

**Applicant: Mr V Salisbury**

**Agent : Mr Liam Lunn-Towler  
Peter Humphrey Associates Ltd**

**Land South Of 19, Blackmill Road, Chatteris, Cambridgeshire**

**Erect up to 6 x dwellings (outline application with matters committed in respect of access)**

**Officer recommendation: Refuse**

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

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## **1 EXECUTIVE SUMMARY**

- 1.1 The site comprises 0.59Ha of agricultural land located at the southern end of Chatteris, south of Blackmill Road in an area of open countryside.
- 1.2 The application seeks Outline planning permission for the residential development of the site for up to 6 dwellings, with access committed
- 1.3 The principle of residential development on this site is not supported by Policy LP3 of the Local Plan in that the site is located in the open countryside and is unsustainably linked, offering limited opportunities for non-car modes of travel, therefore also contrary to LP15.
- 1.4 The proposal would also unacceptably impact the character and appearance of the area owing to the rural and open character of the site contrary to LP16 of the Fenland Local Plan.
- 1.5 The recommendation is to refuse the application.

## **2 SITE DESCRIPTION**

- 2.1 The site comprises 0.59Ha of agricultural land located at the southern end of Chatteris, south of Blackmill Road. The site is open on its southern and eastern boundaries but generally screened to the north and west by a dense belt of trees.
- 2.2 The site is accessed off Blackmill Road, the southern part of which is a Public Byway Open to All Traffic, No. 22 ('BOAT') which connects at the north to the metalled part of Blackmill Road and west via an unmade track to open countryside. The BOAT varies in width but is generally single-track and is unmetalled, with drainage channels running along either side. Some properties along Millfield Close and Fairview Gardens have vehicular accesses leading onto this track, achieved through culverting.
- 2.3 Immediately north and northwest of the site are the outlier properties 19 Blackmill Road and Salisbury House respectively which lie in the countryside, effectively separated from the continuous built settlement by the BOAT.

2.4 The site lies in flood zone 1.

### **3 PROPOSAL**

3.1 The application seeks Outline planning permission for the residential development of the site for up to 6 dwellings. The application was originally submitted with all matters reserved, however concerns raised in respect of access prompted Officers to request committed access details.

3.2 As such, this application now commits access, with matters of layout, scale, appearance and landscaping reserved for future consideration. Notwithstanding this, the applicant has submitted an indicative layout plan showing how the 6 dwellings could be arranged.

#### *Access*

3.3 The access leads directly off the BOAT and comprises a 5m wide tarmac road, the first 10m of which is designed to CCC Highways specification. The access road is then shown to run along the northern boundary as a shared surface drive, serving each property

#### *Indicative layout*

3.4 The dwellings are arranged in a linear fashion, arranged to the south of the shared driveway and incorporate individual gravel driveways, with rear gardens backing onto the agricultural fields to the south. A bin collection point is shown at the north east corner of the site, adjacent to the main access.

3.5 A range of soft landscaping and a fence is shown along the northern perimeter of the site, with fencing denoted along the remaining boundaries.

3.6 Following discussion with the applicant, whereby concerns were raised over the adequacy of the BOAT to serve the development, the applicant has requested that this application is assessed on the basis that no upgrade work to the BOAT is proposed.

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

## 4 SITE PLANNING HISTORY

### 4.1

Reference	Description	Decision
F/YR16/1000/F	Erection of a 2-storey 4-bed workplace home and storage shed for office/horticultural use	Refused 25.05.2017 Appeal Dismissed 06.12.2017 (APP/D0515/W/17/3180740)
F/YR16/0469/F	Erection of a 2-storey 4-bed dwelling and a workshop with B1, B2 or B8 use	Refused 03.08.2016

### OTHER RELEVANT HISTORY

### 4.2

Reference	Description	Decision
F/YR19/0152/O	Erection of up to 50no dwellings (outline application with all matters reserved)	Granted 26.08.2020

## 5 CONSULTATIONS

### 5.1 Chatteris Town Council

28.07.2021

*Need clarification about the access to the site, in particular how the width of the existing drove is to be extended to 5m wide as proposed in the plans.*

16.09.2021

*The Council remains concerned about the access and does not believe the access road from Blackmill Road is of adequate width to support this development.*

### 5.2 Ward Cllr – Mrs Anne Hay

*As this is in my ward and I know that some Town Councillors were concerned that this might be overdevelopment together with the unsuitable access, on 2 previous occasions planning has been rejected and also rejected on appeal, I realise that on those 2 occasions the rejection was not based on access but there is a difference between the number of vehicles generated by 6 extra houses rather than 1, and I consider this area to be in open countryside. It is also worth mentioning that the vehicles which currently use this drove do not always drive slowly out on to Blackmill Drove as they do not recognise that cars exiting from Millfield Close have right of way and I myself have on occasions had to brake sharply to avoid colliding with vehicles exiting this Drove. I therefore request that this application be brought before the planning committee to determine [should the application receive favourable recommendation from Officers].*

### 5.3 Cambs County Council Highways

*It is my opinion that due to reasons of width, construction and lack of street lighting that the access road to the site is unsuitable to serve 6 dwellings. There is evidence of verge damage and this is likely to increase if the development is permitted.*

*While I note that there is planning history on the site and a highway reason for refusal did not form part of it, this was for a lower level of development.*

*It might be possible to improve Blackmill Road to an acceptable standard, however the comments from the Asset Information Definitive Map Officer are important, who states that there is no legally defined and recorded width for the byway. As such any proposals put forward at the present time cannot be guaranteed that they would be implementable.*

*It is my view that it would not be possible to attach conditions to improve the road due to this uncertainty of deliverability and this would therefore fail to meet the tests of use of planning conditions.*

*For the reasons stated above I object to the planning application.*

#### **5.4 Cambs County Council – Definitive Mapping Team (Public Rights of Way)**

*The access road to the development is recorded as a Byway Open to all Traffic (Public Byway Open to All Traffic No. 22, Chatteris). As a Public Byway, the public have the right to pass and repass along the whole route on foot, bicycle, horse, horse-drawn carriage and motorised vehicles, including agricultural vehicles. The byway is only maintained to the standard of a soft surface suitable for the majority of public users (pedestrians and equestrians) rather than for private vehicular use.*

*The County Council does not own the byway. The highway rights over the byway are simply vested in the County Council as the Highway Authority. The County Council does not know who the owner of the subsoil is. The applicant will need to satisfy themselves on this.*

*There is no legally defined and recorded width for this byway, and we are not able to advise what it would be. As the dimensions are not known, we cannot guarantee that the applicant would be able to improve and widen the byway to secure a standard that may be required by the Local Planning Authority. The applicant therefore would proceed with any development that might affect the highway at their own risk.*

*The Definitive Map Service, who deal with the legal record of public rights of way, do not support the application as we are concerned that the increased traffic associated with the development, combined with the narrowness of the byway, may cause a safety issue and lead to significant erosion of the byways surface.*

*Should planning permission be granted however the County Council would request informatives. [list of informatives provided in their response]*

#### **5.5 FDC Environmental Health**

*The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposed development as it is unlikely to have a detrimental effect on local air quality or the noise climate.*

*I acknowledge comments from this service relating to previous applications for the site and note that the existing use is define as agricultural land/paddock. Therefore, due to the aforementioned I believe it would again be prudent to request that the following condition is attached to any planning consent granted:*

**UNSUSPECTED CONTAMINATION**

*CONDITION: If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted, and obtained written approval from the LPA, a Method Statement detailing how this unsuspected contamination shall be dealt with.*

*REASON: To ensure that the development complies with approved details in the interests of the protection of human health and the environment.*

## **Local Residents/Interested Parties**

### **5.6 Objectors**

10 letters of objection received from 12 Chatteris residents at the following;

- Blackmill Road x 1
- Fairview Gardens x 4
- Millfield Close x 4
- The Green, Fairway x 1

Raising the following concerns (summarised);

- Access
- Agricultural land
- Anti Social behaviour/ security issues
- Devaluing property
- Drainage
- Environmental Concerns e.g., pollution, odour, noise
- Flooding
- Loss of view/Outlook
- Overlooking/loss of privacy
- Traffic or Highways issues
- Visual Impact
- Wildlife Concerns
- Would set a precedent
- Insufficient width of Byway
- Pedestrian, cycle and equestrian to vehicle conflict would increase
- Proximity to property
- Parking arrangements
- Lack of street lighting
- Local services/schools - unable to cope
- Loss of view/Outlook
- Overlooking/loss of privacy
- Will affect foundations of existing properties
- Waste / litter

### **5.7 Supporters**

6 letters of support received from 9 Chatteris residents at the following addresses;

- Millfield Close x 1
- Fairview Drive x 3
- Fairview Gardens x 1
- London Road x 1

Making the following comments (summarised);

- There is a need for high quality housing
- Will provide much needed homes
- Will not interfere with existing residents
- Will add character to the area
- Chatteris needs big houses

## **6 STATUTORY DUTY**

- 7.1 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 comprises the adopted Fenland Local Plan (2014) and the Cambridgeshire and Peterborough Minerals and Waste Local Plan, (2021).

## **7 POLICY FRAMEWORK**

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

Chapter 9: Promoting sustainable transport  
Chapter 12: Achieving well-designed places

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

### **7.3 National Design Guide 2019**

Context  
Identity  
Built Form  
Movement  
Nature  
Uses  
Homes and Buildings

### **7.4 Fenland Local Plan 2014 (FLP)**

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  
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

### **7.5 Supplementary Planning Documents/ Guidance:**

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

## **8 KEY ISSUES**

- Principle of Development
- Access and Highways
- Impact on the Character and Appearance of the area

- Residential Amenity
- Biodiversity and Ecology
- Drainage and Flood Risk
- Other matters

## 9 ASSESSMENT

### **Principle of Development**

- 10.1 Local Plan Policy LP3, which sets out the spatial strategy for the District's growth, defines Chatteris as a Market Town where (along with the other market towns) the majority of the District's new housing growth should take place.
- 10.2 Having regard to the Council's previous assessment of the site under F/YR16/1000/F and the subsequent appeal which supported the Council's assessment, the site is considered to lie in the open countryside, bearing a stronger relationship to the open countryside than to the built settlement, separated from the urban area by the BOAT, the aforementioned outlier dwellings and then a dense belt of trees. In this regard, policy LP3 identifies the site as an 'Elsewhere' location and seeks to restrict development to that which is essential, generally for rural-based enterprise. In this regard there is policy conflict with the spatial principles of development, as the development is proposed to deliver market housing.
- 10.3 It is acknowledged that an Outline application for an urban extension of up to 50 dwellings was granted in 2020 (F/YR19/0152/O) which abuts the eastern boundary of the site, occupying what is currently open countryside and comprises an extension to the Fairbairn Way estate. In this regard, the Outline site directly abuts the continuous urban form of the settlement, distinctly different to the application site in spatial and visual terms, notwithstanding the social, environmental and economic benefits that a major development would have in comparison to this minor development scheme.
- 10.4 Development of the site would lead to a loss of agricultural land, albeit the site doesn't appear to have been actively farmed for some time, instead being used as paddock land. However, given the overall size of the site, this is not considered to be a significant loss of productive land.
- 10.5 Having regard to the above, it is concluded that principle of the development is not supported by the spatial strategy policies of the Local Plan.

### **Access and Highways**

- 10.6 The site is proposed to be served by a 5m wide private access road which in itself poses no concerns, particularly given the relatively low quantum of development. Furthermore, it is noted that the Council's Environmental Services team already serve the 2 outlier properties with a small refuse vehicle and they have confirmed that they would also be able to serve this development without adversely impacting on their service efficiencies.
- 10.7 However, the development is proposed to be accessed in the first instance by the BOAT – an unmade track which narrows in places and is generally devoid of passing places and street-lighting. In this regard, the unmade surface would not accommodate those with mobility issues or cyclists, the narrowness would

increase the risk of 'pedestrian/ cyclist/ equestrian to vehicle' and 'vehicle to vehicle' conflict.

- 10.8 Furthermore, the lack of street-lighting would not reduce the fear of crime and may in fact have the opposite effect. Cumulatively the BOAT in its current condition would not achieve a safe and effective access site and would not support or encourage non-car modes of travel, thereby rendering the development unsustainable in transport terms. This is in direct conflict with the aims of Policy LP15 – in particular criterion B) and C) which seeks to prioritise pedestrian other non-car modes of travel and maximises accessibility and Chapter 9 of the NPPF – in particular paragraph 110.
- 10.9 Policy LP15 sets out that any development that has transport implications (having regard to the wider sustainability aims of LP15) will not be granted permission unless deliverable mitigation measures have been identified and arrangements secured for their implementation which will make the development acceptable in transport terms.
- 10.10 The applicant has been encouraged to engage with the County Council to scope out the potential for delivering improvements to the BOAT. However, they have declined to undertake this and has requested that the LPA determine the scheme on the basis of maintaining the BOAT in its current condition. As such, no mitigation has been identified or scoped and the scheme is considered to conflict with the sustainable transport policies of both local and national policy.

#### **Impact on the Character and Appearance of the area**

- 10.11 As noted above, the site was previously found by the Council and Planning Inspector to sit in the open countryside, visually detached from the built settlement and separated even from the 2 outlier dwellings by mature planting. Due to the lack of any changes to the landscape character of the area and its surroundings, this remains the current status.
- 10.12 In this regard, development of the site, based on the indicative layout would inevitably result in a highly visible intrusion into the generally flat landscape of the countryside, with the visual intrusion being exacerbated by its evident detachment from the development to the north. It is concluded that development of the site as proposed would result in significant harm to the countryside, contrary to Policy LP16 of the FLP. This conclusion is drawn on the basis of the indicative layout and whilst scale and appearance has not been committed, it is considered that development of any scale, along with the inevitable domestic paraphernalia and boundary treatments would erode the open character of the area and would not enhance its distinctiveness.
- 10.13 Again, whilst it is noted that Outline permission for 50 homes has been granted on the adjacent land, which may mitigate aspects of this harm, this permission has not been progressed i.e., through a submission of reserved matters, in order for Officers to be able to assess whether sufficient mitigation could be achieved.

#### **Residential Amenity**

- 10.14 With matters of scale, layout and appearance not committed, it is not possible to assess whether the scheme would likely cause harm to residential amenity e.g., through overlooking, loss of outlook or overbearing impacts. Nonetheless its physical detachment and distance from existing properties would likely limit such impacts.



- 10.15 It is noted that a majority of concerns in respect of adverse impacts of existing residents stems from the likely intensified use of the BOAT resulting from the development.

*Noise and other pollution*

- 10.16 It is likely that some noise and other pollution emanating from the loose gravelled surface of the BOAT would increase through the increased vehicle trips undertaken by new occupiers of the development. However, given the small number of dwellings proposed, it is unlikely to result in significant harm in these respects. Likewise, any potential adverse impacts to foundations of existing properties through increased traffic is likely to be low.

*ASB/ Crime*

- 10.17 Concerns have also been raised in respect of an increase in ASB, although equally it could be argued that with more frequent use of the BOAT by vehicles, this could increase surveillance of the area which may, in turn, reduce the risk of ASB and other crime. It is recognised however that the BOAT is unlit and locating further dwellings at the end an unlit road may increase the risk of crime, or certainly the fear of it. Nonetheless, Officers consider at this time that there are insufficient grounds to refuse the proposal on this basis.

**Biodiversity and Ecology**

- 10.18 The site itself comprises solely agricultural land, set on the fringe of a large field. Within the site, there are few features which would indicate the presence of protected habitats. There are however mature trees and hedgerow along the northern boundary and the indicative layout indicates that new shrubs are proposed, behind a 1.8m high fence. It is assumed that a number of trees and shrubs along this northern boundary will need to be removed to accommodate the development and the impacts on biodiversity of doing so are unknown.
- 10.19 As such, it would be necessary to understand the biodiversity implications of the finalised layout which could be secured via planning condition and required under future reserved matters, the findings of which may inform a different layout – but it does appear as though there may be options to retain the existing trees and hedgerow through a slight realignment of the access road and boundary treatment and opportunities to introduce biodiversity enhancements.
- 10.20 In this regard, at this stage it would be unreasonable to refuse the application on grounds of biodiversity harm, although a better understanding of constraints and opportunities would need to be addressed through future reserved matters submission in accordance with FLP policies LP16(b) and LP19, should the Outline application be approved.

**Drainage and Flood Risk**

- 10.21 Concerns have been raised over potential flooding as a result of the development. The site and existing properties in the vicinity lie in flood zone 1, but the current EA surface water flood map indicates that some properties in the region of Blackmill Road and Millfield Close may be at a low to medium risk of surface water flooding.
- 10.22 This appears to be an existing issue and some residents have raised concerns over the existing drainage channels along Blackmill Road. Indeed, the drainage channels either side of the BOAT appear to be overgrown in places, and as

previously noted some culverting has occurred to provide access to the rear of some properties. Whilst it is unknown whether this is the cause of surface water flood issues, the development itself appears to lie in an area of low surface water flood risk and it would be expected that a suitable drainage scheme could be secured, to prevent flood issues at the site and not to exacerbate existing issues.

- 10.23 Given that the application does not propose to alter the BOAT, it is unlikely that the development would compromise the existing drainage of this road. The site itself appears to lie at a slightly lower level than that of Blackmill Road and indeed the mapping supports this, with areas of medium to high flood risk south and south-west of the site indicating lower-lying land. As such, it is likely that a scheme could be designed to avoid adverse flooding impacts on existing properties and those subject to this proposal.
- 10.24 Whilst no specific detail has been provided at this stage, matters of drainage method could be appropriately secured via planning condition. In respect of drainage, the development would also fall under Building Regulations control, whereby a satisfactory means of foul and surface water drainage (following the sustainable drainage hierarchy) would need to be demonstrated and delivered before the development could be occupied.
- 10.25 As such, the proposal does not raise any immediate conflict with the aims of FLP policies LP14 and LP16(m)

#### **Other matters**

- 10.26 Whilst a number of residents' comments/ concerns have been addressed above, the following matters are considered;

#### *Would set a precedent*

- 10.27 It is well established case law that previous planning decisions are capable of being material considerations, meaning that they may need to be considered by those determining subsequent planning applications. Recent case law has established that;

*“a local planning authority is not bound by its earlier decision, nevertheless it is required to have regard to the importance of consistency in decision-making.”*

(R (Midcounties Co-Operative Limited) v Forest of Dean District Council [2017] EWHC 2050)

- 10.28 The site has previously been found by the Council (and indeed the Planning Inspectorate) in applying the settlement criteria under LP3 to be in the open countryside, with no material considerations advanced through this submission to indicate an alternative view should be drawn.
- 10.29 Whilst each case is to be determined on its own merits, a contrary conclusion would, in effect accept that the Council (and Planning Inspectorate) was previously wrong, in that site relates more the settlement than to the countryside, whereby future development proposals on or adjacent to the site could be considered acceptable in principle (subject to compliance with the relevant Local Plan policies) taking into account the need to maintain consistency of decision making.

#### *Devaluing of property*

- 10.30 The planning system does not exist to protect private interests such as value of land or property and as such no weight can be afforded to this concern.

*Waste/Litter*

- 10.31 Waste produced and removed off-site during the construction of the development would be controlled under license through the Environment Agency. Furthermore, the District Council has a statutory duty to collect household waste and already operates in the area. The future layout reserved matters detail would be expected to provide details of adequate household waste collection arrangements.

*Local services/schools - unable to cope*

- 10.32 Given the scale of the development and the expectation that Chatteris will accommodate a substantial amount of the District's growth in the plan period, the development is not anticipated to place any strain on existing services.

*There is a need for high quality housing*

- 10.33 The proposal comes forward with only access committed and therefore the 'quality' of the development is not available for assessment at this time. Notwithstanding this, the policies of the Local Plan and national policy seek to achieve high quality developments through all proposals. As such, there is nothing to indicate that this site would achieve anything over and above what the policies would require, notwithstanding that Officers have identified that the development would result in visual harm, with unsustainable access.

*Will provide much needed homes*

- 10.34 All LPAs are charged with significantly boosting housing supply and the strategies within the Local Plan, along with its housing allocations demonstrates how it will achieve this.
- 10.35 At present, the Council is able to demonstrate a 6.69 year supply of housing land and scored 98% in its latest Housing Delivery Test indicating that it is both able to identify sufficient land for housing and that delivery is occurring. As such, whilst it is recognised that homes are much needed, the data indicates that sub policy-compliant land is not required to achieve this.

*Chatteris needs big houses*

- 10.36 The precise detail of the scale of the dwellings is not committed at this time and it is not possible therefore to establish whether the properties proposed would be 'big', notwithstanding that what constitutes a 'big house' is not defined in any planning policy or guidance document.
- 10.37 The latest Strategic Housing Monitoring Assessment addendum 'Housing Needs of Specific Groups' (GL Hearn, October 2021) publication provides an assessment of likely demand for future property mix across the district. It does not set out the anticipated scale or mass of individual housing, only the number of bedrooms likely to be required in order to meet housing need for the next plan period. It indicates that there is greatest demand for 3 bedroom dwellings, than of any other property type.
- 10.38 It is not unreasonable to assume, on an approximate level, that the larger the house, the greater the likely number of bedrooms. In this case the latest SHMA would indicate that there no identified greater need for larger 4+ bedroom dwellings over and above the need for 3-bedroom homes, notwithstanding that the report does not specify housing needs on a settlement by settlement basis.

- 10.39 There is no evidence to indicate that Chatteris would be an exception to the findings of the SHMA and as such, there is no evidence to suggest that Chatteris specifically needs big houses.

## **10 CONCLUSIONS**

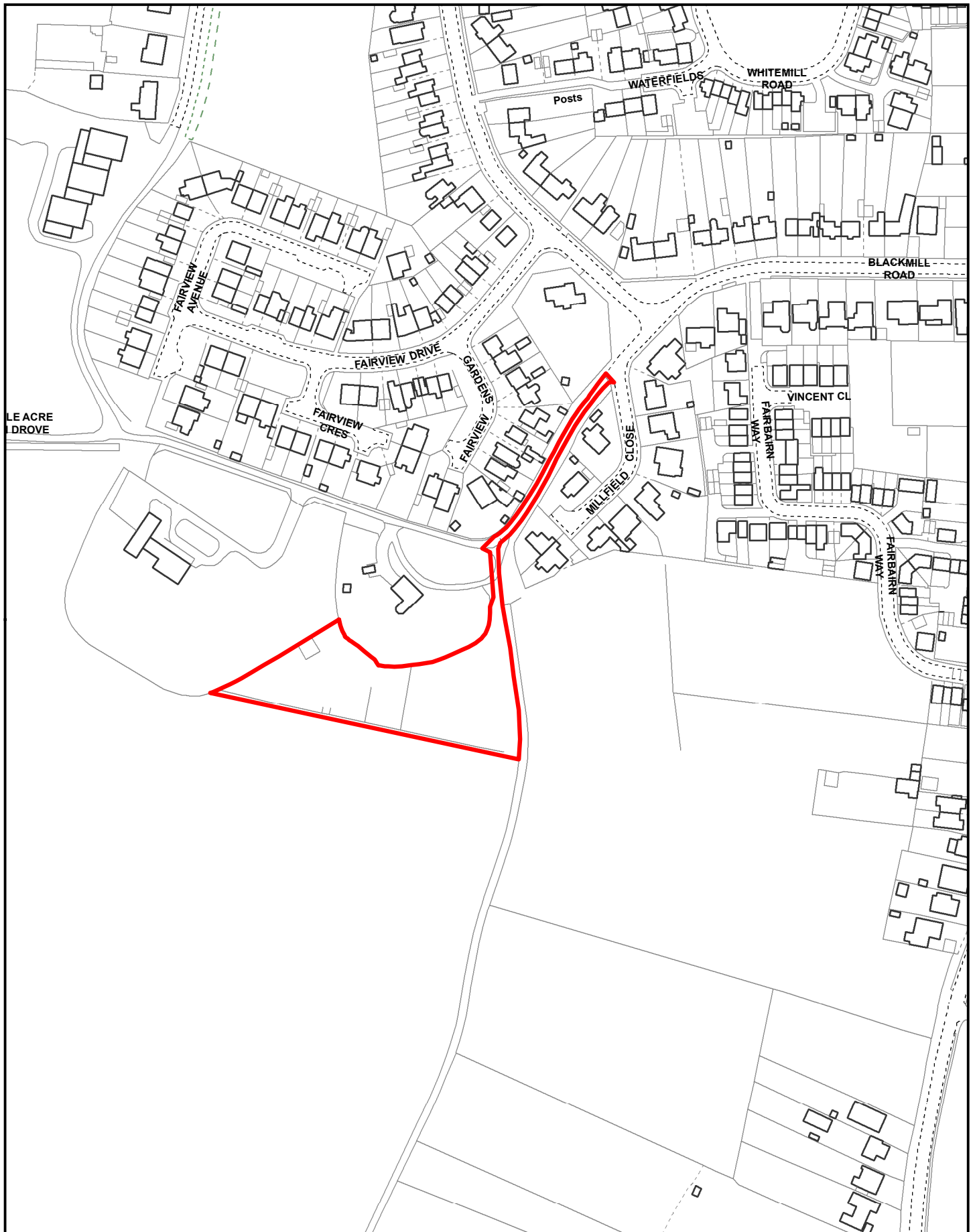
- 11.1 It is acknowledged that the proposal would make a modest contribution towards economic growth, both during the construction phase and in the longer term through assisting the local economy e.g., local services/ facilities, thereby helping to sustain the town of Chatteris and the wider district and would make a modest contribution towards the district's housing stock. This also has social benefits.
- 11.2 Weighing against the proposal however is the introduction of development which would not be in-keeping with spatial strategies of the development plan and would fail positively respond to the pattern of the settlement, resulting in a visually disrupting form of development which would have a significant, adverse impact on the spacious rural character and openness of the area, constituting environmental harm.
- 11.3 The proposal would also be unsustainably linked to the main settlement by reason of the unmade BOAT, forcing occupiers to rely primarily on private motor car to access the town's services and would not encourage non-car modes of travel or accommodate those less mobile, amounting to social harm.
- 11.4 It is considered that the harm substantially outweighs the benefits of the development.
- 11.5 The Council can demonstrate a 5-year supply of deliverable housing and therefore the policies within the development plan are considered up to date and robust enough to determine this proposal.
- 11.6 The proposal fails to accord with relevant policies of the development plan and is considered to comprise unsustainable development. The Local Planning Authority is required in law to determine planning applications in accordance with the Development Plan unless material planning considerations indicate otherwise. Officers consider that there are no material considerations that have been presented to indicate that an approval of the application would be justified in this instance.
- 11.7 Therefore, Officers recommend that the application is refused for the reasons set out in section 12 below;

## **11 RECOMMENDATION**

- 12.1 Refuse for the following reasons;

1	The application site would rely on access via a Public Byway Open to All Traffic, No. 22 ('BOAT') which is unmetalled, unlit and restricted in width. The development would therefore result in an increase in unmitigated conflicts between vehicles and pedestrians, cyclists and equestrian users. Furthermore, due to the nature of the road, this would restrict the occupancy of the development to those more mobile and/ or would place a greater
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	<p>reliance on private motor vehicle to access the most basic services of the settlement.</p> <p>The proposal therefore conflicts with policy LP15 of the Fenland Local Plan and paragraphs 108 and 110 of the NPPF which seeks to achieve safe and effective access and encourage sustainable modes of travel.</p>
2	<p>The application site constitutes an area of open countryside and the development would result in a small pocket of piecemeal development which extends incongruously into the open countryside, resulting in the loss of open character and the urbanisation of the area, thereby causing unwarranted harm to the character and appearance of the area.</p> <p>The proposal is therefore considered to be contrary to Policies LP3 and LP16(d) of the adopted Fenland Local Plan (2014), Policy DM3 of the Fenland District Council Supplementary Planning Document: Delivering and Protecting High Quality Environments in Fenland (2014) and paragraph 130 of the NPPF.</p>



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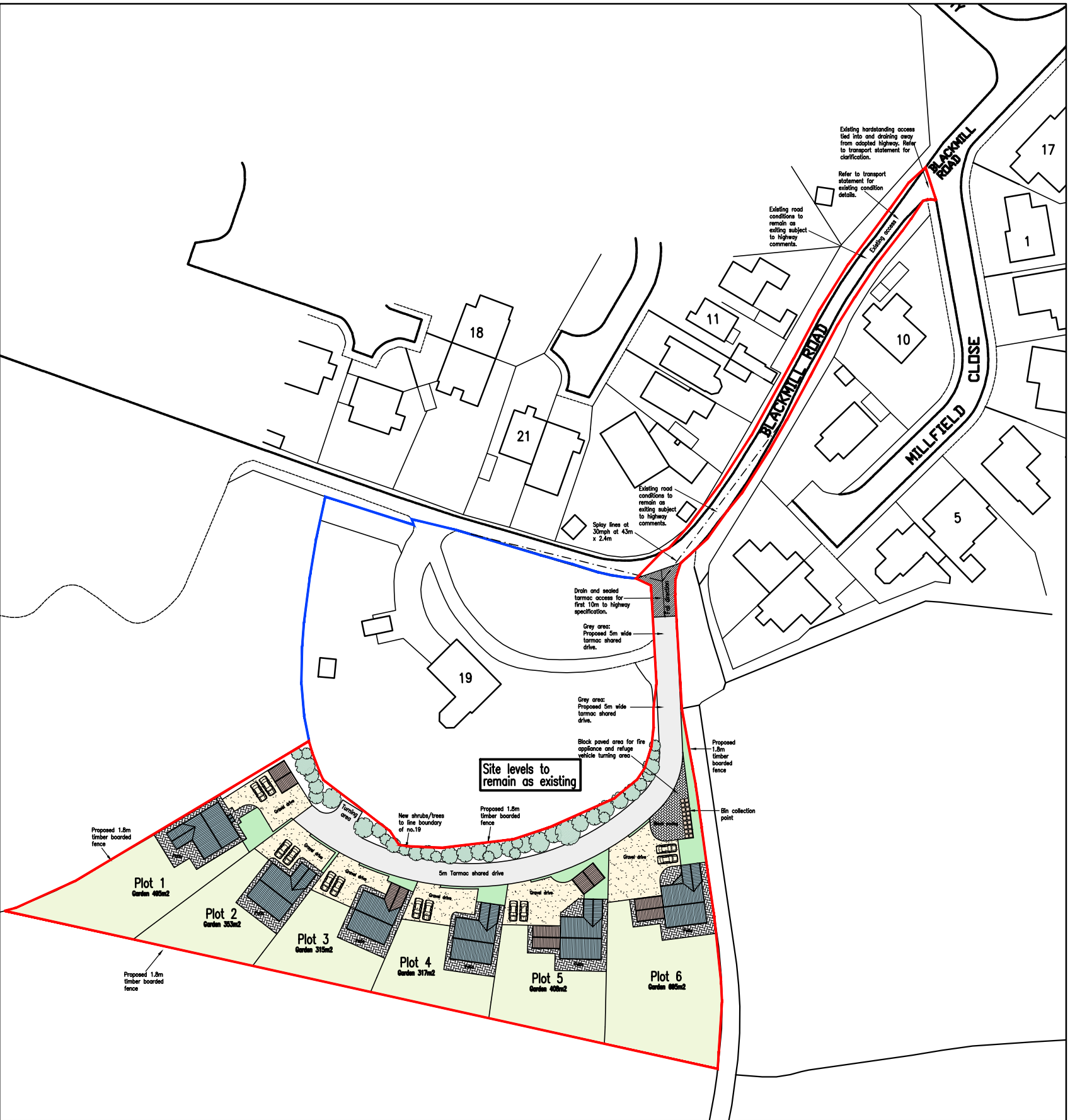
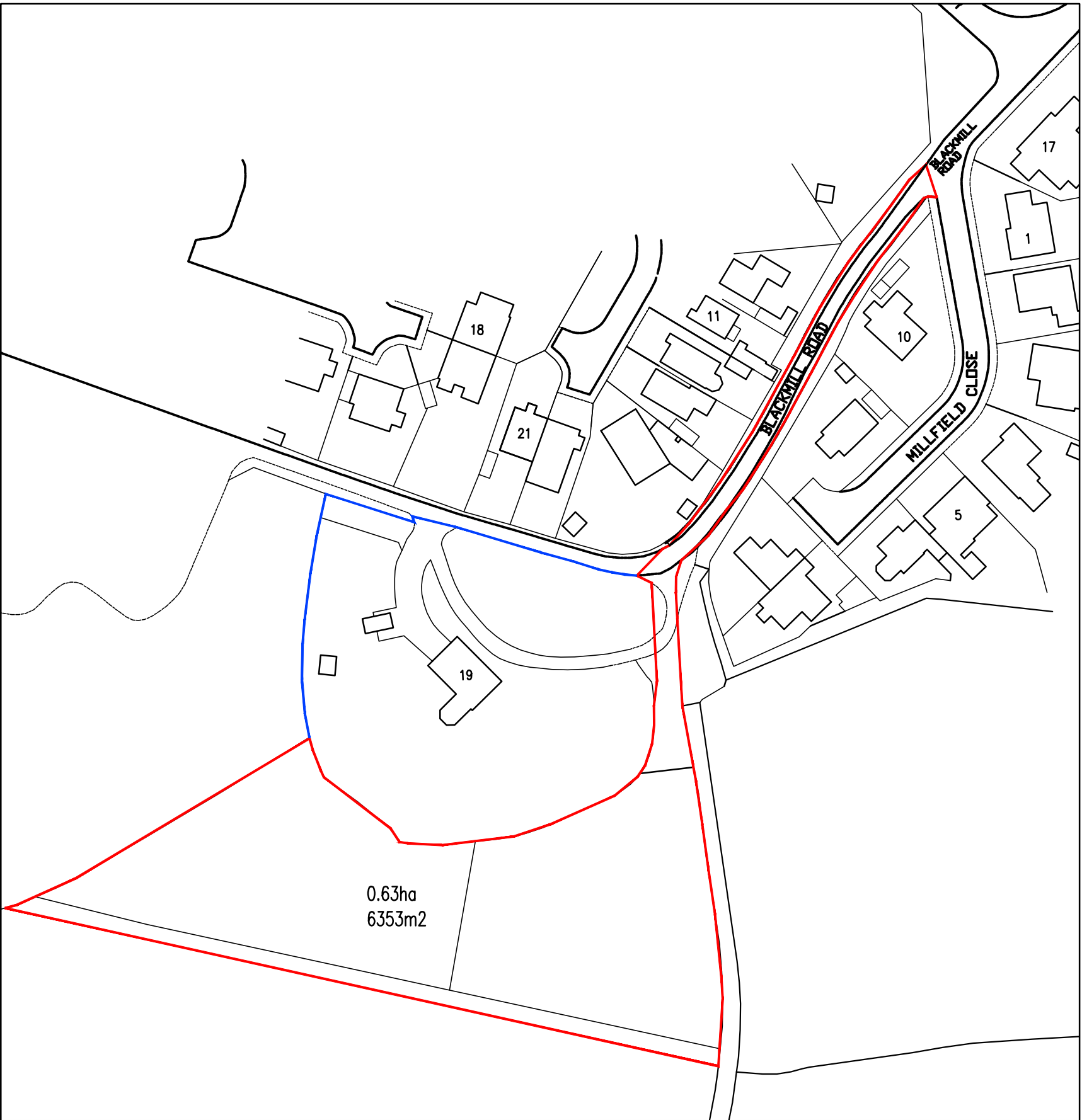
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REVISIONS

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CLIENT  
MR V SALISBURY

PROJECT  
OUTLINE FOR 6NO DWELLINGS

SITE  
LAND SOUTH OF NO. 19  
BLACKMILL ROAD  
CHATTERIS  
PE16 6SR

DRAWING  
SITE & LOCATION PLANS

**PHA**

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