
F/YR21/0555/O

Applicant: Mr Sears

**Agent : Mrs Shanna Jackson
Swann Edwards Architecture Limited**

Land East Of Station Farm, Fodder Fen Road, Manea,

Erect up to 5 dwellings (outline application with matters committed in respect of access)

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

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| <p>1.1 The application seeks outline planning permission for up to 5 dwellings with matters committed in relation to access only. It is proposed that each dwelling will have an individual access off Fodder Fen Road, with the agricultural access retained.</p> <p>1.2 The principle of development in this location is considered unacceptable as it is beyond the established settlement of Manea, furthermore the site is not considered to be sustainably linked to the settlement.</p> <p>1.3 The development would erode the openness of this verdant countryside location and result in an urbanisation which would have a significant detrimental impact on the character of the area.</p> <p>1.4 Insufficient assessment has been undertaken and inadequate information submitted to enable the Local Planning Authority to ascertain whether the proposal would impact protected species or result in adverse impact on the residential amenity of future occupiers in relation to noise.</p> <p>1.5 The site lies in Flood Zone 3, the highest risk of flooding and has failed to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding and the development does not provide any wider sustainability benefits, as such both the sequential and exception tests fail.</p> <p>1.6 Overall, the proposed development is considered to be unacceptable and the recommendation is one of refusal.</p> |
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2 SITE DESCRIPTION

The application site is located to the north of the main settlement of Manea, on the eastern side of Fodder Fen Road (B Class road with a 60mph speed limit) and is within an agricultural field with open countryside beyond. To the south are two historically established dwellings and to the west Station Farm and associated bungalow, there is also planning permission for a car park to serve the railway station between the farm and railway line. The site appears to slope down from the road, is served by an informal access and is currently being actively farmed,

the western and southern boundaries are formed by drains. The site is located in Flood Zone 3, the highest risk of flooding.

3 PROPOSAL

- 3.1 The application seeks outline planning permission for up to 5 dwellings with matters committed in relation to access only.
- 3.2 It is proposed that each dwelling will have an individual access off Fodder Fen Road, with the agricultural access retained. Illustrative drawings show a row of 5 detached dwellings, with garages, set back from the road behind an area of parking and turning.
- 3.3 Full plans and associated documents for these applications can be found at:

[F/YR21/0555/O | Erect up to 5 dwellings \(outline application with matters committed in respect of access\) | Land East Of Station Farm Fodder Fen Road Manea \(fenland.gov.uk\)](https://www.fenland.gov.uk/Planning/Planning-Applications/F/YR21/0555/O)

4 SITE PLANNING HISTORY

- 4.1 No planning applications of relevance on site; pre-application advice will be covered in the background section below.
- 4.2 Of relevance in the vicinity in relation to whether the area is considered as part of the settlement is the following:

F/YR14/0113/F	Erection of 3no dwellings comprising of 1 x 2-storey 4-bed with detached double garage/workshop/store, 1 x 2-storey 4-bed with attached garage with store above and 1 x 4-bed with attached double garage	Refused 1/7/2014
	At	Dismissed on appeal 9/1/2015
	Land South Of Bungalow Station Farm Fodder Fen Road Manea Cambridgeshire	(current local plan had been adopted and was considered)

5 CONSULTATIONS

5.1 Parish Council

Object: Outside of the development area, sets a precedent.

5.2 Cambridgeshire County Council Highways

The proposal is in an unsustainable location. Occupants will be dependent upon private motor vehicle and therefore the proposal is contrary to Local and National Policy.

The site is within walking distance of the train station, so if the LPA were minded to grant permission, a footway link should be secured to link the site with the train station.

The single accesses should be sealed and drained (3.5-4.0m x 5m).

Plot 3 and 4 should be a shared access, or the single accesses should be spaced apart to maximise the access/junction spacing. Accesses too close together can result in conflict and visibility problems.

Access visibility splays should be detailed (2.4mx 215m).

Defer for amended plans.

5.3 Environment Agency

We have no objection to the proposed development but wish to make the following comments.

National Planning Policy Framework Flood Risk Sequential Test

In accordance with the National Planning Policy Framework (NPPF) paragraph 158, 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 as required by the Sequential Test in the NPPF. Our flood risk standing advice reminds you of this and provides advice on how to do this.

By consulting us on this planning application we assume that your Authority has applied and deemed the site to have passed the NPPF Sequential Test. Please be aware that although we have raised no objection to this planning application on flood risk grounds this should not be taken to mean that we consider the proposal to have passed the Sequential Test.

Review of the Flood Risk Assessment We have no objection to this application, but strongly recommend that the development is carried out in accordance with the submitted flood risk assessment (ref ECL0442/Swann Edwards Architecture, dated March 2021) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 0.4 metres above existing ground levels*
- A further 0.6 metres of flood resistant construction shall be provided*
- There shall be no ground floor sleeping accommodation*

Flood warning and emergency response - advice to LPA

We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

The planning practice guidance (PPG) to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to 'Flood risk emergency plans for

new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 163 of the NPPF and the guiding principles of the PPG.

Flood resistance and resilience - advice to LPA/applicant

We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

*To find out which measures will be effective for this development, please contact your building control department. If you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance. Further guidance on flood resistance and resilience measures can also be found in: Government guidance on flood resilient construction
https://www.gov.uk/government/publications/flood-resilient-construction-of-new_buildings*

CIRIA Code of Practice for property flood resilience

https://www.ciria.org/Research/Projects_underway2/Code_of_Practice_and_guidance_for_property_flood_resilience.aspx

British Standard 85500 – Flood resistant and resilient construction

<https://shop.bsigroup.com/ProductDetail/?pid=000000000030299686>

Foul Drainage – advice to the applicant

The site is located in an area which is not served by the public foul sewer. Accordingly, the proposal will need to be served by a non-mains drainage system.

In addition to planning permission you may also require an Environmental Permit from the Environment Agency. Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not.

Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or from a treatment plant at 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone. Discharges from septic tanks directly to a surface water are not allowed under the general binding rules

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply.

Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development.

Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit

For further guidance please see: https://www.gov.uk/permits-you-need-for-septic_tanks/overview We hope this information is of assistance. If you have any queries, please do not hesitate to contact us. Please forward a copy of this letter to the applicant.

5.4 Environmental Health (FDC)

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposed scheme as it is unlikely to be affected by the noise or air climate. Contamination is also unlikely to be an issue at the proposed site, as the site has no known contaminative use, being pasture land.

In our earlier consultation provided under planning reference 20/0110/PREAPP this service recommended a noise impact assessment in the event a full application was submitted, to address noise from the nearby railway.

Railway lines, in particular to evening and night-time diesel hauled freight activity, is recognised as a source of noise and if not mitigated can lead to reduced living conditions. The principle aim of the Noise Policy Statement for England states significant adverse effects on health and quality of life should be avoided, requiring all reasonable steps to be taken to mitigate and minimise such effects.

As we have previously recommended a noise impact assessment, the applicant show have regard to the relatively close proximity of the application site to the existing railway line and submit information that demonstrates future occupiers of the proposed dwellings will not be adversely affected by the local rail service.

5.5 Cambridgeshire County Council Archaeology

No comments received to date.

The site is in close proximity to an archaeological 'findspot', hence there may be archaeological potential on the site. CCC Archaeology have been contacted to ascertain if there would be any requirements, if any comments are forthcoming they will be provided to members by way of an update.

5.6 Local Residents/Interested Parties

Seven supporting comments have been received (from three separate properties in Days Lode Road, Manea; some of which appear to have a connection with the applicant), in relation to the following:

- Would bring new residents to support local services/facilities
- Walking distance to railway station
- Would adjoin and is opposite existing housing and therefore appropriate development and supported by Local Plan policy
- Support development on this side of the village, away from main settlement which is crammed in, tastefully designed with open views

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

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide 2019

Context – C1

Identity – I1

Movement – M1

Nature – N3

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

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

LP17 – Community Safety

LP19 – The Natural Environment

Delivering and Protecting High Quality Environments in Fenland SPD

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

DM6 – Mitigating Against Harmful Effects

Cambridgeshire Flood and Water SPD 2016

8 KEY ISSUES

- **Principle of Development and visual amenity of area**
- **Residential Amenity/Health and wellbeing**
- **Highways**
- **Flood Risk**
- **Ecology**

9 BACKGROUND

- 9.1 This site has been subject to a pre-application enquiry (20/0110/PREAPP), which advised that the site is not considered to adjoin the developed footprint of the village, would create character harm to the openness of the area and result in an urbanising impact, is not considered to be sustainably linked to the settlement and as such would likely result in a reliance on private motor vehicles and was unlikely to pass the sequential test as there is a high likelihood that there are other sites at a lower risk of flooding which could accommodate the proposal.

9.2 It was advised that the scheme was unlikely to receive officer support for the above reasons; however, should an application be submitted (contrary to recommendation) then it should be accompanied by a phase 1 habitat survey due to the potential for the site to provide habitat for protected species and a noise assessment at the request of the Council's Environmental Health team due to the proximity of the site to the railway line. Neither report has been forthcoming with this application.

10 ASSESSMENT

Principle of Development and visual amenity of area

- 10.1 Policy LP3 of the Fenland Local Plan identifies Manea as a 'growth village' where development within the existing urban area or as small village extensions of a limited scale will be appropriate as part of the strategy for sustainable growth. Policy LP3 must be read in conjunction with other policies in the Local Plan which steer development to the most appropriate sites.
- 10.2 Policy LP12 (Part A) states that for villages, new development will be supported where it contributes to the sustainability of that settlement (para 79 of the NPPF concurs), does not harm the wide-open character of the countryside (para 174 of the NPPF recognises the intrinsic value of the countryside) and complies with criteria (a) – (k). Policy LP12 makes it clear that the developed footprint is defined as the as the continuous built form of the village and excludes the following:
- Individual buildings and groups of dispersed or intermittent buildings that are clearly detached from the continuous built-up area,
 - gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement,
 - agricultural buildings and associated land on the edge of the settlement,
 - outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement.
- 10.3 This site is considered to be located beyond the established settlement of Manea; development north of the railway line is limited and reasonably dispersed, with the form of land and buildings relating more to the surrounding countryside than the built-up area of development. This is a sentiment that is supported by the refusal of application F/YR14/0113/F and subsequent appeal APP/D0515/A/14/2227264 which was dismissed, in relation to an application for dwellings on a site on the opposite side of Fodder Fen Road, closer to the railway. Para 13 of the appeal decision stating:
- '.....due to its largely open character and the modest structures within it, in my judgement the rail corridor including the station forms a visual break and material buffer between the continuous settlement to the southwest and the more sporadic development and open countryside to the northeast. Therefore, the appeal site is neither within or adjacent to the existing development footprint of Manea in the terms of Policy LP12 of the Local Plan. Consequently, in this regard, the proposed development conflicts with this Policy and the associated spatial strategy for the District.'*

- 10.4 LP12 Part A (a) which requires the site to be in or adjacent to the existing developed footprint of the village cannot be satisfied as demonstrated above.
- 10.5 LP12 Part A (c) and (d) which require that developments do not have an adverse impact on the character and appearance of the surrounding countryside and are in keeping with the core shape and form of the settlement cannot be satisfied as the development would result in an encroachment into the open countryside resulting in an urbanising impact.
- 10.6 LP12 Part A (e) which requires that development does not extend linear features or result in ribbon development cannot be satisfied as the development would result in ribbon development extending onto the countryside.
- 10.7 LP12 Part A (j) which requires that development would not put people or property in danger from identified risks has not been fully addressed with respect to flood risk (please refer to Flood Risk section below).
- 10.8 Policy LP16 (d) of the Fenland Local Plan, Policy DM3 of Delivering and Protecting High Quality Environments in Fenland SPD, para 130 of the NPPF and chapters C1 and I1 of the NDG seek to ensure that developments make a positive contribution and are sympathetic to the local distinctiveness and character of the area, and do not adversely impact on the landscape character. The proposed development would erode the openness of this verdant countryside location and result in an urbanisation which would have a significant detrimental impact on the character of the area. It would also set a dangerous precedent for further incremental development and therefore cumulative harm.
- 10.9 It is acknowledged that planning permission has been granted (F/YR20/0427/F) for a car park in association with the railway station on land adjoining the railway line on the western side of Fodder Fen Road. In determining this application, it was acknowledged that the land does not adjoin the developed footprint of the village and would therefore be classed as an 'elsewhere location'; however, Policy LP3 supports such development, and it is necessary to be located in close proximity to the railway. As the site was considered to relate more to the countryside than the built settlement it was considered important that this character was retained as much as possible to limit the impact. The site is bounded by trees and vegetation which it is proposed to retain and enhance, a buffer also surrounds the car park which mitigates the impact of the development on the character of this rural location; any impact was considered to be outweighed by the public benefit of the scheme. This development is not considered comparable to the current application for dwellings which has no such policy support and creates a significant detrimental impact on the character of the area.

Residential Amenity/Health and wellbeing

- 10.10 The site is separated from Victoria House to the south by a drain, a vegetation belt on the boundary and a number of outbuildings serving Victoria House. To the west on the opposite side of the road is the Bungalow at Station Farm and the site of the proposed railway car park. The separation distances, scale of the existing sites surrounding and the application site are such that significant detrimental impacts are not expected, and it is considered a policy compliant scheme could be achieved in relation to the relationships between existing and proposed sites.

10.11 The Council's Environmental Health team have however raised concerns regarding the potential impact on the residential amenity of future occupiers in relation to noise, due to the relatively close proximity to the railway line. It is recognised that noise can lead to reduced living conditions and impacts on health and well being and quality of life. A noise impact assessment is required to demonstrate whether noise would impact future occupiers and if so whether that impact could be adequately be mitigated. Despite being advised at pre-application stage that such as assessment would be required should an application be submitted, no such report has been forthcoming. Therefore, the development is considered contrary to Policy LP2 and LP16 (l) of the Fenland Local Plan, DM6 of the Delivering and Protecting High Quality Environments in Fenland SPD and para 130 of the NPPF which seek to promote health and well-being and high levels of residential amenity whilst identifying, managing and mitigating against sources of noise and avoid adverse impacts.

Highways

10.12 Aside from the principle of development, access is the only matter being committed as part of this application. Limited information has been submitted and the Local Highways Authority (LHA) have raised concerns regarding the proximity of the accesses and lack of visibility splays. In this case, given the development is considered unacceptable in principle it was not considered reasonable to request further and/or amended information in this regard.

10.13 Fodder Fen Road is some distance from the majority of facilities and services, does not feature any footpaths and is unlit, with the potential for pedestrian/cycle and vehicle conflict, hence it is likely there would be reliance upon the use of private motor vehicles, and as such the site is not considered to be sustainably linked to the settlement, a view which is supported by the LHA. Furthermore, this stretch of Fodder Fen Road has a 60mph speed limit. As such, the development is considered contrary to Policy LP2 and LP15 of the Fenland Local Plan which seek to provide sustainable, adequate and safe access to essential services and paras 110 and 112 of the NPPF and chapter M1 of the NDG 2019 which seek to prioritise pedestrians and cyclists by ensuring that routes are safe, direct, convenient and accessible for people of all abilities and that people should not need to rely on the car for everyday journeys.

Flood Risk

10.14 The site lies in Flood Zone 3, the highest risk of flooding; 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. If it is evidenced by an adequate sequential test that it is not possible for development to be located in areas with a lower risk of flooding the exception test will then apply.

10.15 Section 4.4 of the adopted Cambridgeshire Flood and Water SPD sets out that the initial approach to carrying out a sequential test should be to agree the scope of the test with the LPA i.e. agree the geographical area for the search which should be justified in the sequential test report. Given that the site is considered outside the settlement, the scope for the sequential test would need to be the whole of the rural area (villages and open countryside).

- 10.16 The application has been accompanied by a Flood Risk Assessment which states that if the Middle Level Barrier Bank is considered the site has a low probability of flooding and the development is considered to pass the Sequential Test; this is insufficient. Section 4.4 of the adopted Cambridgeshire Flood and Water SPD clearly sets out the stages that are required; the developer should identify and list reasonably available sites irrespective of land ownership within the search area which could accommodate the proposal, obtain flood risk information for all sites and apply the sequential test by comparing the flood risk from all sources on the sites identified; this has not been done.
- 10.17 Even if the Sequential Test is passed (which is not evidenced and unlikely in this case due to the search area) the Exception Test would also need to be passed. For the Exception Test to be passed it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk and a site specific flood risk assessment must demonstrate that the development will be safe from all sources of flooding and will not increase flood risk elsewhere.
- 10.18 The development does not provide any wider sustainability benefits; para 4.5.9 of the adopted Cambridgeshire Flood and Water SPD advises that provision of housing by itself would not be considered a wider sustainability benefit, this element of the Exception Test is therefore considered to fail.
- 10.19 Environment Agency (EA) data indicates that in the event of a breach of flood defences the site could flood to a depth of up to 1m. The EA do not object to the application in relation to site specific risk, but strongly recommend that the development is carried out in accordance with the submitted flood risk assessment and the following mitigation measures it details:
- Finished floor levels shall be set no lower than 0.4 metres above existing ground levels
 - A further 0.6 metres of flood resistant construction shall be provided
 - There shall be no ground floor sleeping accommodation
- 10.20 The above does however differ from advice received on an alternative site on the outskirts of Manea, which required floor levels to be raised to the maximum predicted flood depth. Further advice will be sought in this regard and provided to members by way of an update.

Ecology

- 10.21 Public Authorities have a duty under Section 40 of the Natural Environment and Rural Communities Act 2006 to have regard to conserving biodiversity in policy and decision making.
- 10.22 Policies LP16 (b) and LP19 of the Fenland Local Plan 2014 and Paragraph 174 of the NPPF 2019 seek to conserve, enhance and promote biodiversity. Paragraph 182 advises that the presumption in favour of sustainable development does not apply where a project is likely to have a significant effect on a habitats site, unless an appropriate assessment has concluded that it will not adversely affect the integrity of the habitats site, unless an appropriate assessment has concluded that it will not adversely affect the integrity of the habitats site.
- 10.23 The application site is in a countryside location in close proximity to vegetation and trees and bounded by drains to the west and south; as such it is considered

that there is potential for protected species to be affected by the proposed development, particularly as it would be necessary to culvert/undertake works to the drain to the west for accesses. It was advised at pre-application stage that phase 1 habitat survey would be required to be submitted with any formal application, however this has not been forthcoming. Hence, insufficient assessment has been undertaken and inadequate information submitted to enable the Local Planning Authority to ascertain whether the proposal would impact protected species and as such it is considered contrary to the aforementioned policies.

11 CONCLUSIONS

- 11.1 The principle of development in this location is considered unacceptable as it is beyond the established settlement of Manea, furthermore the site is not considered to be sustainably linked to the settlement.
- 11.2 The development would erode the openness of this verdant countryside location and result in an urbanisation which would have a significant detrimental impact on the character of the area.
- 11.3 Insufficient assessment has been undertaken and inadequate information submitted to enable the Local Planning Authority to ascertain whether the proposal would impact protected species or result in adverse impact on the residential amenity of future occupiers in relation to noise.
- 11.4 The site lies in Flood Zone 3, the highest risk of flooding and has failed to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding and the development does not provide any wider sustainability benefits, as such both the sequential and exception tests fail.
- 11.5 Overall, the proposed development is considered to be unacceptable and the recommendation is one of refusal.

12 RECOMMENDATION

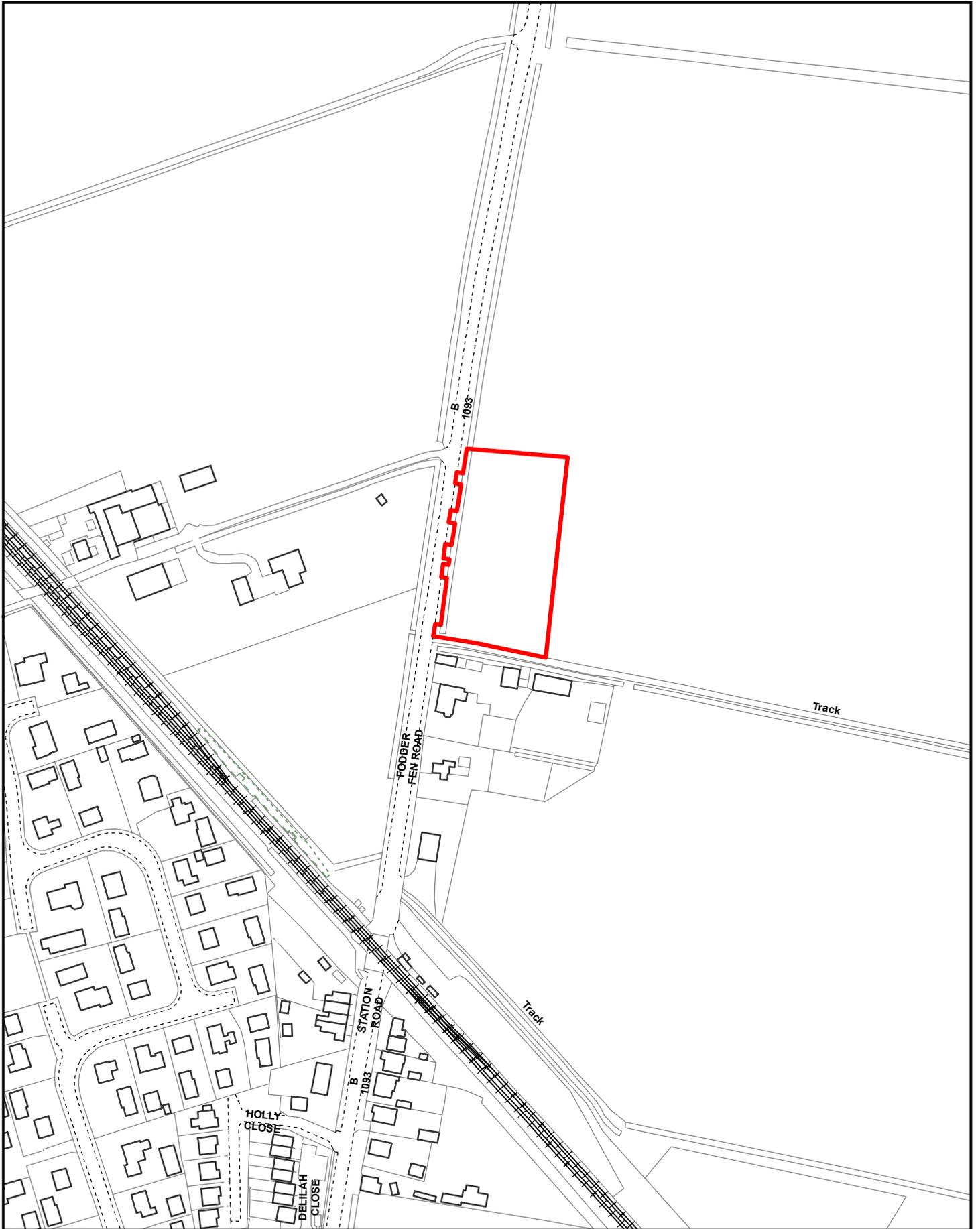
Refuse for the following reasons;

1.	<p>Policy LP12 Part A (a) and associated footnote make it clear that the developed footprint is defined as the as the continuous built form of the village and that development which is not within in or adjacent to this would be contrary to this policy and the spatial strategy set out in Policy LP3. Policy LP12 Part A (c), (d) and (e) 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.</p> <p>Furthermore, Policy LP16 (d) of the Fenland Local Plan, Policy DM3 of Delivering and Protecting High Quality Environments in Fenland SPD, para 130 of the NPPF and chapters C1 and I1 of the NDG seek to ensure that developments make a positive contribution and are sympathetic to the local distinctiveness and character of the area, and do not adversely impact on the landscape character.</p> <p>This site is considered to be located beyond the established settlement of Manea and as such would result in linear development encroaching into the open countryside. The proposed development would erode the openness of this verdant countryside location and result in an</p>
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	<p>urbanisation which would have a significant detrimental impact on the character of the area. It would also set a dangerous precedent for further incremental development and therefore cumulative harm, contrary to the aforementioned policies.</p>
2	<p>Policy LP2 and LP16 (l) of the Fenland Local Plan, DM6 of the Delivering and Protecting High Quality Environments in Fenland SPD and para 130 of the NPPF seek to promote health and well-being and high levels of residential amenity whilst identifying, managing and mitigating against sources of noise and avoid adverse impacts.</p> <p>The site is in the relatively close proximity to the railway line and it is recognised that noise can lead to reduced living conditions and impacts on health and well-being and quality of life. Insufficient assessment has been undertaken and inadequate information submitted to enable the Local Planning Authority to ascertain whether the proposal would result in adverse impact in this regard and as such it is considered contrary to the aforementioned policies.</p>
3	<p>Policy LP2 and LP15 of the Fenland Local Plan seek to provide sustainable, adequate and safe access to essential services, paras 110 and 112 of the NPPF and chapter M1 of the NDG 2019 seek to prioritise pedestrians and cyclists by ensuring that routes are safe, direct, convenient and accessible for people of all abilities and that people should not need to rely on the car for everyday journeys.</p> <p>Fodder Fen Road has a 60mph speed limit alongside the site, it does not feature any footpaths and is unlit, with the potential for pedestrian/cycle and vehicle conflict. Hence it is likely there would be reliance upon the use of private motor vehicles, and as such the site is not considered to be sustainably linked to the settlement. The development is therefore considered contrary to the aforementioned policies.</p>
4	<p>The site lies in Flood Zone 3, the highest risk of flooding. 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. If it is evidenced by an adequate sequential test that it is not possible for development to be located in areas with a lower risk of flooding the exception test will then apply</p> <p>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 and the development does not provide any wider sustainability benefits, as such both the sequential and exception tests fail and the development is contrary to the aforementioned policies.</p>
5	<p>Policies LP16 (b) and LP19 of the Fenland Local Plan 2014 and</p>

Paragraph 174 of the NPPF 2019 seek to conserve, enhance and promote biodiversity. Paragraph 182 advises that the presumption in favour of sustainable development does not apply where a project is likely to have a significant effect on a habitats site unless an appropriate assessment has concluded that it will not adversely affect the integrity of the habitats site.

Due to the location and features surrounding and within the site there is potential for protected species to be affected by the proposed development, particularly as it would be necessary to undertake works to the drain to the west for accesses. Insufficient assessment has been undertaken and inadequate information submitted to enable the Local Planning Authority to ascertain whether the proposal would impact protected species and as such it is considered contrary to the aforementioned policies.



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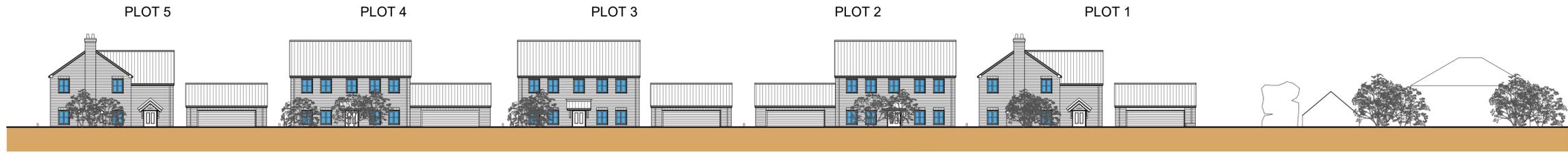
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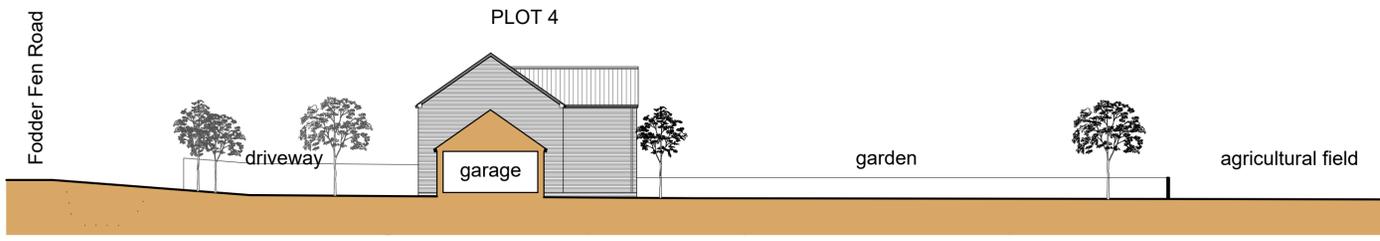


General Notes
 1. All dimensions are shown in 'mm' unless otherwise stated.
 2. The contractor, sub-contractors and suppliers must verify all dimensions on site prior to the commencement of any work.
 3. This drawing is to be read in conjunction with all relevant engineers and specialist sub-contractors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

CONSTRUCTION DESIGN & MANAGEMENT REGULATIONS 2015
 The following information must be read in conjunction with the project Risk register. This drawing highlights significant design related Health & Safety Risks present during Construction phase, and Residual Risks which remain post completion. Other Health & Safety Risks associated with Construction Activities may be present, and must be identified by the Principal Contractor prior to works commencing. Design Risks relating to specialist design items must be identified by the relevant specialist designers/ consultants as issued to the Principal Designer.



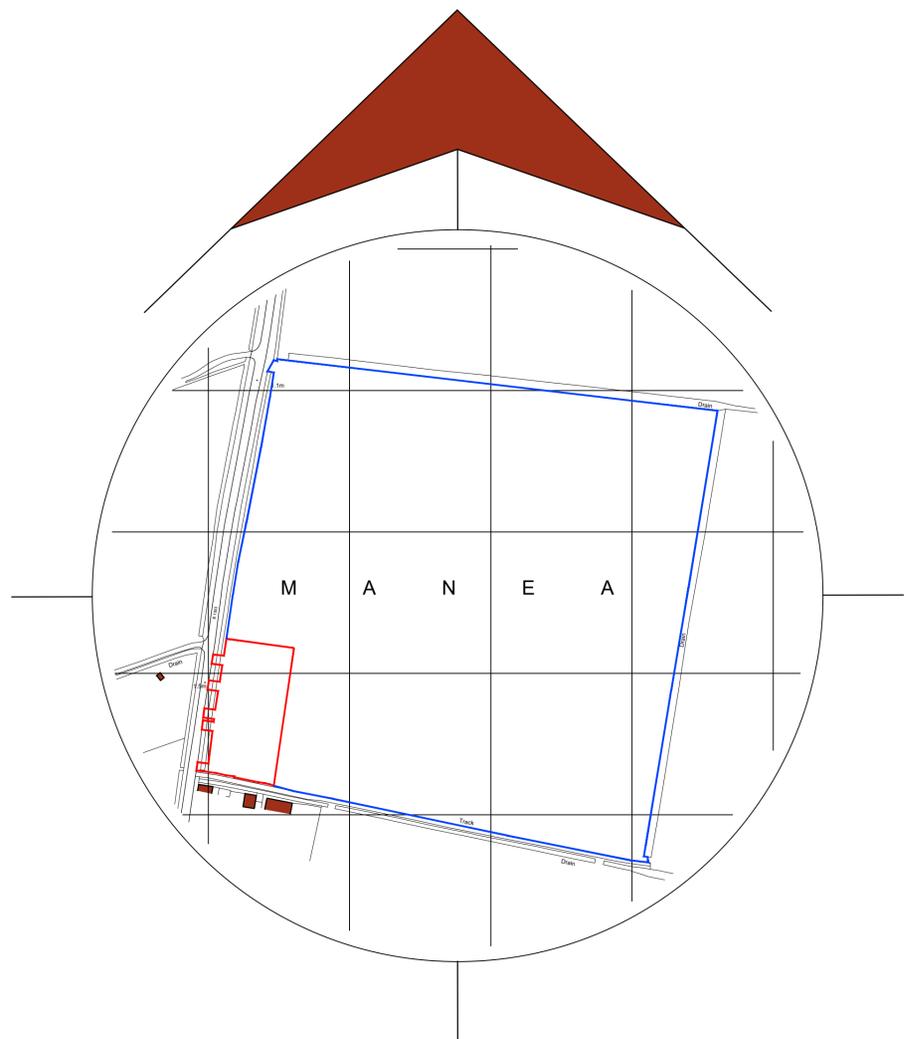
Indicative Street Scene
 Scale: 1:200
 0 2 4 6 8 metres



Indicative Site Section (A-A)
 Scale: 1:200
 0 2 4 6 8 metres



Indicative Site Plan
 Scale: 1:500
 0 5 10 15 20 metres



Location Plan
 Scale: 1:2500
 0 25 50 75 100 metres

SITE PLAN KEY

- Un-surveyed buildings taken from OS map
- Un-surveyed vegetation
- Indicates drains
- Indicates 1.2m high post and rail fence
- Indicates existing site features to be demolished
- Indicates proposed dwellings
- Indicates proposed trees

MATERIALS KEY

- Indicates brickwork
- Indicates roofline
- Indicates joinery

Status
FOR APPROVAL

SWANN EDWARDS ARCHITECTURE

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Proposed Residential Development Land on Fodder Fen Road, Manea, March For: Sears Bros	Job Title Date February 2021	Drawn by GT Checked by RS
Drawing Title Planning Drawing	Job No. SE-1466 Dwg No. PP1000	Sheet Size A1 Revision A