
F/YR21/1343/O

Applicant: Mr M Henson

**Agent : Mr Gareth Edwards
Swann Edwards Architecture Limited**

Land East Of 137, Upwell Road, March, Cambridgeshire

Erect up to 9no dwellings (outline application with all matters reserved)

Officer recommendation: Refuse

Reason for Committee: March Town Council's comments and the representations received contrary to Officer recommendation.

1 EXECUTIVE SUMMARY

- 1.1 The application seeks outline planning permission with all matters reserved for residential development of the site for up to 9 dwellings.
- 1.2 The site sits at the transition between the existing built form of March and the open countryside and is more closely associated with the undeveloped rural landscape. Although Policy LP3 identifies March as being a suitable location for housing growth, and Policy LP9 allocates land for new urban extensions to March, given the existing characteristics of the site, the proposal would detrimentally change the overall character of the area.
- 1.3 The introduction of 9 dwellings (illustrated in a linear orientation) with new vehicular accesses from Upwell Road along with the likely changes needed to the drainage of the highway in this location would diminish the openness and rural nature of the area. It would represent urban sprawl in this particular location. This would be contrary to Policy LP16 of the Fenland Local Plan 2014 and DM3 of the High Quality Environments SPD. This would also be contrary to Policy H2 (f) of the March Neighbourhood Plan.
- 1.4 The Highways Officer has concerns about the visibility splays achievable on site due to the important trees present in the highway verge along the length of Upwell Road, and also highway drainage. Officers share these concerns. While the details of the accesses are reserved (i.e. specification/ construction etc), the points of access are indicated. At present, there has been no demonstration that visibility clearance is achievable for each access. The proposal therefore is of concern with regard to highway safety, which would be contrary to Policy LP15 of the Fenland Local Plan 2014
- 1.5 Furthermore, Plots 6, 7, 8 and 9 would be wholly within Flood Zone 3. Paragraph 159 of the NPPF (2021) states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. Similarly, Local Plan Policy LP14

recommends the adoption of the sequential approach to flood risk from all forms of flooding and this is reinforced by the Cambridgeshire Flood and Water SPD. For the reasons set out in the report, Plots 6-9 are considered to fail the Sequential Test and Exception Test which would be contrary to Local Plan Policy LP14, the SPD and the NPPF

- 1.6 The recommendation is to therefore to refuse the application for the three reasons set out above.

2 SITE DESCRIPTION

- 2.1 This 0.9ha site is located on the southern side of the B1099 extending into the open countryside. It is located adjacent to no. 137 Upwell Road extending eastwards to approximately 50m west of Horse Moor Drain.
- 2.2 The land is in agricultural use (Grade 3). The site is within Flood Zones 1, 2 and 3. There is an existing farm access onto the site from Upwell Road. The mature trees lining both sides of Upwell Road, along with the green verges and the deep drainage channel are key characteristics of the area resulting in a verdant character to the area.

3 PROPOSAL

- 3.1 The application seeks Outline planning permission for up to 9 dwellings. All matters (access, layout, scale, appearance and landscaping) are reserved for future consideration. The applicant has provided an indicative plan to show how the dwellings might be arranged within the site. The illustration shows a linear development with all properties accessed directly off Upwell Road. A 2m wide footpath is also shown across the frontage (including 137 Upwell Rd).
- 3.2 With regard to Flood Zones, Plots 1, 2 and 3 would be within Flood Zone 1. With Plot 4, the dwelling would be located in Flood Zone, however part of the rear garden would be in Zone 2. With Plot 5 the dwelling and garden would mainly be in Flood Zones 2 and 3. Plots 6, 7, 8 and 9 would be wholly within Flood Zone 3.
- 3.3 Full plans and associated documents for this application can be found at:
<https://www.publicaccess.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=summary&keyVal=R21Q6CHE0D800>

4 SITE PLANNING HISTORY

None

5 CONSULTATIONS

- 5.1 **March Town Council**
Recommend approval

- 5.2 **CCC Highways**
16.12.2021

The proposals will create multiple individual access points as an extension to the built up area but on a part of Upwell Road where the national speed limit applies. The development will result in additional turning and stopping movements leading to an increase risk of high speed collisions. The site will also result in servicing and

deliveries being made from the road side which again where national speed limit applies will lead to risk and inconvenience to users of the highway.

I object to the proposals.

The indicative plan has also not shown visibility splays and I have a concern that the trees that front the site will be a constraint to providing access at the reserved matters stage if you are minded to grant planning permission. The footway is below standard width and this would be expected to be 2m.

17.10.2022

To the best of my knowledge this is still a de-restricted section of highway meaning the applicant needs to demonstrate 2.4m x 215m visibility splays for each access, not 2.4m x 43m. And it is not advised to have direct dwelling access onto 60mph roads for the reasons stated by Phil in his original response.

If they wish to design the accesses for 30mph speeds, then a Traffic Regulation Order (TRO) to restrict the speed needs to be granted prior to the determination of a planning application. You could try to condition this, but it might fail the six tests for conditions as it is outside of the developer's gift to implement, and I can't provide any certainty a speed limit change would be approved.

A TRO is subject to consultation, but my own hunch is that a 30mph limit would be difficult to implement, even with the development, as there is no frontage on the north side of the road. For more information on the TRO process, the applicant should speak to CCC's Policy & Regulation team Policy.andRegulation@cambridgeshire.gov.uk

Also, the canopy of the trees set behind the new footway appear to obstruct the 43m visibility splay, let along the 215m splays, noting visibility needs to be kept free from obstruction between a height of 0.6m and 2m above surface level of the carriageway.

While not an objectional comment, the applicant should also give some thought as to how they would drain Upwell Road. At present the carriageway drains over-edge into the soft verge. By constructing a footway, the ability to drain (half) the carriageway is removed and additional impermeable area is added (the footway). Our working assumption is that any existing highway drain is operating at capacity so this likely means a new / enlarged positive drainage system is needed, i.e., gullies, and it is unclear where this could outfall to. This is a detailed highways matter which could be addressed post planning, but the cost of an acceptable solution could impact upon the scheme viability.

This is a long way of saying, I don't think enough has been done to remove the objection originally recommended.

18.10.2022

I have spoken to our Policy and Regulation team, and they have provided me a copy of the order restricting the speed limit.

It's difficult to tell for certain, but it looks like the first two, maybe three plots fall within the 30mph limit. These plots can have a 2.4m x 43m visibility splay to the west, but given proximity to the limit change, need to have 2.4m x 120m splays to the east (appropriate splays for 40mph). Other accesses need 2.4m x 120m in both

directions. The splays must be free from obstruction between 0.6m and 2m, which may restrict tree locations.

As before, if the applicant wishes to design for a 30mph limit for the entire length of frontage, the speed limit needs to be in place prior to determination of the planning application.

If this isn't acceptable to the applicant, they can base visibility splays on observed 85th percentile speeds. Given the long frontage, an ATC (survey point) is needed at either extent and one or two points in the middle to capture variations in speeds as vehicles leave / enter March.

5.3 Environment Agency

We consider that the main source of flood risk at this site is associated with watercourses under the jurisdiction of the relevant Internal Drainage Board (IDB). As such, we have no objection to the proposed development on flood risk grounds.

Advice to LPA

In accordance with paragraph 162 of the National Planning Policy Framework, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for the local planning authority to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk. Our national flood risk standing advice reminds you of this and provides advice on how to do this. The IDB should be consulted with regard to flood risk associated with watercourses under their jurisdiction and surface water drainage proposals. In all circumstances where flood warning and evacuation are significant measures in contributing to managing flood risk, we expect local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Advice to Applicant

The site is located in an area served by the public foul sewer. Foul drainage from the site must be connected to the public foul sewer with the prior consent of the service provider.

5.4 FDC Environmental Health

Although in my opinion the proposal will not have an adverse impact on the local noise climate, I note the proximity of this development to nearby existing residential dwellings. Therefore, in the event that planning permission is granted, I recommend the following condition be applied:

HOURS OF CONSTRUCTION WORK Demolition/ground works/construction work shall not take place outside the following hours: Monday to Friday 07.30-19.00 hrs Saturdays 07.30-13.00hrs. There shall be no such work on Sundays or Public Holidays

Reason: to prevent harm being caused to the amenity of the area Consequently, there are no objections to this outline proposal receiving consent, subject to the above condition being attached to any consent

5.5 Local Residents/Interested Parties

Objectors

One letter of objection was received from a resident of Upwell Road March.
Concerns include:

Access

Does not comply with policy

Drainage

Environmental Concerns

Flooding

Outside DAB

Trees

Wildlife Concerns

Comment: The application form at Q12 "is your proposal within 20metres of a watercourse" has been answered no and it should have been yes as there is a ditch running along the front of the proposed site. The biodiversity form at Q2 "Does the proposal affect or is it within 5m of a river, stream, ditch, canal or lake?" and Q6 "Does the building and associated working area of your proposal directly affect any derelict (brown-field) land, allotments, woodland or linear features e.g. hedgerows, ditches or rows of trees?" have been answered incorrectly in the same manner as there is a ditch run along the whole of the proposed site. If the ditch is not taken into consideration this could have an adverse effect on the wildlife and also have flooding implications for the other residents of Upwell Road as I believe the surface water of the other properties fronting Upwell Road is drained by this ditch

Supporters

Twelve letters of support have been received from residents of March living in: Upwell Road; Station Road; West End; Creek Road; Binnimoor Rd; Mill Hill Lane; and Chantry Farm. Comments about the development include:

- It will compliment other development in Upwell Road;
- The design and layout are suitable for the area;
- Provide local employment;
- Well considered;
- It will improve the area, the approach to March and add interest;
- Close to amenities; and
- Town boundaries should be expanded.

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).

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

7.2 National Planning Practice Guidance (NPPG)

7.3 National Design Guide 2021

Context

Identity

Movement

Nature

7.4 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
LP9 - March
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

7.5 **Emerging Local Plan**

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19th 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 Part B Settlement Boundaries;
LP1 Part C Frontage Infill Development; and
LP32 Flood and Water Management.

7.6 **March Neighbourhood Plan 2017**

H2: Windfall Development

7.7 **Supplementary Planning Documents/ Guidance:**

- Delivering & Protecting High Quality Environments in Fenland SPD (2014)
- Cambridgeshire Flood and Water SPD (2016)

8 **KEY ISSUES**

- **Principle of Development**
- **Impact on the Character and Appearance of the Area**
- **Indicative Accesses**
- **Flood Risk**

9 **ASSESSMENT**

Principle of Development

9.1 Policy LP3 of the Fenland Local Plan 2014 defines March as a Market Town where (along with the other market towns) the majority of the district's new housing growth should take place. Although Policy LP3 identifies March as being a suitable location for housing growth, and Policy LP9 allocates land for new planned urban extensions to March, the site sits at the transition between the existing built form of March and the open countryside. Therefore, it is considered to be more closely associated with the undeveloped rural landscape. Given the existing characteristics of the site, the principle of development in this location is not considered to be acceptable.

9.2 The March Neighbourhood Plan Policy H2 allows for windfall development subject to meeting the provisions of the adopted Fenland Local Plan 2014 as well as criteria summarised as:

- a) *Not resulting in unacceptable residential amenity impacts*
- b) *No net loss of open space*
- c) *The site being at low risk of flooding*

- d) *Safe vehicular access*
- e) *It delivers off-site infrastructure required to make it acceptable*
- f) *It is of a high standard of design; and*
- g) *No loss of community facilities unless justified as per requirements of FLP policy LP6.*

9.3 As a considerable proportion of the application site lies within Flood Zone 2 or 3, the principle of “windfall development” in this location is considered to be contrary to Policy H2 (c) of the March Neighbourhood Plan.

9.4 The emerging Draft Fenland Local Plan 2022, specifically Policies LP1 Part B Settlement Boundaries and Part C Frontage Infill Development; and LP32 Flood and Water Management are of relevance. The proposal site is located outside the proposed settlement boundary to March and falls foul of the criteria for Frontage Infill Development. For similar reasons to those set out in paragraph 9.3 above, the proposed development would also be contrary to LP32. For all the above reasons the principle of the proposal cannot be supported in this location.

Impact on the Character and Appearance of the Area

9.5 Policy LP16 seeks to ensure that development makes a positive contribution to the local distinctiveness and character of the area. The site is located on the southern side of Upwell Road and currently consists of agricultural land. There are clear views across the site and to the countryside beyond it from Upwell Road. This is due to the absence of any significant landscaping. Therefore, any impact of the development on the character and appearance of the area is important

9.6 The site sits at the transition between the existing built form of March and the open countryside and is more closely associated with the undeveloped rural landscape. There is a well-defined character here consisting of tree lined, wide green verges sitting above the deep drainage channel which make an attractive entrance to the town. Given these existing characteristics, the proposal would change the overall character of the area. The introduction of 9 dwellings (illustrated in a linear orientation) with new vehicular accesses from Upwell Road along with the likely changes needed to the drainage of the highway in this location would diminish the openness and rural nature of the area. It would represent urban sprawl in this particular location. This would be contrary to Policy LP16 of the Fenland Local Plan 2014 and DM3 of the High Quality Environments SPD. This would also be contrary to Policy H2 (f) of the March Neighbourhood Plan.

Indicative Accesses

9.7 Whilst access is not committed, the indicative layout shows each plot to be accessed off Upwell Road. The Highways Officer has provided clarification with regard to the speed limit along this stretch of Upwell Road and the Traffic Regulation Order is on file. The applicant is proposing to relocate the 30mph speed restriction further east, beyond the first access (Plot 9). Currently it is located between the proposed accesses to Plots 3 and 4.

9.8 Notwithstanding the comments of the Highways Officer, the local planning authority has previously attached a planning condition to an outline permission which required a change to the speed limit prior to the commencement of development. (For example, F/YR19/1001/O.)

9.9 The Highways Officer has concerns about the visibility splays achievable on site due to the important trees present in the highway verge along the length of Upwell Road, and also highway drainage. Officers share these concerns. While the details

of the accesses are reserved (i.e. specification/ construction etc), the points of access are indicated. At present, there has been no demonstration that visibility clearance is achievable for each access. The proposal therefore is of concern with regard to highway safety, which would be contrary to Policy LP15 of the Fenland Local Plan 2014.

Flood Risk

9.10 With regard to Flood Risk, Plots 1, 2 and 3 would be within Flood Zone 1. With Plot 4, the dwelling would be located in Flood Zone 1 but part of the rear garden would be in Zone 2. With Plot 5 the dwelling and garden would mainly be within Flood Zones 2 and 3. Plots 6, 7, 8 and 9 would be wholly within Flood Zone 3.

9.11 Paragraph 159 of the NPPF (2021) states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. Similarly, Local Plan Policy LP14 recommends the adoption of the sequential approach to flood risk from all forms of flooding and this is reinforced by the Cambridgeshire Flood and water SPD.

9.12 A Flood Risk Assessment (FRA) has been submitted with the application. It concludes:

- *The proposed development will consist of nine 2 storey residential dwellings;*
- *The proposed development is in defended Flood Zone 3;*
- *The site benefits from the Whittlesey Washes Barrier Bank and the Middle Level Barrier Bank which provide protection during the 1% annual probability (1 in 100 chance each year) event including climate change;*
- *This standard of protection is also provided by the Middle Level Commissioners watercourses in the vicinity of the site;*
- *The site is located within an IDB catchment with a minimum standard of drainage of 2% annual probability (1 in 50 chance each year) which accords with DEFRA guidelines for rural development;*
- *The risk of flooding is lowered further due to the Board drains incorporating a significant freeboard. This provides storage during events greater than 2% annual probability (1 in 50 chance each year); and*
- *It is recommended that the floor level of each dwelling is a minimum of 0.3m above ground level and not lower than +0.5m OD with 0.3m of flood resilient construction above finished floor level.*

9.13 In addition, the FRA considers the development passes the Sequential Test and Exception Test because:

- *Large parts of Fenland District in the area between River Nene and the Ouse Washes lie in Flood Zone 3. The site is considered Sequentially preferable to sites in Flood Zone 3 because approximately 50% of the site is in Flood Zone 1;*
- *It is appreciated that there may be smaller sites within March in Flood Zone 1 that could be considered reasonably available. The proposed site is for nine dwellings that will be of an executive nature and as such there are no comparable sites;*
- *Therefore, the site is considered to pass the Sequential Test;*

- *The Exception Test requires consideration of the wider sustainability benefits of a development and that the development would be safe and residual risks managed;*
- *The proposed development will contribute to this target and the provision of rural housing is a benefit. Each dwelling will incorporate sustainability measures that will increase the energy efficiency of the dwelling;*
- *In addition to direct and indirect flood warnings, the Environment Agency operates a 24 hour a day Floodline Service providing advice and information on flooding. The occupiers of the dwellings should register with the Flood line Direct Warnings Service to receive any future flood warnings. During an extreme event it is anticipated that sufficient time would be available to take precautionary actions to limit the potential impact of flooding. Failure of Latches Fen Pumping Station or St Germans Pumping Station may occur due to long term mechanical breakdown or power supply being disrupted. However, in these circumstances, if conditions were such to put properties and land at risk of flooding, the Middle Level Commissioners would take emergency action to maintain the drainage level of service by using temporary pumping equipment; and*
- *It is recommended that surface water run-off is managed so that stormwater from the development will not affect any adjoining properties or increase the flood risk elsewhere.*

- 9.14 The Environment Agency has no objection to the proposal. It also sets out that it is for the Local Planning Authority to be satisfied by the Sequential and Exception Tests. As Plots 1, 2, 3, are within Zone 1. Plots 4 and 5 have the potential to be within Zone 1 if the dwellings are relocated within the plot. Therefore, the Sequential and Exception Test only apply to Plots 6-9.
- 9.15 In accordance with Section 14 of the NPPF (2019), Policy LP14 of the Fenland Local Plan 2014, the requirements of the Cambridgeshire Flood and Water Supplementary Planning Document (2016) and Policy LP32 of the Emerging Local Plan, it is for the applicant to demonstrate through an assessment that the Sequential Test has been met.
- 9.16 On 25.08.2022 the government published further guidance and clarification with regard to: *The sequential approach to the location of development* <https://www.gov.uk/guidance/flood-risk-and-coastal-change>
- 9.17 The approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. This means avoiding, so far as possible, development in current and future medium and high flood risk areas considering all sources of flooding including areas at risk of surface water flooding. Avoiding flood risk through the sequential test is the most effective way of addressing flood risk because it places the least reliance on measures like flood defences, flood warnings and property level resilience features. 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.
- 9.18 The Sequential Test ensures that a sequential, risk-based approach is followed to steer new development to areas with the lowest risk of flooding, taking all sources of flood risk and climate change into account. Where it is not possible to locate development in low-risk areas, the Sequential Test should go on to compare reasonably available sites within a defined area set by local circumstances relating

to the catchment area for the type of development proposed. In this instance the search area is the settlement of March, as set out by the Council in February 2018.

- 9.19 It is the applicant's responsibility to provide evidence that there are no other development sites in Flood Zone 1 within March which are reasonably available and appropriate for the proposed development. 'Reasonably available sites' are those in a suitable location for the type of development with a reasonable prospect that the site is available to be developed at the point in time envisaged for the development.
- 9.20 These could include a series of smaller sites and/or part of a larger site if these would be capable of accommodating the proposed development. Such lower-risk sites do not need to be owned by the applicant to be considered 'reasonably available'.
- 9.21 The applicant has not submitted an assessment of such sites and the Sequential Test provided makes reference to factors such as access to flood warnings, flood defences and helping to meet housing targets. However, as set out in paragraph 9.17 above, avoiding flood risk through the sequential test is the most effective way of addressing flood risk because it places the least reliance on measures like flood defences, flood warnings and property level resilience features. 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.
- 9.22 It is highly likely that there are a large number of sites available within March which could accommodate 4 dwellings (either singularly or in a group). For this reason Plots 6-9 fail the Sequential Test.
- 9.22 For the above reasons, this part of the application is contrary to Local Plan Policy LP14, the adopted SPD and the NPPF.

10 CONCLUSIONS

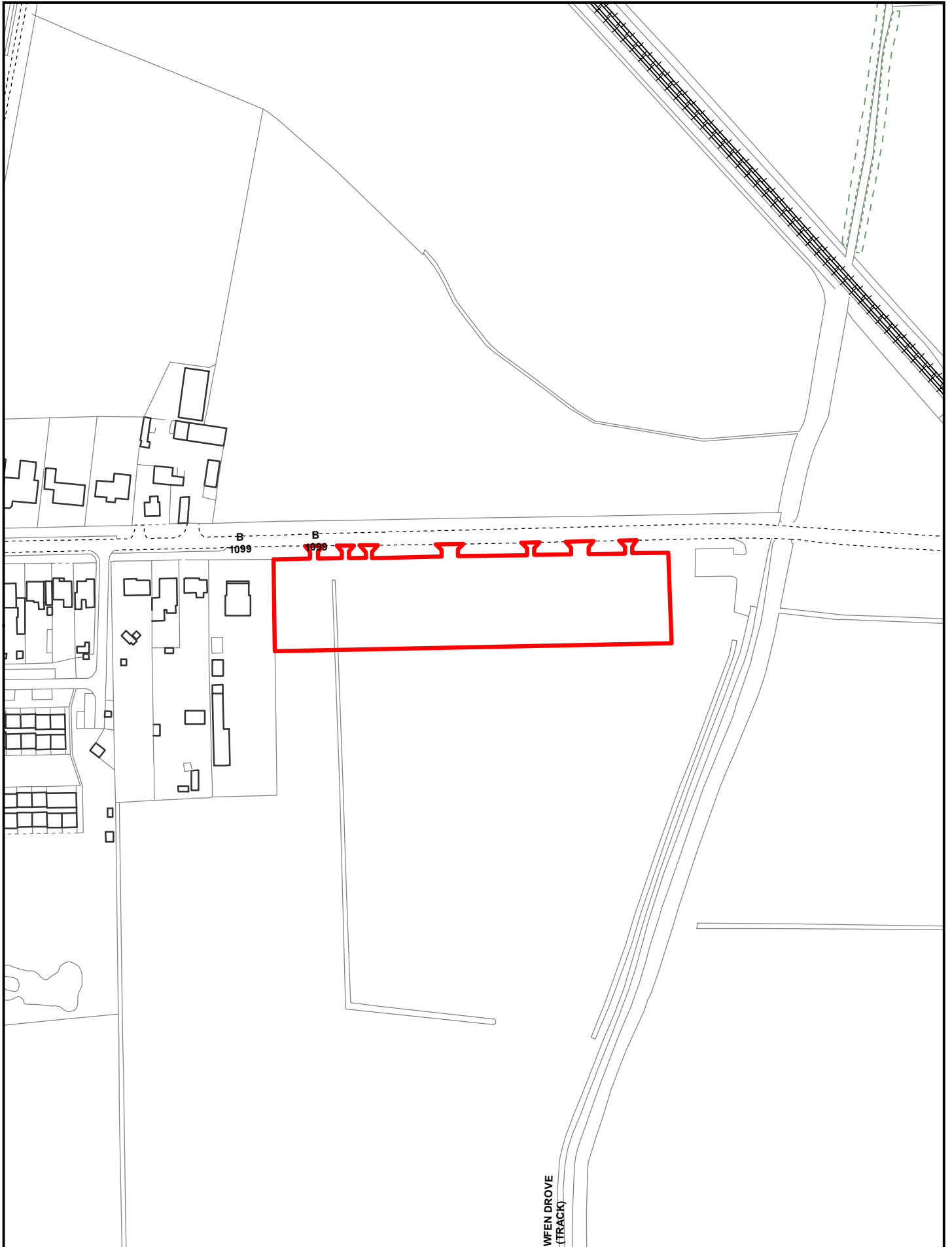
- 10.1 The site sits at the transition between the existing built form of March and the open countryside and is more closely associated with the undeveloped rural landscape. Given the existing characteristics of the site, the proposal would change the overall character of the area. The introduction of 9 dwellings (illustrated in a linear orientation) with new vehicular accesses from Upwell Road along with the likely changes needed to the drainage of the highway in this location would diminish the openness and rural nature of the area. It would represent urban sprawl in this particular location. This would be contrary to Policy LP16 of the Fenland Local Plan 2014 and DM3 of the High Quality Environments SPD. This would also be contrary to Policy H2 (f) of the March Neighbourhood Plan.
- 10.2 The Highways Officer has concerns about the visibility splays achievable on site due to the important trees present in the highway verge along the length of Upwell Road, and also highway drainage. Officers share these concerns. While the details of the accesses are reserved (i.e. specification/ construction etc), the points of access are indicated. At present, there has been no demonstration that visibility clearance is achievable for each access. The proposal therefore is of concern with regard to highway safety, which would be contrary to Policy LP15 of the Fenland Local Plan 2014
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avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. Similarly, Local Plan Policy LP14 recommends the adoption of the sequential approach to flood risk from all forms of flooding and this is reinforced by the Cambridgeshire Flood and water SPD. For the reasons set out in the report, Plots 6-9 are considered to fail the Sequential Test and Exception Test which would be contrary to Local Plan Policy LP14, the SPD and the NPPF.

11 RECOMMENDATION

11.1 To refuse the application for the following reasons:

| | |
|---|---|
| 1 | Policy LP16 of the Fenland Local Plan, 2014 requires that proposals for new development should deliver and protect high quality environments which respond to and improve the character of the local built form and respond to the street scene and existing settlement patterns. The introduction of 9 dwellings (illustrated in a linear orientation) with new vehicular accesses from Upwell Road along with the likely changes needed to the drainage of the highway in this location would diminish the openness and rural nature of the area. It would represent urban sprawl in this particular location. This would be contrary to Policy LP16 of the Fenland Local Plan 2014 and DM3 of the High Quality Environments SPD. This would also be contrary to Policy H2 (f) of the March Neighbourhood Plan. |
| 2 | Part of the site (illustrative Plots 6 to 9) are located within Flood Zone 3 where there is a high probability of flooding. The Sequential Test for flood risk has not been passed as there are likely to be available sites within March with a lower probability of flooding that could accommodate the four plots. Allowing the proposed development could therefore place people and property at an increased risk, with no justification, contrary to Policy LP14 of the Fenland Local Plan (2014), NPPF and Section 4 of the Cambridgeshire Flood & Water SPD (2016). |
| 3 | Policy LP15 of the Fenland Local Plan 2014 requires new development requires development to ensure safe and convenient access for all. In addition, Paragraph 111 of the NPPF (July 2021) states that development proposals should be refused if they result in detrimental impacts to highway safety. By virtue of the lack of sufficient information to demonstrate safe vehicle access to/from Upwell Road and the proposed dwellings, the proposals could result in unacceptable impacts on highway safety in contravention of the aforementioned policies. |



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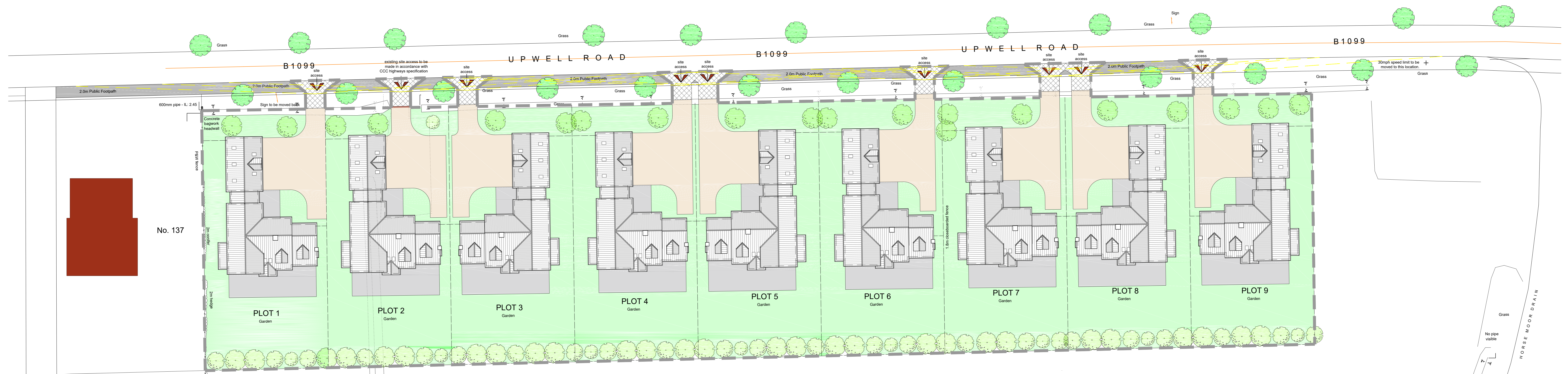
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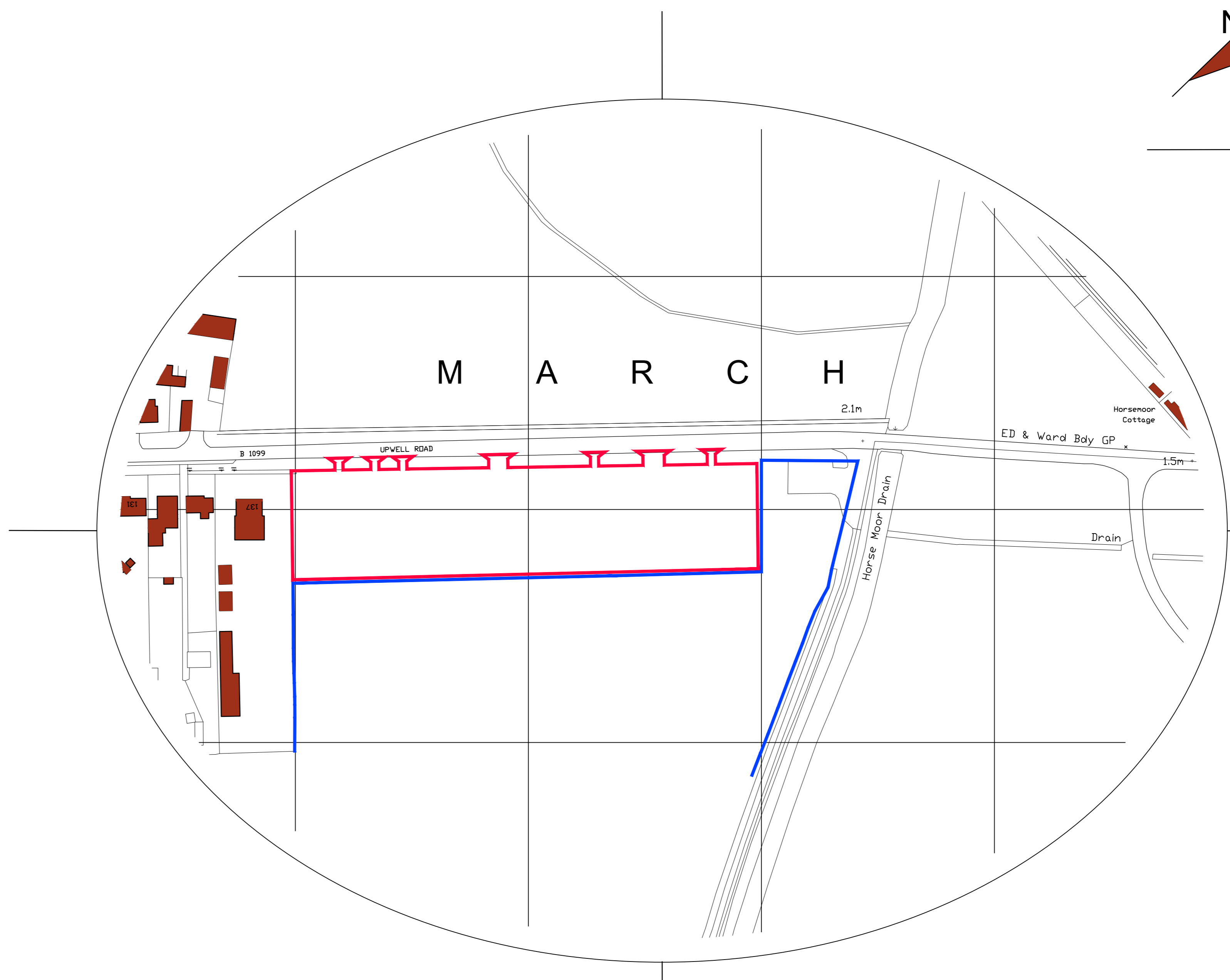
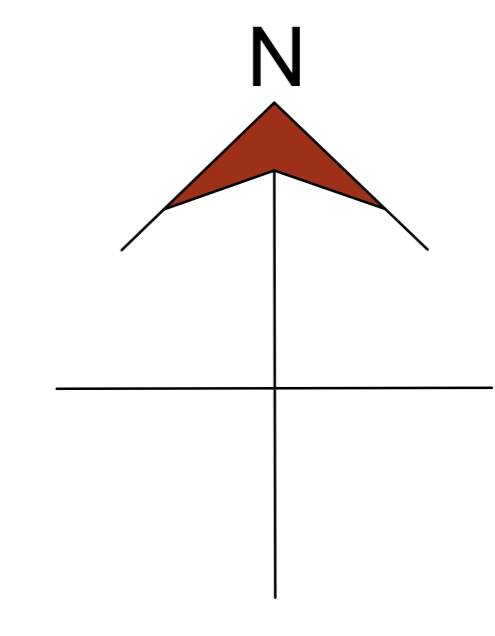
General Notes
 1. All dimensions are shown in 'mm' unless otherwise stated.
 2. The contractor, sub-contractors and suppliers must verify all dimensions on site prior to the commencement of any work.
 3. This drawing is to be read in conjunction with all relevant engineers and specialist sub-contractors drawings and specifications.
 4. Any discrepancies are to be brought to the designers attention.



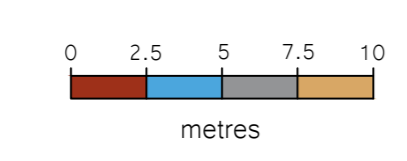
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Residential Development Approved Under - Outline Application F/YR19/0931/O

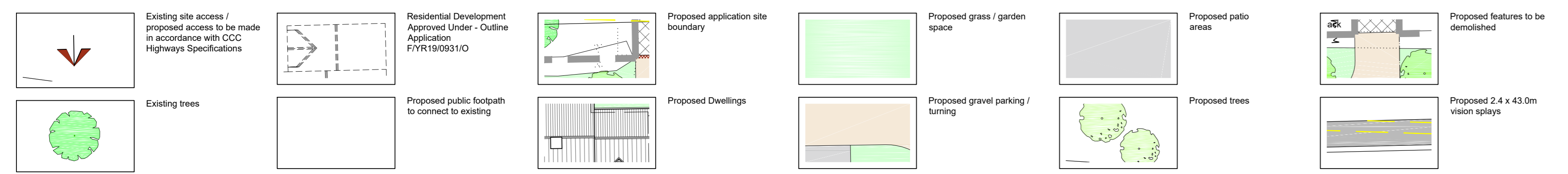
Agricultural field



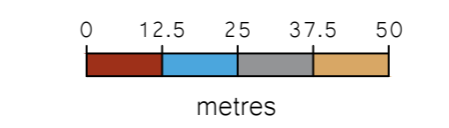
Indicative Site Plan
 Scale: 1:250



SITE PLAN KEY



Location Plan
 Scale: 1:250



FOR APPROVAL

SWANN EDWARDS
 ARCHITECTURE
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| Proposed Residential Development Upwell Road, March | Job Title June 2021 | Drawn by JRB |
| For: Mr. M. Hanson | Checked by GE | |
| Planning Drawing Site and Location Plan | Job No. GE-1557 | Sheet Size A3 |
| | Dwg No. PP1000 | Revision B |