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**F/YR24/0590/PIP**

**Applicant: Mr M Joyce**

**Agent : Mr George Boreham  
Morton & Hall Consulting Ltd**

**Land South West Of Woodbury, Manea Road, Wimblington, Cambridgeshire**

**Permission in Principle for 7 x dwellings**

**Officer recommendation: Refusal**

**Reason for Committee: Number of representations contrary to Officer recommendation**

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**Government Planning Guarantee**

**Statutory Target Date For Determination: 19 August 2024**

**EOT in Place: No**

**EOT Expiry:**

**Application Fee: £2515**

**Risk Statement:**

**This application must be determined by the 12<sup>th</sup> of January 2025 otherwise the Council is required to refund the fee of £2,515**

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**1 EXECUTIVE SUMMARY**

1.1 The proposal is an application for Permission in Principle to develop the site for up to 5 dwellings. The Permission in Principle route has 2 stages: the first stage (or Permission in Principle Stage) establishes whether the site is suitable in principle and assesses the principle issues namely:

- (1) Location
- (2) Use, and
- (3) Amount of development proposed

And the second (Technical Details Consent) stage is when the detailed development proposals are addressed. Technical details consent would need to be applied for should the application be granted.

1.2 Evaluation of a PIP must be restricted to the issues highlighted above; even if technical issues are apparent from the outset these can form no part of the determination of Stage 1 of the process, Accordingly, some matters raised via statutory bodies may not be addressed at this time.

1.3 The application site comprises previously developed land. Wimblington is a 'Growth Village' where development and new service provision either within the existing urban area or as small village extensions will be appropriate albeit of a

considerably more limited scale than that appropriate to the Market Towns.

1.4 The application site is separated from the main part of the settlement of Wimblington by the A141 Isle of Ely Way. It is considered that the development site is too disjointed from the main part of the settlement of Wimblington, and therefore outside of the built envelope, to be a suitable site for new residential development.

1.5 The recommendation is therefore to refuse permission in principle.

## **2 SITE DESCRIPTION**

- 2.1 The application site is located outside of the settlement footprint of Wimblington. The site is situated to the east of the A141 Isle of Ely Way and is therefore divorced from the main residential area to the west of the highway. The site has a dwelling named Woodbury at the northern boundary, with low level timber fencing and trees along the frontage. This dwelling fronts Manea Road close to the T-junction with the A141. Established lines of trees approximately 8 metres high are located along the eastern and western boundaries. Trees and a field access are located along the southern boundary. The Grade II Listed St Peters Church is located 70 metres to the north-west of the site, adjacent to the western side of the A141.
- 2.2 There is a residential dwelling, known as 'Limes' opposite the site entrance. Neighbouring the site to the east and to the northeast on the opposite side of Manea Road are large commercial warehouse buildings. The site is located within Flood Zone 1 (low risk).
- 2.3 The site is currently used for a dog grooming and kennelling business to the rear of the dwelling, which was granted planning permission under reference F/YR18/0087/F. There is also a family member living beyond the residential curtilage on site in a static caravan which does not benefit from planning permission. Additionally, the site is being used for the storage of work vehicles and materials in connection with the applicant's groundworks business. Planning permission has not been granted for the storage of work vehicles and materials.

## **3 PROPOSAL**

- 3.1 A location plan, existing site plan and indicative site layout (although not a requirement of a PiP application) at scales of 1:500 accompany this submission. These indicate the removal of the existing buildings on the site and the provision of seven detached dwellings with associated parking and landscaping together with the provision of an access road utilising the existing site access. Amendments to the proposed site layout and access were registered on the 29<sup>th</sup> of August 2024.
- 3.2 The current proposal is the first part of the Permission in Principle application; this 'first stage' establishes whether a site is suitable in principle only, and assesses the 'principle' issues, namely;
- (1) Location
  - (2) Use, and
  - (3) Amount of development proposed.

- 3.3 Should this application be successful the applicant will have to submit a Technical details application covering all the other detailed material planning considerations. The approval of Permission in Principle does not constitute the grant of planning permission.
- 3.4 The applicant is only required to submit a completed application form, a plan which identifies the land to which the application relates (drawn to scale and with a north point) and the application fee.

Full plans and associated documents for this application can be found at:  
<https://www.publicaccess.fenland.gov.uk/publicaccess/>

#### 4 SITE PLANNING HISTORY

Reference	Description	Decision
F/YR22/1217/PIP	Permission in Principle for up to 5 x dwellings, involving the demolition of existing buildings	Application withdrawn 6th November 2023
F/YR18/0087/F	Erection of 2 kennel blocks including outdoor runs for a maximum of 20 dogs –	Approved – 6th April 2018.
F/YR17/1235/CERTP	Certificate of Lawful Use (Proposed): Siting of a caravan ancillary to the main dwelling	Permission required – 13th February 2018.
F/YR09/0205/F	Change of use of outbuildings from domestic workshops to commercial workshops for racing car manufacture, repair & servicing (retrospective)	Refused – 29th May 2009.
F/YR08/0891/F	Change of use of outbuildings from domestic workshops to commercial workshops for racing car manufacture, repair & servicing (retrospective) –	Refused – 18th November 2008.
F/94/0843/F	Construct vehicular access	Approved – 24 <sup>th</sup> March 1995.

#### 5 CONSULTATIONS

##### 5.1 Wimblington Parish Council – 11<sup>th</sup> September 2024.

*Further to last night's Parish Council meeting, Councillors wish to object to the above application as follows:*

*(Reference - F/YR22/1217/PIP - Withdrawn)*

*With reference to the above application revised layout for the 6 m private road and provision of adequate turning and entering the site for a bin lorry. Wimblington Parish Council still strongly object to this development. The revised road layout appears only to have extended the private 5m road leading around to plot 7 and straightened the bend of the main 6m private road through the other plots. This does not provide a turn area for larger vehicles which will have to reverse to turn around and exit the site.*

*This revised layout will not alleviate the possible traffic congestion out on the B1093 Manea Road and the very busy A141(as raised by Highways - 3rd February 2023 - F/YR22/1217/PIP)*

*A Permission in Principle is to establish whether a site is suitable in principle and assess the principle issues, namely:*

*(1) Location - this development is not in a suitable location, it is too close to the junction with the A141, the access point will cause traffic problems at a busy junction, there is no safe pedestrian crossing from the access point, larger vehicles entering/exiting the proposed site will cause more of a hazard on the B1093 Manea Road that already has a large number of industrial businesses and heavy goods vehicles (as mentioned by EH - 23rd July 2024). There is already an ongoing traffic issue being addressed by CCC regarding the business almost opposite the proposed site. The revised layout does nothing to address these problems.*

*(2) Use - at present the site consists of one dwelling that operates as a small business which involves vehicles entering and exiting at different points. Changing the use of this site to a business plus 7 dwellings exiting from one access is not viable, this is going to exacerbate traffic at a busy junction causing a serious hazard. The revised layout does not alleviate this issue.*

*(3) Amount of development proposed - there is no further requirement for housing in the village of Wimblington, this amount of development is considered to be fundamentally unacceptable on the basis that it would result in encroachment into the countryside and out of the linear line of the present line of dwellings as well as cause a traffic hazard at its access point. The revised layout does not address this problem.*

*So, even with the revised layout of the 6m access and 6m private road, the Wimblington Parish Council still object to this proposal.*

## **5.2 Wimblington Parish Council – 14<sup>th</sup> August 2024**

*Further to our recent Parish Council meeting, Councillors wish to object on the following grounds: Object Close proximity to junction of Manea Road and the A141. 7 homes plus the kennel and grooming business using the same entrance will see far too many vehicles exiting almost at the traffic lights.*

*Please note description of access in the Justification Statement is misleading. The drive at the property is a large in and out sweeping drive. Entrants to the Grooming business normally enter through the furthest entrance from the A141 and exist from that part nearest the A141. The broad statement that traffic will be slowing down to accommodate the road junction should be investigated further.*

*Business has not yet started from Knowles development opposite the application site and it is already anticipated that this will cause many issues. Whilst we recognise this is a planning in principle application the matter of refuse collection and how larger vehicles exist and enter the site has still not been addressed in this new application.*

*This application for 7 dwellings to be built, accessed off of a busy road connecting closely to the junction off of the main A141, a major highway for transportation of both agricultural, commercial and industrial goods. The Manea Road has a number*

*of these types of large businesses (as highlighted by Environmental Health) involving constant regular vehicle, more predominantly heavy goods vehicle, movements daily.*

*At present consultation is ongoing with regard to the speed limit, congestions and the dangers of vehicles exiting/accessing properties/businesses close to the junction on the A141 and Manea Road, access to the proposed site is almost level to this junction. Pedestrian safety will also be paramount when crossing the Manea Road at such a busy junction. Canvassed support for this application has taken little consideration of the safety aspect of this proposal and the fact that a possible increase of 14 vehicles, existing/accessing the proposed site at peak times, on to the Manea Road at this busy junction will be hazardous as well as causing further congestion.*

*Supporters have also not considered the Housing Needs Assessment, adopted by the Parish Council and held by FDC planning department, that clearly states Wimblington already has a larger percentage of bungalows than elsewhere in Fenland and the need is for more affordable housing not bungalows. Residents off of the Manea Road in Froggs Abbey Lane and Workhouse Drove have long ongoing problems with flooding of local ditches and their properties. The site is only just south east of the historic, heritage listed building St Peter's Church which is experiencing major problems with flooding, as are other areas in close proximity to the site. This proposal will only exacerbate the ongoing issue with flooding as the local infrastructure is already struggling to cope with surface/run off water.*

*The 7 dwellings will detract from the open views across the fens, are not in keeping with the linear lines present along the Manea Road and is extending out of the built settlement boundaries. The parking facilities for two vehicles per dwelling would involve reversing onto or off of the private access road as there is no way of parking using forward gear only, this poses a hazard especially for delivery and emergency vehicles.*

*Please also note the comment from Highways response to this new application "Therefore, whilst access has shown to be achieved the shown layout is not correct for a development of this size and in this location. I would further note that it still has not been demonstrated how the refuse will be safely collected from this site"*

*Policies LP2 LP12 LP16 apply.*

### **5.3 Cambridgeshire County Council – Highways Development – 12<sup>th</sup> September 2024**

#### *Recommendation*

*On the basis of the information submitted, from the perspective of the Local Highway Authority, I consider the proposed development is acceptable.*

#### *Comments*

*Further to the Local Highway Authority's comments dated 12th August 2024, the amended site layout is noted. The applicant has indicated that the internal layout will not be offered for adoption by the Local Highway Authority. Fenland's refuse collection service should be consulted to confirm their position on refuse collection arrangements for this site.*

*Further information will be required at the technical consent stage including, but not limited to, the design and layout of the site access, details of the proposed arrangements for future management and maintenance of the proposed streets within the development and a review of street lighting requirements at the site access junction.*

#### **5.4 Cambridgeshire County Council – Highways Development – 14<sup>th</sup> August 2024**

##### *Recommendation*

*On the basis of the information submitted, from the perspective of the Local Highway Authority, I consider the principal of the proposed development acceptable.*

##### *Comments*

*By and large the applicant has addressed the comments previously made by the LHA under withdrawn planning application number F/YR22/1217/PIP.*

*I would however note at this stage in the planning process that this application is for permission in principal. Therefore, whilst access has shown to be achieved the shown layout is not correct for a development of this size and in this location.*

*I would further note that it still has not been demonstrated how the refuse will be safely collected from this site.*

#### **5.5 Environmental Health – 7<sup>th</sup> September 2024**

*The Environmental Health Team note and accept the information submitted in respect of the above re-consultation and have 'No Objections' to the latest content.*

*Notwithstanding the above, previous comments from this service on 23.07.24 still apply.*

#### **5.6 Environmental Health – 23<sup>rd</sup> July 2024**

*The Environmental Health Team note and accept the submitted information and have 'No Objections' in principle to the proposal, as it is unlikely to have a detrimental effect on local air quality or be affected by ground contamination.*

*Should Permission in Principle (PIP) be granted, due to the proximity of several large businesses, namely LM Groundworks, LFF Potatoes and the Knowles Logistics premises on the opposite side of Manea Road, the applicant shall be required to employ the services of a suitably qualified acoustic consultant to undertake a robust noise impact assessment. The follow-up report will then need to be submitted in support of any future application and demonstrate to what extent noise breakout from the existing businesses will affect both external and internal amenity areas of the proposed dwellings, and what mitigation measures will be required to ensure that parameters of relevant nationally recognised standards can be met, and in doing so, ensure adequate protection for any future residents.*

*Similarly, vehicle noise levels from the adjacent A141 Isle of Ely Way must be incorporated into the noise impact assessment, and again with appropriate mitigation measures to ensure compliance with relevant standards.*

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

### **Objectors**

Three letters of objection have been received. Two letters are from Eastwood End in Wimblington, and another is from Doddington Road in Wimblington. They object on the following grounds:

- 1 - Not in keeping with the character of the surrounding area.
- 2 - Dwelling numbers for Wimblington already exceeded number set in the 2014 Fenland Local Plan.
- 3 - The site is too close to a busy main junction. Possible increase of 14 vehicles adding to existing traffic.
- 4 - The infrastructure in Wimblington can no longer sustain further development.
- 5 – Impact on pedestrian safety.
- 6 - The Housing Needs Assessment, adopted by the Parish Council and held by FDC planning department, that clearly states Wimblington already has a larger percentage of bungalows than elsewhere in Fenland and the need is for more affordable housing not bungalows.
- 7 – Impact on Grade II Listed St Peters Church.
- 8 – Increased surface run off flooding impact.
- 9 – Not linear development.
- 10 – Poor manoeuvrability on road.
- 11 – Site is in breach of planning law as is the building opposite.

### **Supporters**

Ten letters of support have been received. Eight letters have a Wimblington address and are from Manea Road x 2, Blue Lane x 2, Doddington Road, Salix Road, Lily Avenue and Morton Way. Other letters of support are from Hospital Road, Doddington, and Meadow Way, March. They support the application on the following grounds:

- 1 – The houses will not be visible from the main road.
- 2 – The proposal does not require the loss of agricultural land.
- 3 – Will aid the government drive to build more housing.
- 4 – No difficulty accessing the site due to the traffic management system already in place on Manea Road.
- 5 – Not experienced any delays during my daily use of Manea Road
- 6 – No obstruction to existing footpath leading into Wimblington Village.
- 7 – The site is not a conservation area site or a listed building.
- 8 – The development already has an access and services.
- 9 – A lot of applications have been approved on the other side of the bypass and can be seen from the road.
- 10 – Larger building developments are being authorised in the village and are already completed or in progress.
- 11 – The transport company in the village is extending its current site.
- 12 – Access into the village centre is a few minutes walk.
- 13 – The dwellings will create a growth in revenue for all local businesses and job creation.

## **6 STATUTORY DUTY**

- 6.1 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).

## **7 POLICY FRAMEWORK – please delete as appropriate**

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

#### **National Planning Practice Guidance (NPPG)**

Context Paragraph: 012 (Reference ID: 58-012-20180615). The scope of permission in principle is limited to location, land use and amount of development. Issues relevant to these ‘in principle’ matters should be considered at the permission in principle stage. Other matters should be considered at the technical details consent stage. In addition local authorities cannot list the information they require for applications for permission in principle in the same way they can for applications for planning permission but can advise applicants on the decision notice, where Permission in Principle is granted, what they would expect to see at Technical Details stage.

### **National Design Guide 2021**

#### **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
- 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
- LP19 – The Natural Environment

#### **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 48 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
- LP4: Securing Fenland’s Future
- LP5: Health and Wellbeing



- LP7: Design
- LP8: Amenity Provision
- LP12: Meeting Housing Needs
- LP18: Development in the Countryside
- LP19: Strategic Infrastructure
- LP20: Accessibility and Transport
- LP22: Parking Provision

## **8 KEY ISSUES**

- **Location**
- **Use**
- **Amount**
- **Matters Raised During Consultation**

## **9 ASSESSMENT**

### **Location**

- 9.1 Policy LP3 of the Fenland Local Plan (2014) identifies Wimblington as being a 'Growth Village'. For these settlements, development and new service provision either within the existing urban area or as a small village extension will be appropriate albeit of a considerably more limited scale than that appropriate to the Market Towns.
- 9.2 Policy LP12 identifies that to receive support, the site must be in or adjacent to the existing developed footprint of the village, defined as the continuous built form of the village and excludes individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement. The Local Plan does not rely on defined settlement boundaries but rather requires a physical assessment to be made to determine whether or not a site is within a village for the purposes of Policy LP12. This results in a situation where a site could be considered in general terms to be part of the village but not be in the village for the purposes of the spatial strategy.
- 9.3 It is apparent, that in the case of the application site, it is clearly detached from the remainder of Wimblington by the major road of the A141 and thus outside the continuous built form of the settlement. Adjacent development consists of only two residential dwellings and commercial development, with areas to the east rural in nature. As such the proposal would constitute development in an 'Elsewhere' location as defined under LP3 which seeks to restrict that to essential rural based development. The proposal is therefore in conflict with Policies LP3 and LP12.

### **Use**

- 9.4 The site is situated close to the edge of the settlement, however as stated above, it will be contrary to Policy LP12 – Rural Areas Development Policy and Policy LP16 – Delivering and Protecting High Quality Environments across the District. It is therefore considered that the site is not acceptable to use for new dwellings.

- 9.5 In addition, whilst perhaps being a matter more appropriate for consideration at Technical Consent stage, the location of the site between commercial activity and the A141 does raise potential issues around noise and whether a high quality residential environment would ultimately be created.

### **Amount of Development Proposed**

- 9.6 The application seeks Permission in Principle for up to 7 dwellings on a site of 0.32ha which will equate to a density of approximately 21 dwellings per hectare. This is low density and could comfortably be accommodated on-site without being considered an overdevelopment of the site. However, the detailed layout and design will be for consideration at the Technical details stage. In terms of consideration of amount, the proposal is acceptable.

### **Highways**

- 9.7 The Highway Authority initially expressed concern with the site layout regarding manoeuvrability. Amended plans were submitted to demonstrate how vehicles could manoeuvre around the site and enter Manea Road in a forward gear. The access point differs from the previously withdrawn application under F/YR22/1217/PIP as it has been moved further east, albeit with a higher proposed volume of vehicular traffic. Highways concerns are now considered to have been adequately addressed.

### **Matters Raised During Consultation**

- 9.8 Matters other than location, use and amount of development proposed will be for consideration at the Technical Details Stage.

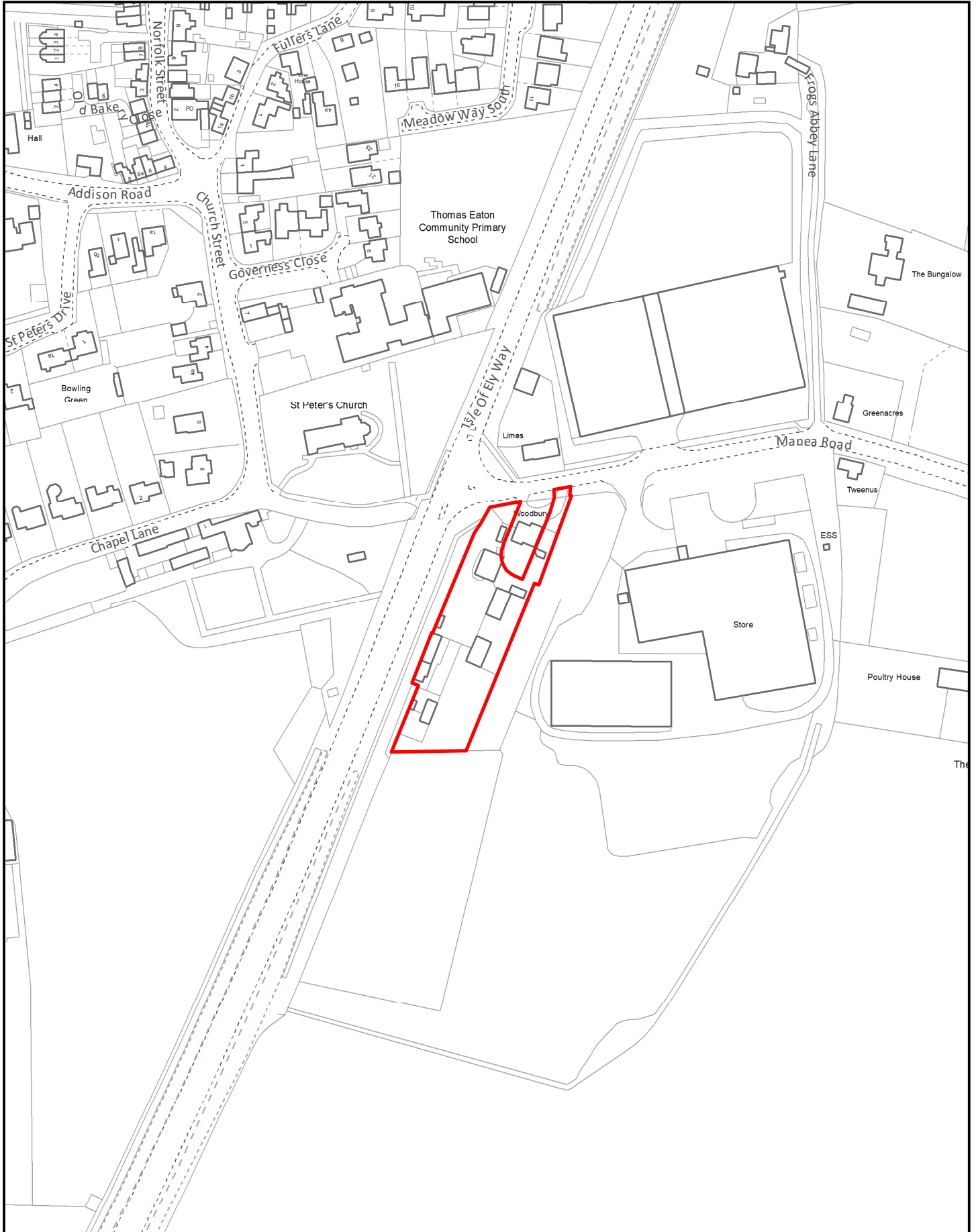
## **10 CONCLUSIONS**

- 10.1 As indicated above it is only location, use and amount of development that may be considered at the first 'permission in principle stage' and it is considered that the location and use of the site for residential development is unacceptable due to the conflict with the settlement hierarchy of the Local Plan and also the proximity of the site to the junction of the A141 and Manea Road, and the consequent impact of intensification of traffic using the site on highway safety.

## **11 RECOMMENDATION**

**Refuse;** Permission in Principle for the following reason:

1.	The application site constitutes an area of land located outside the developed footprint of Wimblington. The development proposal will be in an 'elsewhere' location contrary to Policies LP3 and LP12 of the Fenland Local Plan (2014). As such any residential development on this site will be contrary to the above policy considerations and thus, in terms of location and use, the Planning in Principle application fails.
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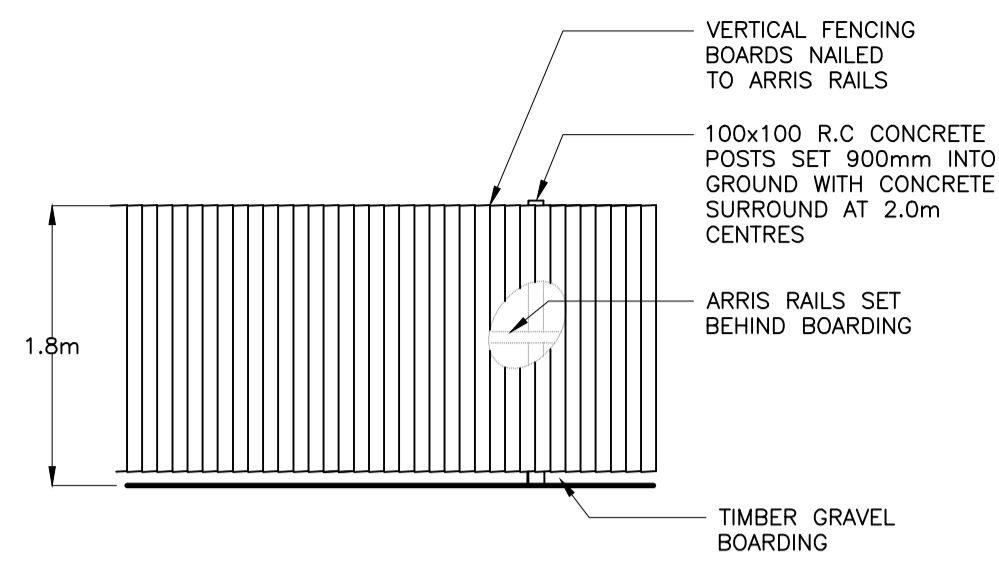
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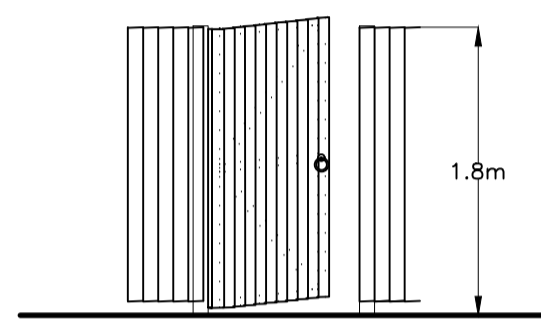
**F/YR24/0590/PIP**

Scale = 1:2,500





1.8m HIGH FENCE DETAIL  
(1:50)

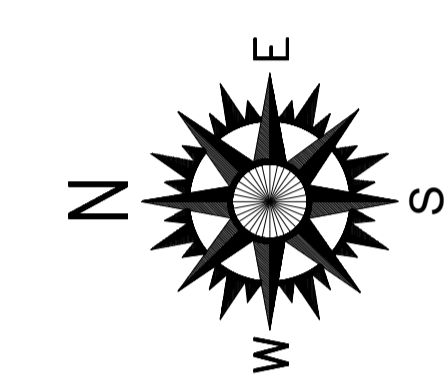
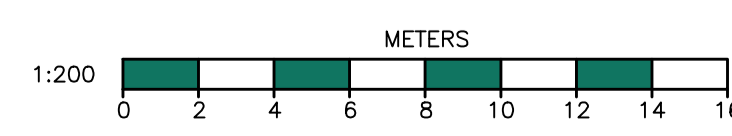


GATE DETAIL  
(1:50)

- TARMAC
- GRASS
- NON SLIP BUFF PAVING
- GRAVEL
- SLAB PAVING
- WHEELIE BINS
- PERMEABLE BLOCK PAVING (NON SLIP)
- EXISTING BUILDINGS
- HEDGING
- VEGETATION
- PAVEMENT
- INDICATIVE OF 1.8m HIGH FENCE



PROPOSED SITE PLAN (1:500)



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Please read, if in doubt ask. Change nothing without consulting the Engineers.  
Contractor to check all dimensions on site before work starts or materials are ordered. If in doubt ask. All dimensions are in mm unless stated otherwise.  
Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work. Materials products and workmanship to comply with all British Standards and EOTA standards with, where appropriate, BS or EC marks.  
All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.  
The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer  
All finishes, insulation and damp-proofing to architect's details

D HIGHWAYS COMMENTS	AUG 2024
C LAYOUT AMENDED	JUN 2024
B LAYOUT AMENDED	SEPT 2023
A PLANNERS COMMENTS	OCT 2022
REVISIONS	DATE

**MORTON & HALL CONSULTING LIMITED**  
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LABC Building Excellence Awards Winner  
LABC Building Excellence Awards Winner  
Fenland District Council Building Design Awards Winner  
Building Excellence in Fenland

CLIENT  
Mr M Joyce

PROJECT  
Woodbury, Manea Road, Wimblington, Cambs, PE15 0PA

TITLE  
Proposed Indicative Plan

DRAWN J.Scotcher	DATE OF ISSUE
CHECKED	
DATE Sep 2022	DRAWING NUMBER H7323_03D
SCALE As Shown	