in areas of flood risk, unless demonstrably necessary, even when a Council is unable to deliver the housing its residents need.

10.31 In respect of the latter (b); the inclusion of flood mitigation measures, such as raising the finished floor level, may result in an unviable or impractical solution that, whilst may address matters of flood safety, may also give rise to a number of other issues with respect to scale, access and impact on neighbour amenity, which may not be overcome.

Drainage

Surface Water

- 10.32 The submitted application form states that surface water will be discharged via soakaways. The site is located in an area of very low surface water flood risk, and it is therefore considered that this is an acceptable means of surface water drainage.

Foul Water

- 10.33 The submitted application form states that Foul Water will be discharged into the existing foul main. It is considered that this is an acceptable means of discharging foul water.

Flood risk and drainage conclusion

- 10.34 To reiterate, Policy LP14, supported by the NPPF and NPPG, states that development proposals should adopt a sequential approach to flood risk from all forms of flooding, and development in areas known to be at risk from any form of flooding will only be permitted following the successful completion of the Sequential Test and Exception Test.
- 10.35 The above assessment concludes that the development fails to pass the sequential test by virtue of a failure to provide a detailed assessment of any alternative sites, and the development of circa 600 dwellings coming forward in the settlement of Wisbech. It is therefore not possible to positively determine that there are no reasonable available sites at lower flood risk that could accommodate the development. As such, the scheme fails the sequential test.
- 10.36 The application is supported by a flood risk assessment which includes recommendations for flood risk management and mitigation, which demonstrates that the site can be made safe from flooding. However, the potential solution for flood mitigation, namely the raising of ground/finished floor levels, may give rise to additional issues of character and amenity harm.
- 10.37 In summary, the site lies in an area at risk of flooding, and the application fails to pass the sequential test and is unable to demonstrate that development of this site is necessary, nor provide sufficient justification that the benefits accrued would outweigh the flood risk. Development of the site would therefore place people and property in an unwarranted risk of flooding for which there is a strong presumption against, both through policies of the development plan and national planning policy. The proposal is therefore in direct conflict with local policy LP14 and the NPPF and should therefore be refused.

Trees and Landscape

- 10.38 Due to the period of time that the site has been unoccupied, it has become generally overgrown, as well as having a number of existing trees that are to be retained as part of the development.
- 10.39 The application is supported by an Arboricultural Impact Assessment which has been considered by the Council Tree Officer, with no objections raised subject to conditions securing tree protection measures and the submission of a soft landscaping scheme to mitigate against the tree loss required to accommodate the proposal.

- 10.40 Notwithstanding these comments, there are concerns that the relationship between the existing trees and the private amenity spaces of plots 3 & 6, and the area of parking provision in front of plot 6 may result in future pressure on the removal of these trees.
- 10.41 However, in the absence of an objection on these grounds, it is considered that it would be unreasonable to refuse the application on these grounds. Therefore, subject to the conditions as set out above, the proposal is considered to satisfy the requirements of Policy LP19 of the Fenland Local Plan (2014) in respect of tree and landscape impact.

Parking Provision and Highway Safety

- 10.42 The Highway Authority have considered the proposal and have raised objections on the basis that insufficient information being provided to demonstrate that the proposed access arrangement would not detriment the functioning of the highway or result in a detrimental impact to highway safety in the vicinity of the site.
- 10.43 The key concerns relate to the provision of the pedestrian footpath and a lack of accurate measurements to determine that this is deliverable without detriment to the use of the junction into Fen Close.
- 10.44 In the absence of this information, it would be inappropriate to approve the scheme with a condition requiring the delivery of the footpath when the implications of doing so are not fully known.
- 10.45 As such, it is not considered that the proposal accords with Policy LP15 of the Fenland Local Plan (2014) and Paragraphs 115 & 116 of the NPPF (2024).
- 10.46 Notwithstanding this, the level of parking provision shown on the proposed site layout is considered to accord with the standards set out in Appendix A of the Fenland Local Plan.
- 10.47 As per the standards, the erection of 2 x 3-bed and 6 x 2-bed properties would require the provision of a total of 16 parking spaces (2 per dwelling), which is delivered as per the submitted site layout plan.
- 10.48 Overall, for the reasons as set out in this section of the report, the proposal is considered to be in conflict with Policy LP15 of the Fenland Local Plan (2014) and Paragraphs 114 & 115 of the NPPF due to a lack of information to demonstrate that the proposal would be detrimental to highway safety in this location.

Biodiversity Impact

- 10.49 The application is supported by a Preliminary Ecological Appraisal which has been considered by the Council Ecologist. The report concludes that there will be no significant impact on any protected sites or species, subject to a number of precautionary and enhancement measures, which it is considered could be secured via condition.
- 10.50 The Council ecologist has raised no objections to the scheme based on the conclusions of the report.

- 10.51 It is considered that the proposal would accord with Policy LP19 of the Fenland Local Plan in terms of its biodiversity impacts.

Biodiversity Net Gain (BNG)

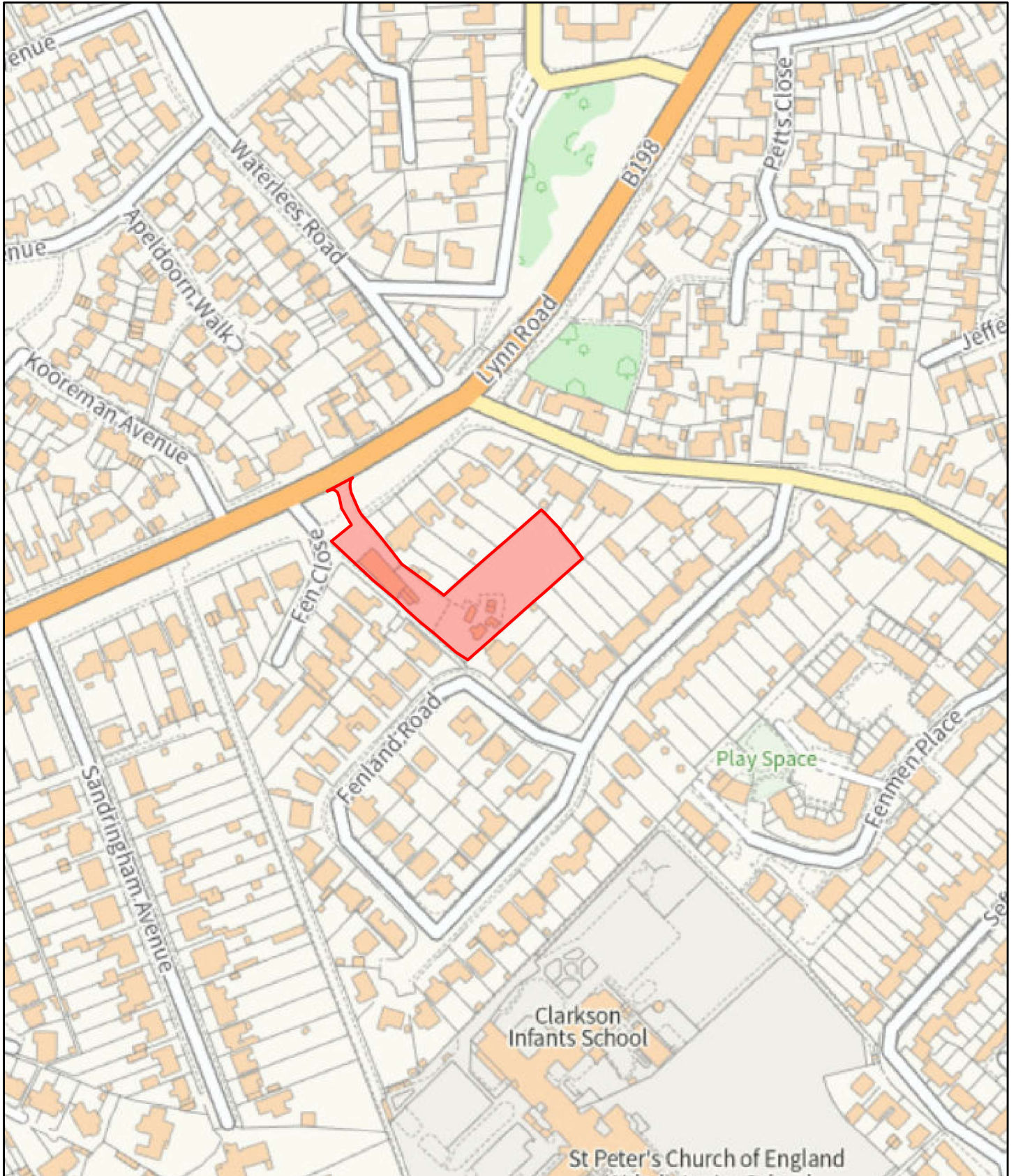
- 10.52 The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 10.53 In this instance a Biodiversity Gain Condition is required to be approved before development is begun.

11 CONCLUSIONS

- 11.1 The proposal seeks the erection of no. dwelling, following the demolition of an existing two-storey building on site.
- 11.2 The site is located in the market town of Wisbech and is therefore in a sustainable location for new development. The proposal is therefore considered to be acceptable in principle.
- 11.3 It is considered that the proposed site layout represents an impractical and undesirable form of development through the absence of sufficient detail to demonstrate that a refuse vehicle could traverse the site, and the location of parking provision for plots 6-8 being located immediately in front of the lounge window to plot 6.
- 11.4 It is considered that the proposal would not adequately provide for the future occupiers of the site and would detrimentally impact on the amenities of existing neighbours. This arises from plots 5 and 8 being in close proximity to neighbouring properties, therefore resulting in direct overlooking into the private amenity spaces of neighbouring properties. Further, the existing trees on site would result in the private amenity spaces to plots 3 and 6 being in shade for large parts of the day.
- 11.5 The application site is located in Flood Zone 2 and fails to pass both the Sequential and Exception Test. The proposed development is therefore at an unacceptable and unjustified risk of flooding.
- 11.6 Finally, the proposed access arrangements lack the detail to demonstrate that pedestrian movements will be adequately incorporated, and that it would not compromise the use of the highway into Fen Close.
- 11.7 The proposal is therefore considered to be contrary to Policies LP14, LP15 and LP16 of the Fenland Local Plan, and Chapters 12 and 14 of the NPPF.
- 11.8 It is accordingly recommended that planning permission is refused in this instance.

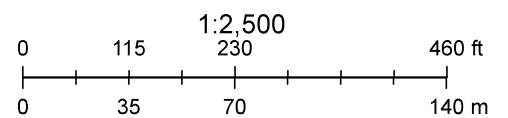
Refuse; for the following reasons:

1.	The proposal, by virtue of its design and layout, would represent an impractical and undesirable form of development through the location of the parking courtyards to serve plots 4-8. Further, there is insufficient information to demonstrate that refuse vehicles could adequately traverse the site. This is contrary to Policy LP16 of the Fenland Local Plan (2014), and Chapter 12 of the NPPF (2024).
2.	The proposal, by virtue of the proximity of plots 5 & 8 to the boundary of the site, would give rise to detrimental impacts on the amenities of existing neighbours through the overlooking of first floor windows into neighbour private amenity space. Further, the existing trees on site would place the private amenity spaces to plots 3 and 6 predominantly in shade, providing a poor standard of amenities for future occupiers. The proposal is therefore contrary to Policy LP16 of the Fenland Local Plan (2014).
3.	The site is located in Flood Zone 2 and fails to pass both the Sequential and Exception Test. The proposed development is therefore at an unacceptable and unjustified risk of flooding, contrary to Policy LP14 of the Fenland Local Plan (2014) and Chapter 14 of the NPPF (2024).
4.	The proposal is supported by insufficient information to demonstrate that the proposed access arrangement would not detriment the functioning of the existing highway network or result in a detrimental impact to highway safety in the vicinity of the site, particularly the access into Fen Close. The proposal is therefore contrary to Policy LP15 of the Fenland Local Plan (2015).



8/20/2025, 10:12:18 AM

 Fenland District Boundary



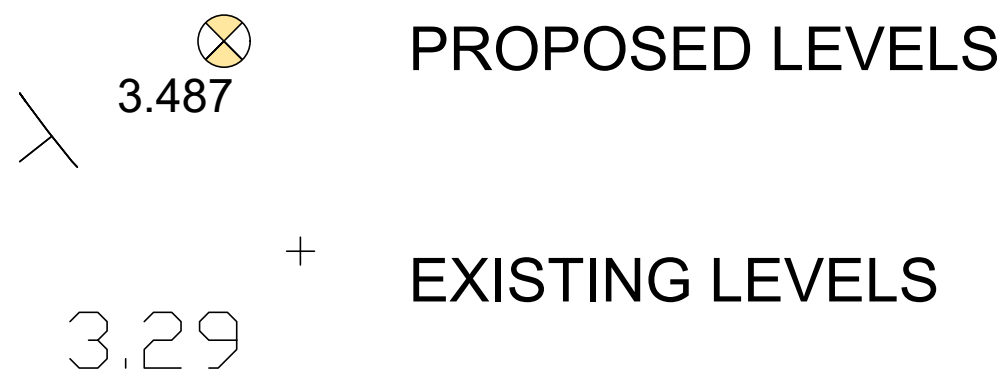
Fenland District Council



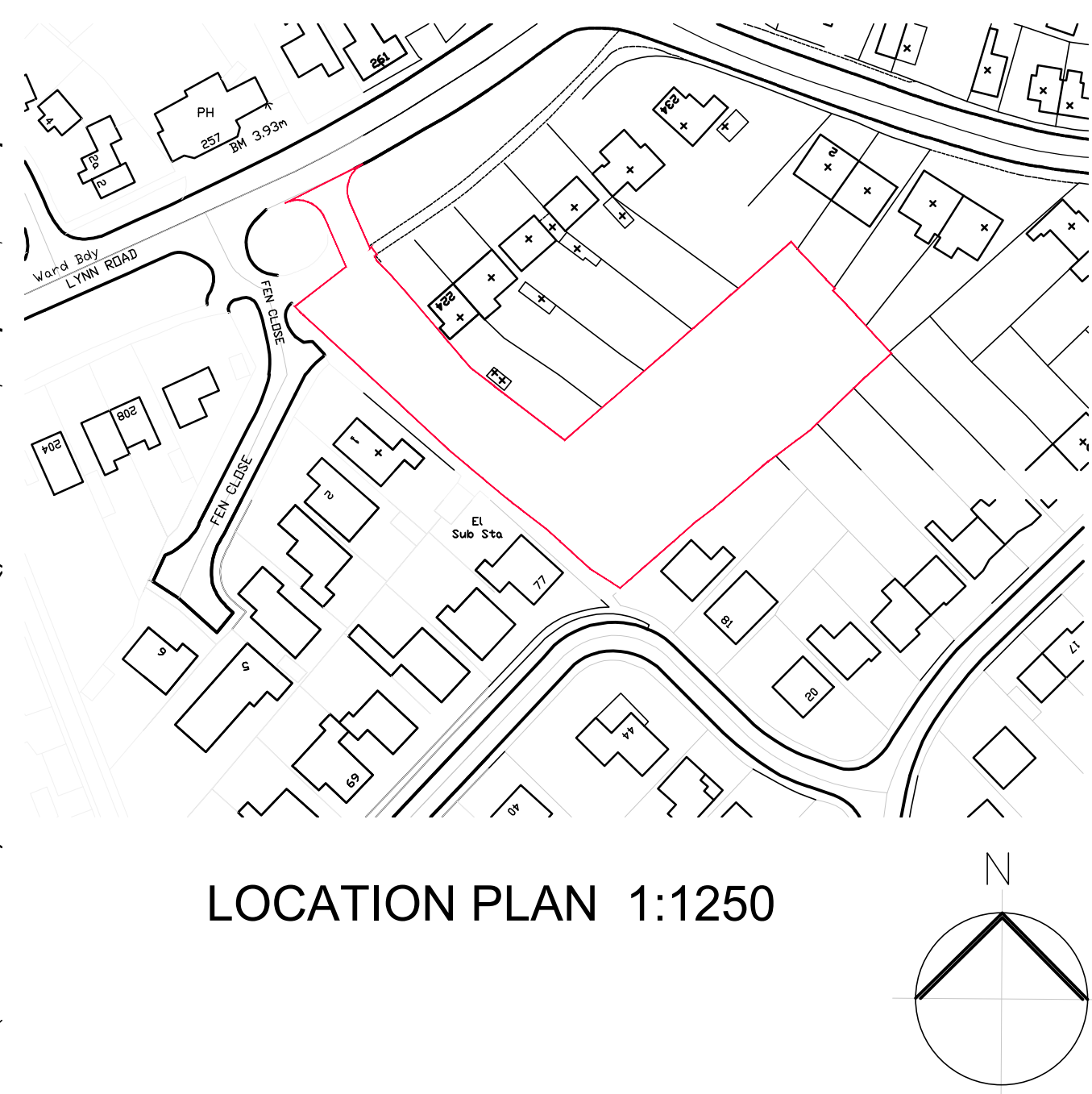
PROPOSED LEVELS SITE PLAN 1:250



Continuation of footpath



PROPOSED SITE PLAN 1:250



LOCATION PLAN 1:1250

REVISIONS

PHA
PETER HUMPHREY
ASSOCIATES

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CLIENT
MR P DAY

PROJECT
RESIDENTIAL DEVELOPMENT

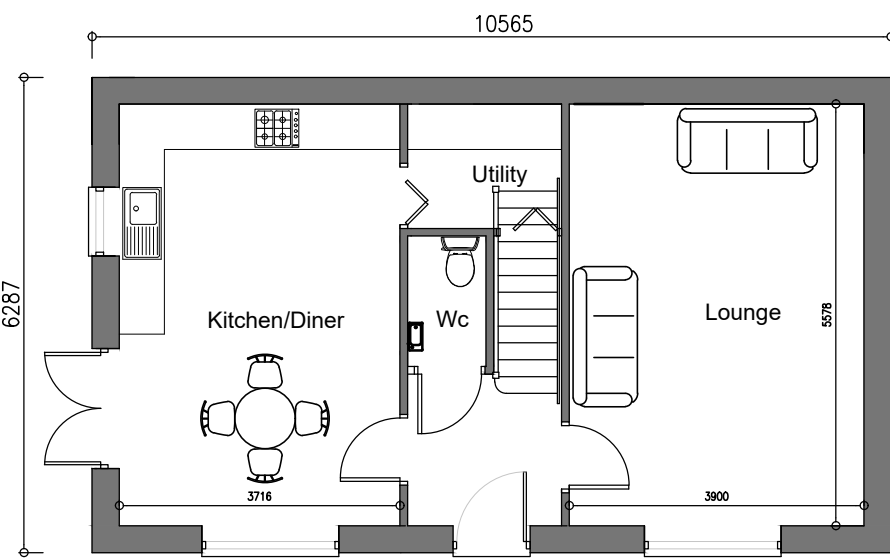
SITE
LAND AT SUPERSEAL
LYNN ROAD
WISBECH
CAMBS
PE13 3EE

DRAWING
PROPOSED SITE PLAN

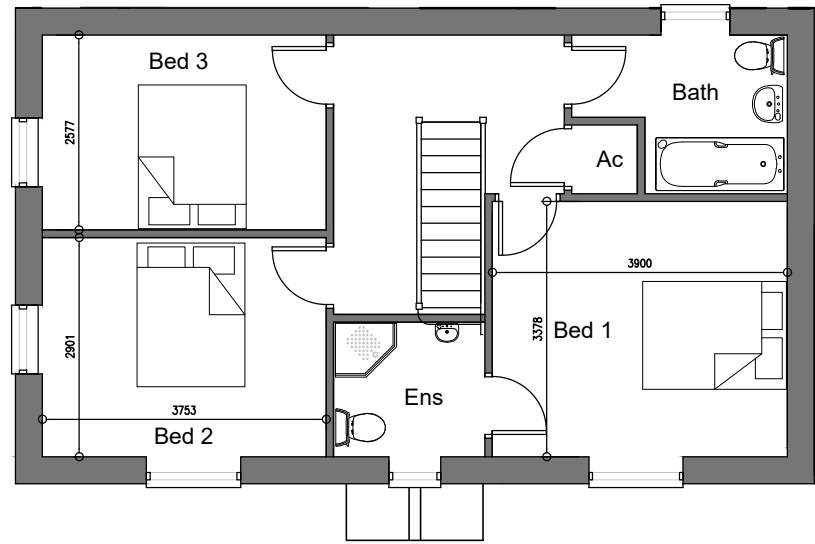
JOB NO. 7121 PL01b	PAPER SIZE A1	DATE MARCH 2025
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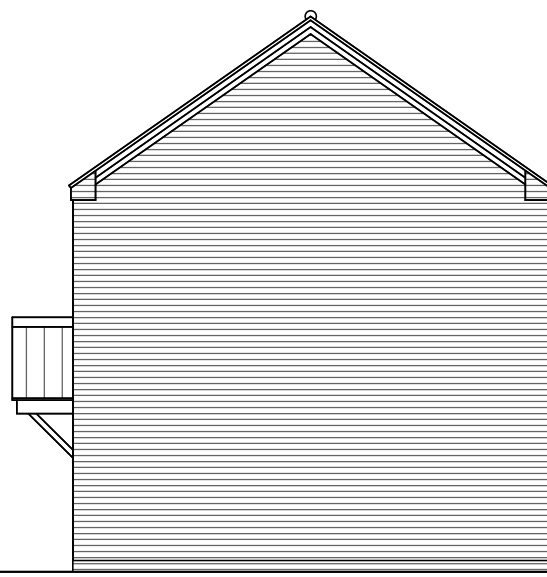
Ground Floor 1:100



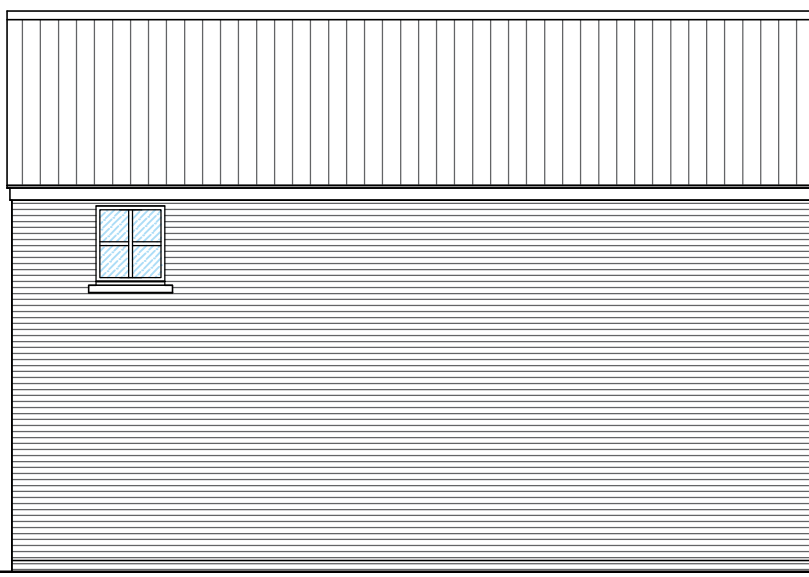
First Floor 1:100



Front Elevation 1:100



Side Elevation 1:100

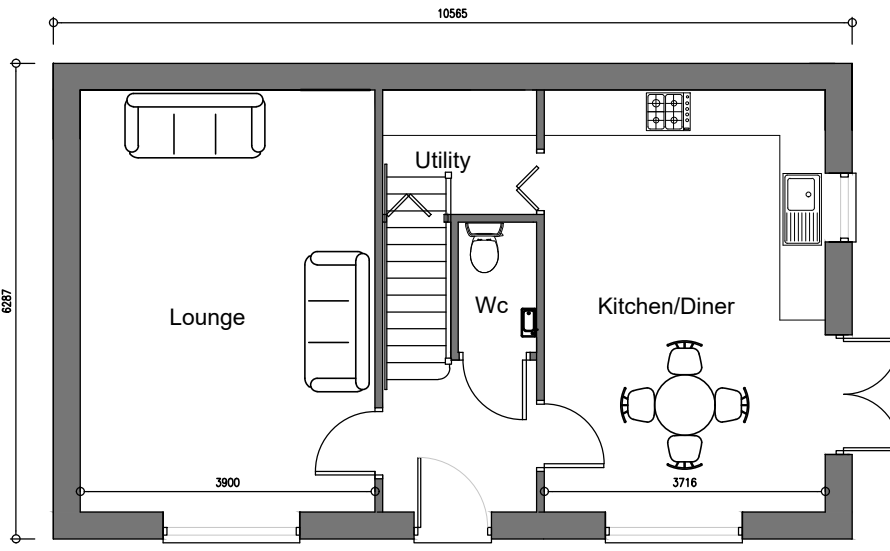


Rear Elevation 1:100

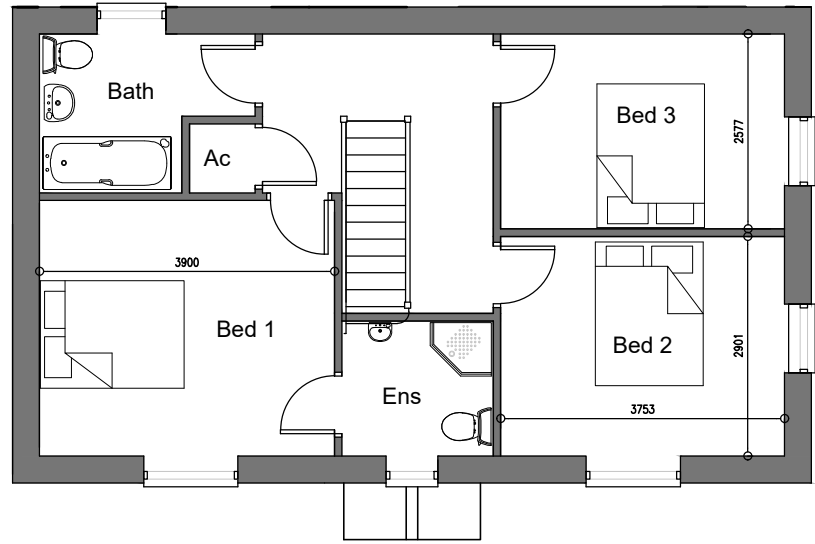


Side Elevation 1:100

PLOT 2



Ground Floor 1:100



First Floor 1:100



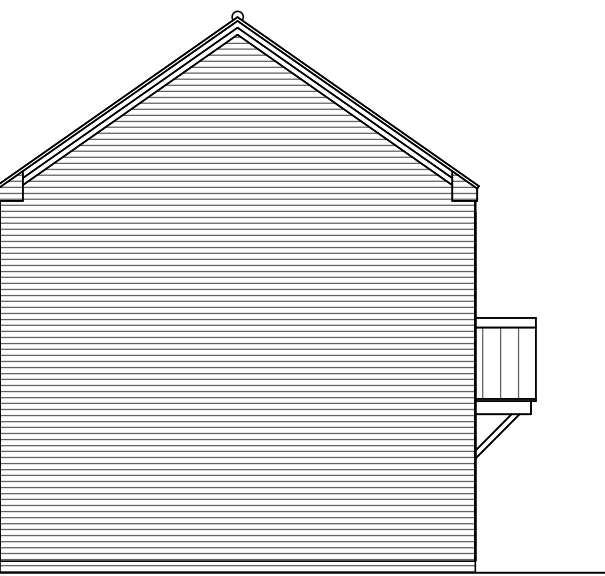
Front Elevation 1:100



Side Elevation 1:100



Rear Elevation 1:100

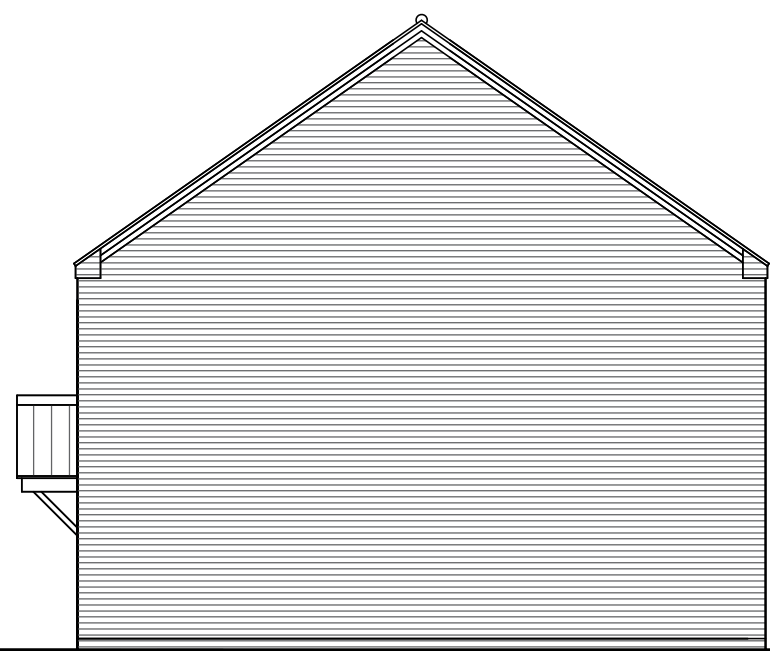


Side Elevation 1:100

PLOT 1



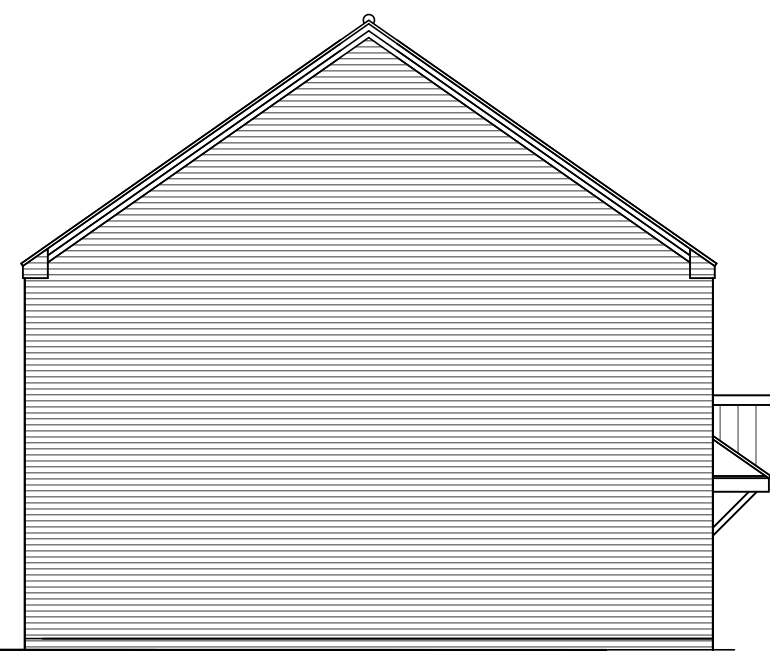
Front Elevation 1:100



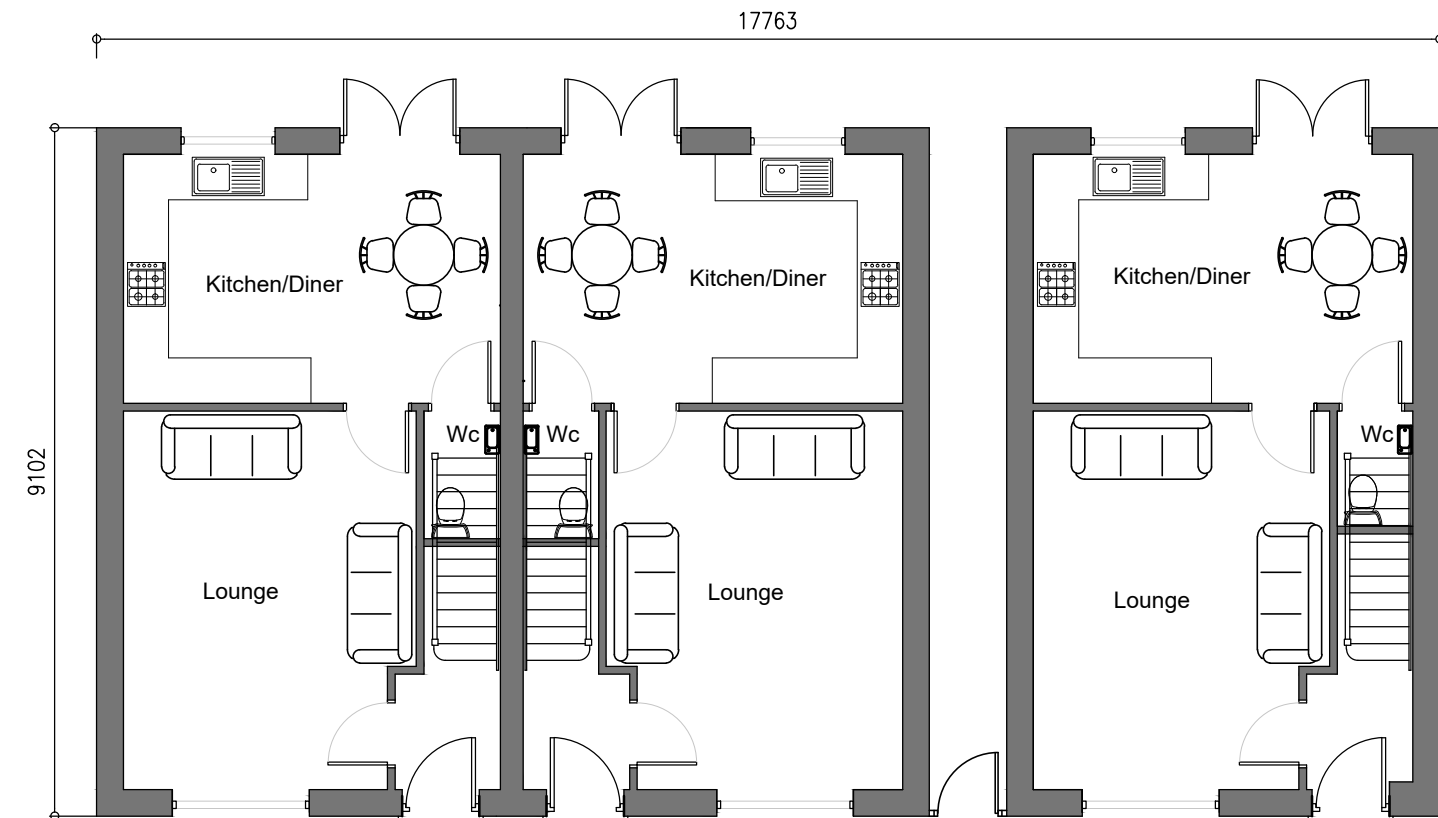
Side Elevation 1:100



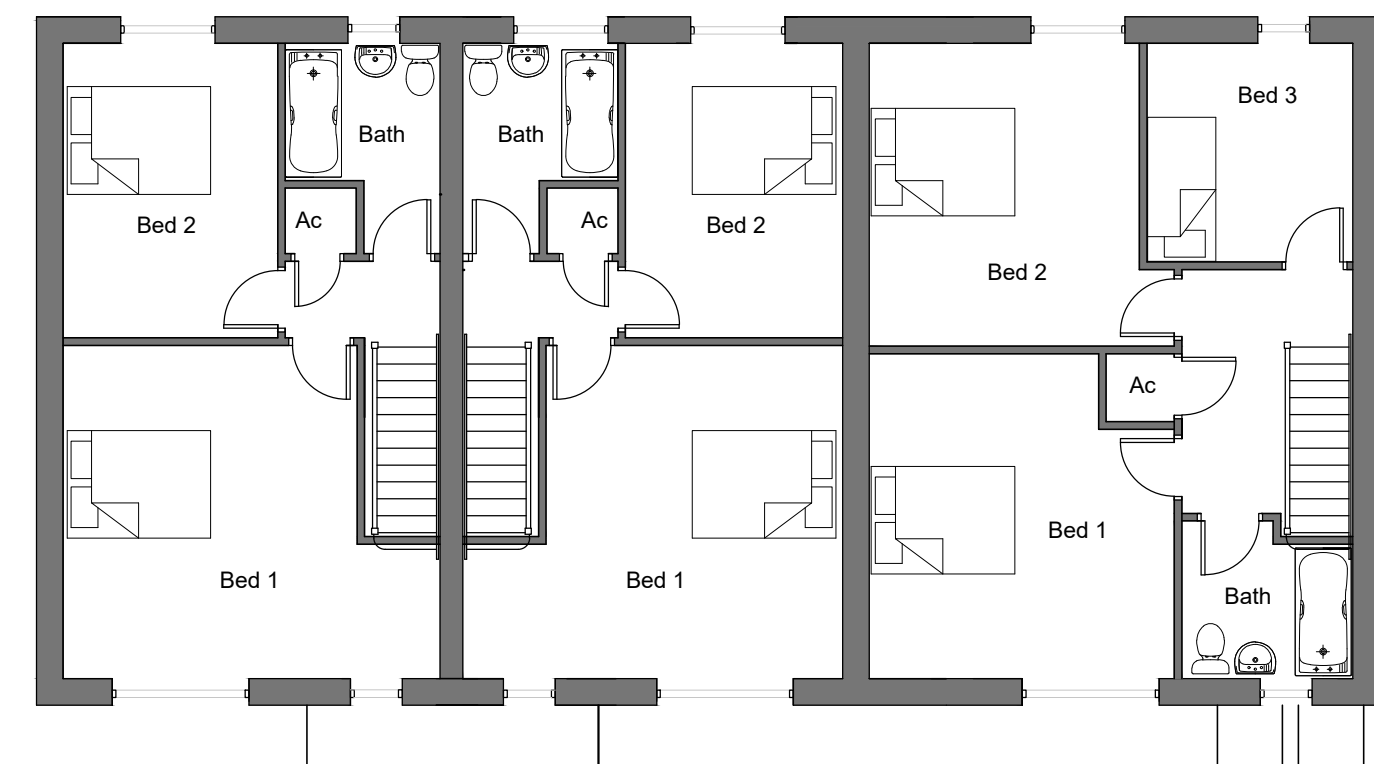
Rear Elevation 1:100



Side Elevation 1:100



Ground Floor 1:100



First Floor 1:100

PLOTS 3-8
PLOTS 3-5 handed to plan

Plots 1 & 2 Wienerberger Weathered Gault brick,Crest Planum Anthracite grey tile
Plots 3,4,5 Wienerberger Trentino brick,Crest Planum Anthracite grey tile
Plots 6,7,8 Wienerberger Weathered Gault brick,Crest Planum Anthracite grey tile

Plots 1 & 2 =110m.sq.floor area(3 bed unit)
Plots 3,5,6,8 =83.700m.sq.floor area(2 bed unit)
Plots 4 & 7 =95.600m.sq.floor area(3 bed unit)

REVISIONS



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CLIENT

MR P DAY

PROJECT

RESIDENTIAL DEVELOPMENT

SITE

LAND AT SUPERSEAL
LYNN ROAD
WISBECH
CAMBS
PE13 3EE

DRAWING

PLANNING

JOB NO.	PAPER SIZE	DATE
7121 PL02	A1	MARCH 2025

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