
F/YR25/0787/PIP

Applicant: Mrs Gillian Youlton

**Agent: Mr Lee Bevens
L Bevens Associates Ltd**

Land East Of 50 Station Road, Manea, Cambridgeshire

Permission in principle to erect up to 7 x dwellings

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to recommendation.

1 EXECUTIVE SUMMARY

- 1.1 This application seeks Permission in Principle (PiP) for the development of seven dwellings on Land East of 50 Station Road, outside the developed footprint of Manea.
- 1.2 Under Policies LP3 and LP12 of the Fenland Local Plan, the site is located immediately adjacent to the built-up settlement of Manea. However, development of this site would introduce a formal, backland extension into the open countryside, which does not respect the rural character or linear settlement pattern of Station Road. It would result in unacceptable urbanisation and erode the open character of this area.
- 1.3 Although the density of development proposed is low and could be accommodated physically on the site, this does not overcome the fundamental policy objections regarding location and use. Other technical details, including highway safety, would be addressed at the second stage (Technical Details Consent), though no objections have been raised by the Highway Authority at this stage.
- 1.4 The site lies entirely within in Flood Zone 3; Policy LP12 Part A (j) seeks to ensure that developments would not put people or property in dangers from identified risks, such as flooding. Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF seek to steer developments to the areas with the least probability of flooding and development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.
- 1.5 The requirement to raise finished floor levels by 2.1 metres above ground level is considered to generate the potential for material character and amenity impacts for neighbouring properties, contrary to Policies LP2 and LP16 of the Fenland Local Plan, 2014. However, it is noted that finished floor levels, as well as elevations and floor plans are matters to be assessed at the Technical Details stage of the application process.
- 1.6 Therefore, the proposed development fails to comply with the Local Plan's spatial strategy and the site's location remains unsuitable for residential development in principle.

1.7 Accordingly, this application is recommended for refusal.

2 SITE DESCRIPTION

- 2.1 The application site is located outside of the settlement footprint of Manea. The site is situated immediately to the east of the built-up settlement and is in use as a paddock. Adjacent development consists of frontage dwellings along Station Road to the west, agricultural buildings to the north and arable fields to the east and south. The site is bordered by fencing of varying heights to the west, with established trees and hedging to the northern boundary. Open boundaries are located to the east and south.
- 2.2 The site and surrounding area lies entirely within Flood Zone 3. The eastern extent of the site is subject to a low, medium and high annual likelihood surface water flooding.

3 PROPOSAL

- 3.1 A location plan and an indicative site layout (although not a requirement of a PiP application) accompany this submission. The indicative site layout proposes a new 5.5 metre wide shared access road in the south-west corner of the site leading to seven dwellings on paddock land to the rear of existing frontage dwellings along Station Road.
- 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.
- 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

No relevant site history.

5 CONSULTATIONS

5.1 Manea Parish Council – 18 November 2025

Objection –

In flood zone 3

Raised levels would impact and cause flooding to neighbouring properties.

Inadequate access and splays

Physical impact on neighbouring properties.

*No provision for adopted road.
Back land development*

5.2 Fenland District Council – Consultant Trees Officer – 22 November 2025

Further information is required regarding the constraints posed by the existing trees, the potential impacts arising from the proposed development, and the protection measures necessary to safeguard them. Any finalised layout will need to demonstrate that both direct and indirect conflicts with retained trees have been fully addressed, ensuring the scheme can be delivered without compromising their long- term contribution to amenity and wildlife value.

As the current submission does not provide this level of detail, it is not possible to offer further substantive comments at this stage.

5.3 Natural England – 19 November 2025

NO OBJECTION SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of Ouse Washes Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest (SSSI)*

The Technical Details Consent (TDC) should include an appropriate condition to secure the following mitigation measures:

- Confirmation that the relevant Waste Water Treatment Works has sufficient capacity to serve the proposed development prior to occupation*
- Disturbance reduction measures, including an ecologically sensitive lighting strategy*

Should your authority be minded to grant permission in principle on this site contrary to the advice in this letter, Natural England requests to be consulted at the Technical Details Consent stage.

5.4 Environment Agency – 17 November 2025

No objection – Sequential test, exception test, flood warning and other sources of flooding advice given.

Flood Risk

We have no objection to the revised Flood Risk Assessment (FRA), referenced 'Sequential and Exception Test Including Flood Risk Assessment' and dated 'September 2025; Revision B' submitted as part of this permission in principle application for the erection of up to 7x dwellings. The submitted revised FRA proposes an altered finished floor level from the previous 'revision A' of 2.1 m above surrounding ground level with 0.6 m of flood resistant and resilient construction above finished floor level. This provides betterment over the previously proposed finished floor level of 1.4 m above typical ground level, plus 0.6 m of flood resistance measures. This means that proposed finished floor levels are now raised above the predicted breach flood depth of 1-2 m.

Flood Risk Assessment

To assist you in making an informed decision about the flood risk affecting this site, the key points to note from the submitted FRA, referenced 'Sequential and

Exception Test Including Flood Risk Assessment' and dated 'September 2025; Revision B', are:

- Residual breach flood risk depths of 1-2 m*
- Potential breach flood velocities and the maximum hazard rating were not assessed*
- Proposed finished floor levels of 2.1 m above typical ground level, with 0.6 m of flood resistance and resilience measures*
- Access/Egress – The FRA states that an evacuation plan should be put in place, as made acceptable by the residents and advised by the emergency planner.*

5.5 Fenland District Council – Environmental Health – 17 November 2025

No objection - as it is unlikely to have a detrimental effect on local air quality, be affected by ground contamination or adversely impact the local amenity due to excessive artificial lighting.

5.6 Cambridgeshire County Council – Highways Officer – 17 November 2025

The applicant is seeking an agreement in principle for the development of this site for 7 residential dwellings. They have included within the submission an indicative internal estate layout along with a proposed location and arrangement of a new junction with the highway. This shown junction layout does meet with current highways authority standards and also includes the required inter-vehicle visibility splays information which meets the correct minimum distances of 2.4m x 43m either side of the junction, for the roads speed limit of 30mph. From an initial review of this proposed junction location against our records, it appears that these splays can be achieved within the existing highways extent. Should this application progress to the next stage this would need to be evidenced via submission of confirmed detailed records from our Highways Searches team which is the responsibility of the applicant to obtain. Otherwise, I would have no objection to the principal of the development.

5.7 Anglian Water – 12 November 2025

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary or affected by the proposals. It is highly recommended that the applicant carries out a thorough investigation of the proposed working area to establish whether any unmapped public or private sewers, lateral drains, or other water infrastructure assets are in existence.

This site is within the catchment of Manea-Town Lots Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows generated by the proposed development. However, Manea-Town Lots WRC is included within our Business Plan as a named growth scheme with investment delivery planned between 2025-2030. Written confirmation from Anglian Water must be submitted confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development site. This is to protect water quality, prevent pollution and secure sustainable development having regard to paragraphs 7/8 and 187 of the National Planning Policy Framework Our requested condition would cease to have effect if the development is first occupied after April 2030.

Anglian Water would object to any connection into our foul network from the proposed development due to capacity constraints and pollution risk.

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.

5.8 Fenland District Council – Environmental Services – 07 November 2025

- Should access be required (plans look like we will have to) onto shared private driveways/roads, they would need to be constructed suitably for a 26 tonne refuse vehicle and indemnity would be required from landowners or future management company against any potential damage to the road surface etc. which may be caused during vehicle operations. A swept path plan would also be required as per below.*
- Properties served by shared private driveways will require shared collection points where the drives/roads meet the public highway. Shared collection points need to be of sufficient size to accommodate up to 2 x 240 bins and a 23ltr food caddy from each property. Residents should not be expected move bins more than 30m, Collection points should be no more than 10m from the highway.*
- A swept path plan would be required to demonstrate that a refuse vehicle could access the site turn and leave the site in a forward direction (vehicle dimensions on the attached).*
- New residents will require notification of collection and storage details by the developer before moving in and the first collection takes place.*
- Refuse and recycling bins will be required to be provided as an integral part of the development.*

5.9 Fenland District Council – Ecology Officer – 24 October 2025

I have no in-principle objections to the proposal on Ecology grounds. Any future application must be informed by –

- Appropriate habitat and species surveys,*
- A Biodiversity Metric providing a baseline calculation for the site,*
- Proposals for biodiversity enhancements*

5.10 Local Residents/Interested Parties

15 communications of objection have been received. Eight objectors are from Manea with six from Station Road and two from Pingle Wood Row. Two objectors are from Banks End and Frost Way in Ramsey. Single objectors are from Heron Way in Benwick, Newgate Street in Doddington, 2 Park Road in Eastleigh, Whittington Barracks in Lichfield and Burrowmoor Road in March. Multiple objectors border the proposal site.

Objecting Comments	Officer Response
Impact from raised 2.1 metre finished floor levels	Addressed in the Location section.
Surface water and foul water flooding	Addressed in the Location section.
Highway safety	Addressed in the Location section.
Access and parking	Addressed in the Location section.
Adverse impact on residential amenity	Addressed in the Location section.
Impact on existing services	Addressed in the Use section.
Loss of view	Addressed in the Use section.
Impact on character of Manea.	Addressed in the Use section.
A stepped approach for future planning to the southern	Addressed in Quantum section.

paddocks to avoid developer contributions.	
There are available frontage sites in the village in lower flood risk areas.	Addressed in Matters Raised During Consultation section.
Impact on wildlife	Addressed in Matters Raised During Consultation section.
Disturbance during and post construction	Addressed in Matters Raised During Consultation section.
Devaluation of properties	Addressed in Matters Raised During Consultation section.

11 communications of support have been received. Eight supporters are from Manea with three supporters from Station Road, two from Westfield Road, one from Charlemont Drove, one from Pingle Wood Row and one from Wisbech Road. Two supporters are from Chatteris, with one from Doddington Road and one from New Road. One supporter is from Glebe Close from March. The nearest supporter is one the opposite side of Station Road to the proposal site.

Supporting Comments	Officer Response
Close to local services and public transport.	Addressed in the Location section.
The proposed access would be uncongested.	Addressed in the Location section.
Would not involve the use of farming land.	Addressed in the Use section.
This end of Manea can support more development.	Addressed in the Use section.
No wildlife impact.	Addressed in Matters Raised During Consultation section.
New housing will create work	Addressed in Matters Raised During Consultation section.
The housing will be affordable	Addressed in Matters Raised During Consultation section.
Housing is needed	Addressed in Matters Raised During Consultation section.

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

National Planning Policy Framework (NPPF) 2024

Chapter 2 - Achieving sustainable development
Chapter 4 – Decision-making
Chapter 5 – Delivering a sufficient supply of homes
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

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

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
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

Delivering and Protecting High Quality Environments in Fenland SPD 2014

DM2 – Natural Features and Landscaping Schemes
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
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
LP24: Natural Environment

8 KEY ISSUES

- **Location**
- **Use**
- **Amount**

9 BACKGROUND

- 9.1 The proposal is an application for Permission in Principle to develop the site for 7 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 following issues:

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

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.

- 9.2 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.

10 ASSESSMENT

Location

- 10.1 Policy LP3 of the Fenland Local Plan (2014) identifies Manea 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. The site is not allocated for housing in the adopted Fenland Local Plan (2014) and the Council can currently demonstrate a healthy housing land supply of 6.6 years. This means that the national "tilted balance" (set out in paragraph 11(d) of the NPPF) does not apply in this case, so there is no automatic presumption in favour of granting permission. As such, decisions should be based firmly on how well the proposal aligns with local and national planning policies.
- 10.2 The site is adjacent to the settlement, so would be acceptable with regard to Policy LP3 but would have an adverse character impact under Policy LP12 and LP16 due to backland development and encroachment into the countryside. 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. 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. Whilst the site is immediately adjacent to the built-up settlement of Manea, criteria c, d and e within LP12 are considered to be of relevance when assessing this application.

- 10.3 Policy LP5 sets out the housing targets for the District, and the Council has undertaken a full assessment of the Five Year Housing Land Supply in the District and has concluded that the Council is able to demonstrate a supply of specific deliverable sites sufficient to provide for more than Five Years' worth of housing against the Council's identified requirements. This is a material consideration and means that any application for new development must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 10.4 It is apparent that in the case of the application site it would clearly constitute the extension of the settlement limit onto greenfield land in the open countryside in the form of backland development in an area characterised by linear development. The majority of the surrounding area is agricultural in use and rural in nature. Policy LP3 of the Local Plan defines Manea as a growth village. For these settlements, 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 appropriate to market towns. The site could therefore be considered as an extension to the village but must also comply with the more detailed policy criteria set out in Policy LP12 as well as Policy LP3.
- 10.5 Policy LP12, Part A states that "*new development will be supported where it contributes towards the sustainability of that settlement and does not harm the wide-open character of the countryside*" Criteria c, d and e are considered to be relevance to this application, and these criteria state:
- (c) It would not have an adverse impact on the character and appearance of the surrounding countryside and farmland*
 - (d) The proposal is of a scale and in a location that is in keeping with the core shape and form of the settlement, and will not adversely harm its character and appearance; and*
 - (e) It would not extend linear features of the settlement or result in ribbon development;*
- 10.6 The application site does adjoin Station Road to the west and as such would be adjacent to the existing developed footprint of the village in accordance with criteria (a) above. However, the rear garden of 50 Station Road is considered to denote the edge of the settlement. Development of this site would introduce a formal, backland extension into the open countryside, which does not respect the rural character or linear settlement pattern of the village, it would result in an unacceptable urbanisation and set a precedent for future development, further eroding the open character of this area. As such, the proposal is considered contrary to Policy LP12 Part A (c), (d) and (e) which seek to ensure development would not have an adverse impact on the character and appearance of the surrounding countryside and would not result in linear development. Furthermore, Policy LP16 (d) of the Fenland Local Plan, Policy DM3 of Delivering and Protecting High Quality Environments in Fenland SPD, seek to ensure that developments make a positive contribution and are sympathetic to the local distinctiveness and character of the area, recognise the beauty and character of the countryside and do not adversely impact on the landscape character.

- 10.7 Supporters of the proposal state that the site is close to a school and shops. Manea train station is location 800 metres to the north of the site which can provide a public transport link to goods and services in Ely, March and beyond. There are no bus stops in the vicinity of the site.
- 10.8 The site lies entirely within Flood Zone 3. However, it is considered that insufficient assessment has been undertaken and inadequate information submitted to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding. The application is accompanied by a sequential test which is limited to Manea. This is in line with the Council's guidance on the area of search for Growth Villages and is agreed. The sequential test considers a number of sites, however the reason for discounting some sites has not been provided, with some commentary simply stating "Not comparable" or "Approved" without any further explanation. Furthermore, several smaller and larger sites plus sites for different types/styles of developments on sites with a lower risk of flooding have been discounted when this application is only for the principle of residential development with such details not provided at this stage. Therefore, the assessment appears to be incomplete and inadequate. One objector has observed that there are available frontage sites in lower flood risk areas which would appear to contradict the findings of the sequential test. It is therefore considered that the proposal is not in accordance with Policy LP14 of the Fenland Local Plan, 2014, and Chapter 14 of the National Planning Policy Framework, 2024.
- 10.9 To address flood risk a revised Flood Risk Assessment document was submitted which proposes finished floor levels 2.1 metres above surrounding ground level. This mitigation measure may generate material character and amenity concerns which it is considered cannot be addressed until the Technical Details Consent stage of the application process.
- 10.10 Foul water capacity and surface water flood risk concerns have been expressed by residents with comments that the rear of the site floods annually and sewage has flooded gardens during November 2025. Manea continues to experience ongoing issues with surface water drainage and sewage system capacity at Manea WRC. The existing infrastructure is already overstretched. This development would place additional strain on an inadequate system, potentially increasing the risk of localised flooding and sewage backflow. The proposal fails to demonstrate compliance with Policy LP16(d), which requires satisfactory drainage and infrastructure provision to support new housing. Anglian Water have stated that *Written confirmation from Anglian Water must be submitted confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development site.*
- 10.11 The site is located between and to the rear of existing dwellings on Station Road and could therefore be considered a village extension, however it must also comply with the more detailed policy criteria set out in Policy LP12 Part A as well as Policy LP3. It should also be noted that LP12 indicates a threshold around appropriate growth for villages (10%) and growth villages (15%). As recorded in the 'Village Threshold Position Statement' the threshold for Manea has been exceeded. If this development was supported it would result in an unacceptable urbanisation to the detriment of the open countryside through the erosion the rural character of the locality.

Use

- 10.12 The site is situated adjacent to the built-up 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.
- 10.13 In addition, whilst perhaps being a matter more appropriate for consideration at Technical Consent stage, the location of the site for backland dwellings and the proximity to established dwellings does raise amenity potential issues whether a high-quality residential environment would ultimately be created.

Amount of Development Proposed

- 10.14 The application seeks Permission in Principle for seven dwellings on a site of 0.8 ha which would equate to a density of approximately nine 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. When compared to dwellings within the built-up settlement limit the amount of development is considered to be a comparable quantum when assessed against existing development.
- 10.15 An objection has been raised as to the potential size of the proposed dwellings, however, the proposed design is indicative, and therefore no planning weight can be given to these comments at this stage of the planning process.
- 10.16 One objector has suggested that there is capacity within the site for further development to the south and that this application seeks a stepped approach for future planning to avoid developer contributions. The Local Planning Authority can only determine the application at hand and speculation as to potential future development cannot be attributed material planning weight.

Matters Raised During Consultation

- 10.17 It should be noted that a number of supporting letters have commented noting that the provision of seven dwellings will not impact on highway safety or increase congestion. These comments are noted, and this does form a material consideration as part of this assessment, but as discussed above there are no concerns, in respect of highway matters to the amount of development proposed.
- 10.18 It is also noted that nearby residents have raised concerns in terms of congestion, and the associated impact of the proposal upon the highway. However, Cambridgeshire County Highways have raised no concerns at this stage, with any additional details being secured at the Technical Details stage or subject of a subsequent application. Further given that the proposal relates to seven dwellings this quantum of development, is unlikely to result in sufficient harm, to justify the refusal of the application contrary to the Highway Authority's recommendation.
- 10.19 Comments have been received that new housing will create temporary employment. This is not a material planning consideration. Another supporter states that housing will be affordable, but no information has been submitted to support this assertion. It should also be noted that disturbance during construction, the devaluation of properties and the loss of views are not matters attributed material planning weight.

- 10.20 Comments have also been raised about impact on wildlife. However, this is a matter which is not attributed material weight at this stage of the application process. Additional public comments raise noise, overlooking, overshadowing and overbearing concerns; however, these are matters that could only be determined at the Technical Details stage. Some comments points to the national housing shortage, however it is not role of the Local Planning Authority to address under provision elsewhere in the country when Fenland District exceeds its five-year Housing Land Supply with a total of 6.6 years provision. Finally, one supporter refers to the character of the applicant. The character of the applicant has no impact on the proposal which must solely be determined against local and national planning policy.
- 10.21 There is a permission in principle site further north for Land South East of 76 Station Road that was approved following a committee overturn under reference F/YR23/0373/PIP. That site is considered to be materially different in that the site was a former piggery site and was considered to constitute a brownfield site. This application is on paddock land and does not constitute a brownfield site.

11 CONCLUSIONS

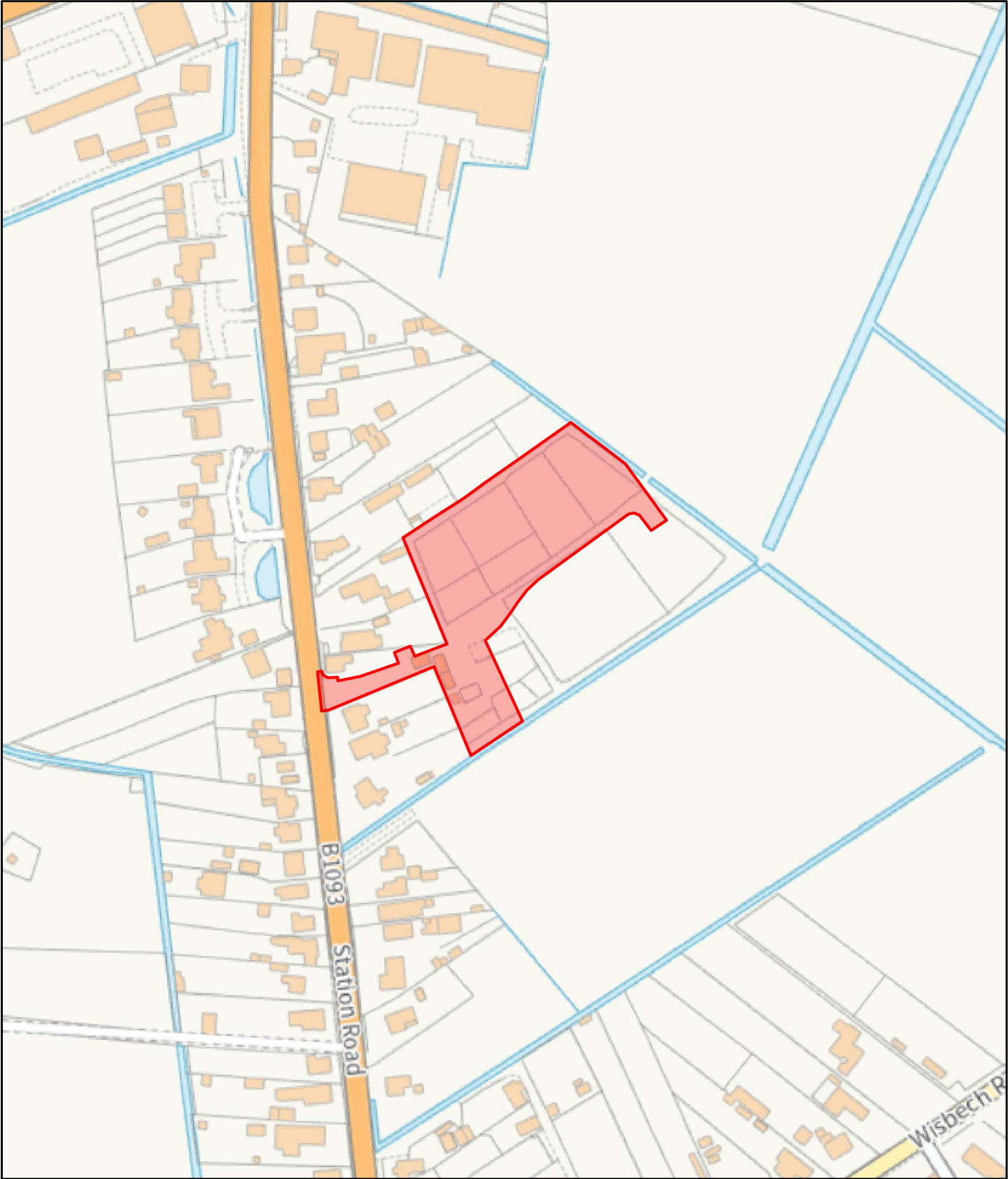
- 11.1 As indicated above it is only location, use and amount of development that may be considered at the first 'permission in principle stage' and it is considered that the location and use of the site for residential development is unacceptable due to the conflict with the settlement hierarchy of the Local Plan.
- 11.2 The site lies entirely within in Flood Zone 3; Policy LP12 Part A (j) seeks to ensure that developments would not put people or property in dangers from identified risks, such as flooding. Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF seek to steer developments to the areas with the least probability of flooding and development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

12 RECOMMENDATION

Refuse; Permission in Principle for the following reason:

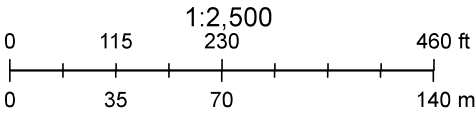
1.	Development of this site would result in unacceptable urbanisation of this rural location, constituting backland development in the countryside. It would erode the character of the area and the wider open countryside contrary to criteria c, d and e of Policy LP12 of the Fenland Local Plan (2014). 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.
2.	<p>The site lies entirely within in Flood Zone 3; Policy LP12 Part A (j) seeks to ensure that developments would not put people or property in dangers from identified risks, such as flooding. Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF seek to steer developments to the areas with the least probability of flooding and development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.</p> <p>The application is not accompanied by a substantive sequential test and as such insufficient assessment has been undertaken and inadequate information</p>

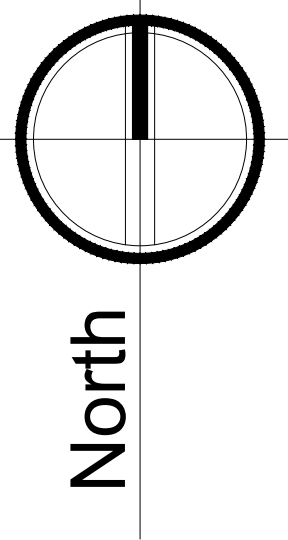
	submitted to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding and as such the development is contrary to the aforementioned policies.
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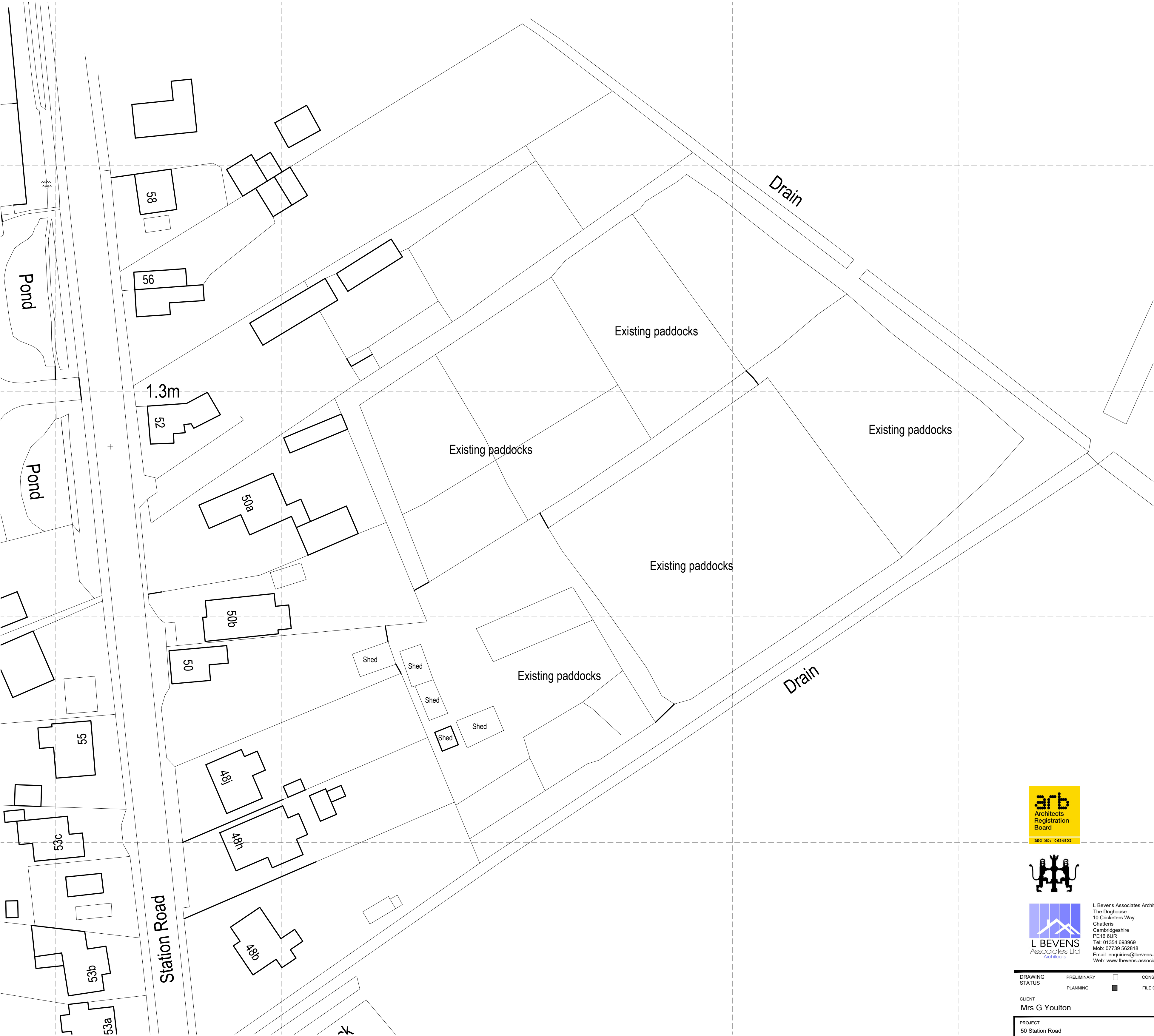
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 Fenland District Boundary





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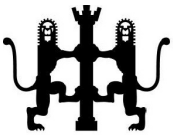
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ALL MEASUREMENTS SHOULD BE CHECKED ON SITE AND ANY DISCREPANCIES SHOULD REPORTED TO THE ORIGINATOR.

ALL WORKS TO COMPLY WITH CURRENT CDM REGULATIONS AS APPROPRIATE. IT IS THE CLIENT'S RESPONSIBILITY TO FULLY COMPLY WITH THE CDM 2015 REGULATIONS INCLUDING APPOINTING A PRINCIPAL DESIGNER AND PRINCIPAL CONTRACTOR FOR PROJECTS WITH MORE THAN ONE CONTRACTOR ON SITE.

NO WORKS TO COMMENCE ON SITE UNTIL ALL APPROVALS ARE CONFIRMED IN WRITING. L BEVENS ASSOCIATES LTD ACCEPTS NO LIABILITY IF THIS IS BREACHED.

IT IS THE CONTRACTORS RESPONSIBILITY TO ACCURATELY LOCATE EXISTING SERVICES PRIOR TO WORKS COMMENCING.



L Bevens Associates Architects Ltd
The Doghouse
10 Cricketers Way
Chatteris
Cambridgeshire
PE16 6UR
Tel: 01354 493969
Mob: 07739 562818
Email: enquiries@lbevens-associatesltd.co.uk
Web: www.lbevens-associatesltd.co.uk

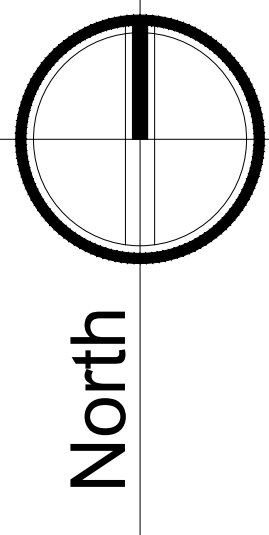
DRAWING STATUS	PRELIMINARY	CONSTRUCTION
	PLANNING	FILE COPY

CLIENT
Mrs G Youlton

PROJECT
50 Station Road
Manea, Cambridgeshire. PE15 0HE

DRAWING TITLE
Location Plan
Existing Site Plan

SCALE	DATE	DRAWN	CHECKED
1:1250 & 1:500 @ A2	September 2025	LB	
DRAWING NUMBER	REVISION		
CH25/LBA/700/EX-1-100			



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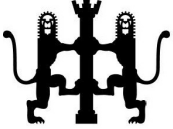
ALL MEASUREMENTS SHOULD BE CHECKED ON SITE AND ANY DISCREPANCIES SHOULD REPORTED TO THE ORIGINATOR.

ALL WORKS TO COMPLY WITH CURRENT CDM REGULATIONS AS APPROPRIATE. IT IS THE CLIENT'S RESPONSIBILITY TO FULLY COMPLY WITH THE CDM 2015 REGULATIONS INCLUDING APPOINTING A PRINCIPAL DESIGNER AND PRINCIPAL CONTRACTOR FOR PROJECTS WITH MORE THAN ONE CONTRACTOR ON SITE.

NO WORKS TO COMMENCE ON SITE UNTIL ALL APPROVALS ARE CONFIRMED IN WRITING. L BEVENS ASSOCIATES LTD ACCEPTS NO LIABILITY IF THIS IS BREACHED.

IT IS THE CONTRACTORS RESPONSIBILITY TO ACCURATELY LOCATE EXISTING SERVICES PRIOR TO WORKS COMMENCING.

Rev B Oct 25 Revised to suit client comments.
Rev A Oct 25 Revised to suit client comments.



L Bevens Associates Architects Ltd
The Doghouse
10 Cricketers Way
Chatteris
Cambridgeshire
PE16 6UR
Tel: 01354 493969
Mob: 07739 562818
Email: enquiries@lbevens-associatesltd.co.uk
Web: www.lbevens-associatesltd.co.uk

DRAWING STATUS	PRELIMINARY	<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>
	PLANNING	<input checked="" type="checkbox"/>	FILE COPY	<input type="checkbox"/>

CLIENT
Mrs G Youlton

PROJECT
50 Station Road
Manea, Cambridgeshire. PE15 0HE

DRAWING TITLE
Location Plan
Proposed Indicative Site Plan

SCALE	DATE	DRAWN	CHECKED
1:1250 & 1:500 @ A2	September 2025	LB	
DRAWING NUMBER			REVISION
CH25/LBA/700/PIP-1-100			B