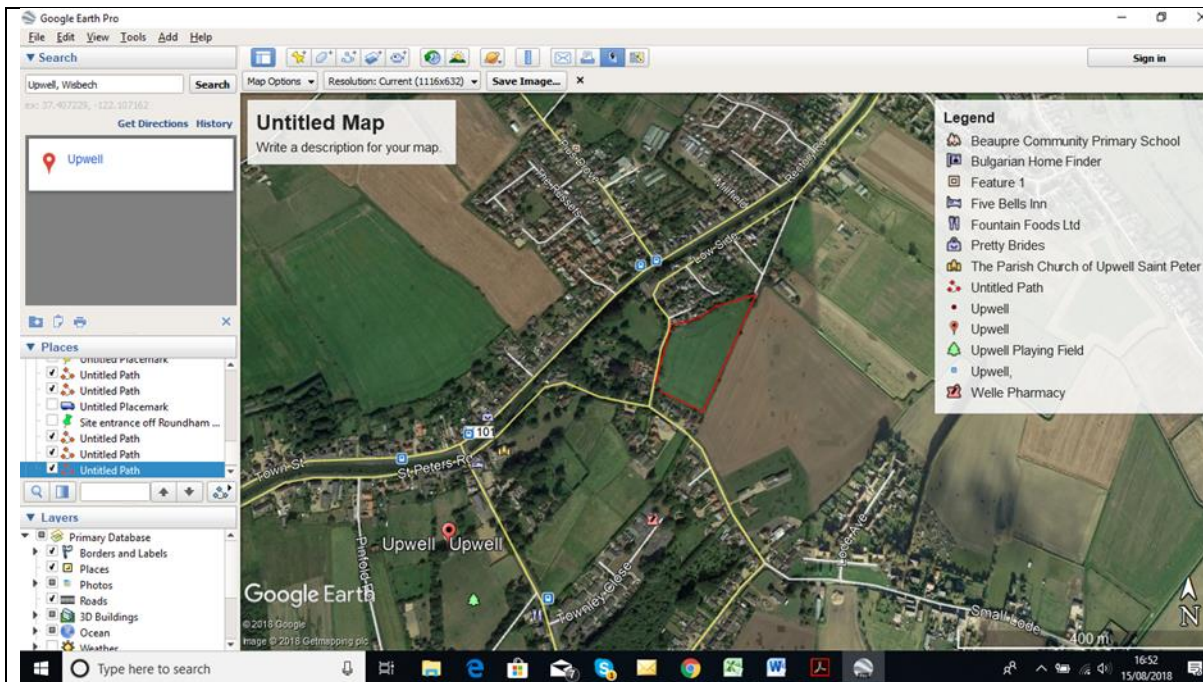


# Upwell Neighbourhood Plan

## Potential residential site allocations Assessment

August 2018

**Site 1 Land to the South of Low Side (Parish Council land), proposed for affordable housing with some open-market housing, and open space**

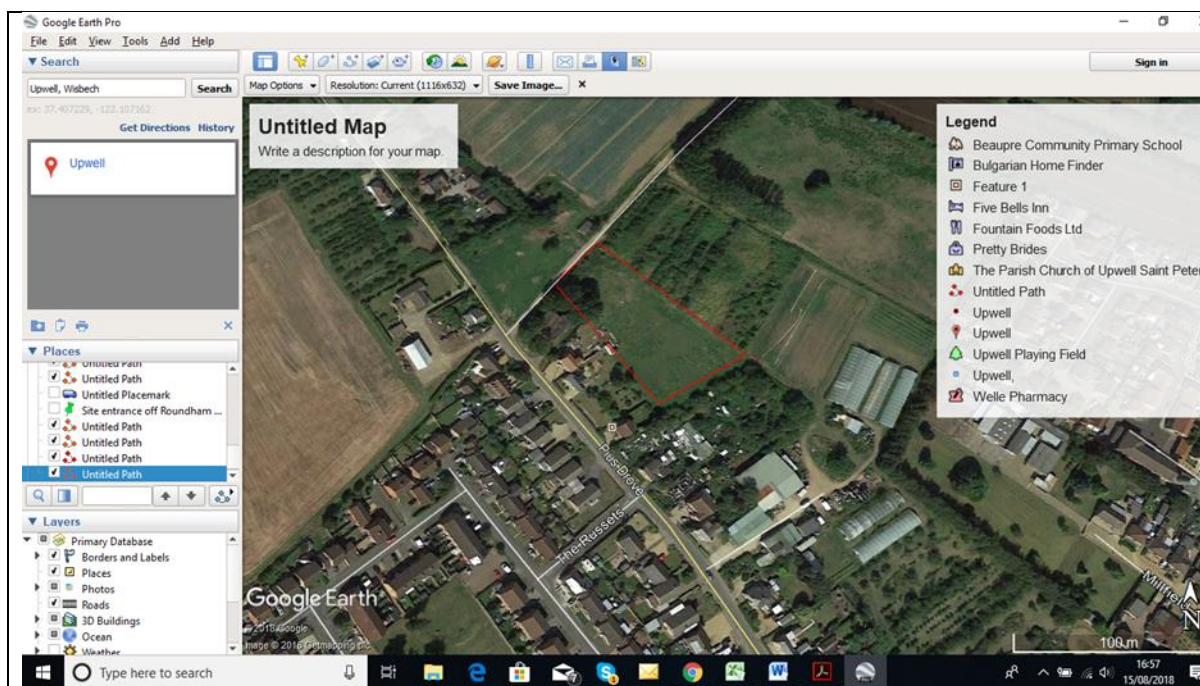


**Assessment table**

<b>Is it brownfield/ greenfield? What is its current use?</b>	Greenfield. Agricultural land in arable use
<b>Highway infrastructure</b>	Fine with road sufficient width, footway available
<b>Highway safety and access</b>	30mph. Safe highway access achievable, though with the loss of some small trees. No recent injury accidents. Very low traffic volume.
<b>Sustainable access, including availability of footway</b>	Excellent. Close to most facilities and footway available
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Will it help to deliver a marina?</b>	Yes, with link to Tramway
<b>Is it on Grade 1 land? If so, are there over-riding benefits?</b>	Yes. However, affordable housing provision over and above policy requirements could be an over-riding benefit.
<b>In-fill development for housing (max of 5 houses)</b>	No, too large
<b>Relationship to settlement boundary</b>	Adjacent to settlement boundary. Fits quite neatly between existing housing on either side, so would be well integrated.
<b>Ecology and natural environment</b>	None.
<b>Historic environment</b>	Immediately adjacent to Conservation Area.
<b>Flood risk</b>	Low surface water flood risk area within site near south-east boundary.

<b>Landscape/ visual impact</b>
Currently offers long views into the countryside from the road. Open site, especially at the back and so could need screening. Some loss of small trees along the front to provide visibility
<b>Other comments/ conclusions</b>
Although Grade 1 agricultural land and in arable use, provision of affordable housing could be an over-riding benefit. Site is large and will accommodate at least 30 to 35 homes even with open space, although this could be reduced to retain views. Recommended that site is divided into two or three phases to phase the building-out of the site and also encourage smaller builders. Should have open space to maintain some views into the open countryside. No other particular constraints. Recommend that that this is taken forward for consultation.

**Site 2 – Land North of Pius Drove, PE14 9AL to the rear of telephone exchange, proposed for entry level housing**



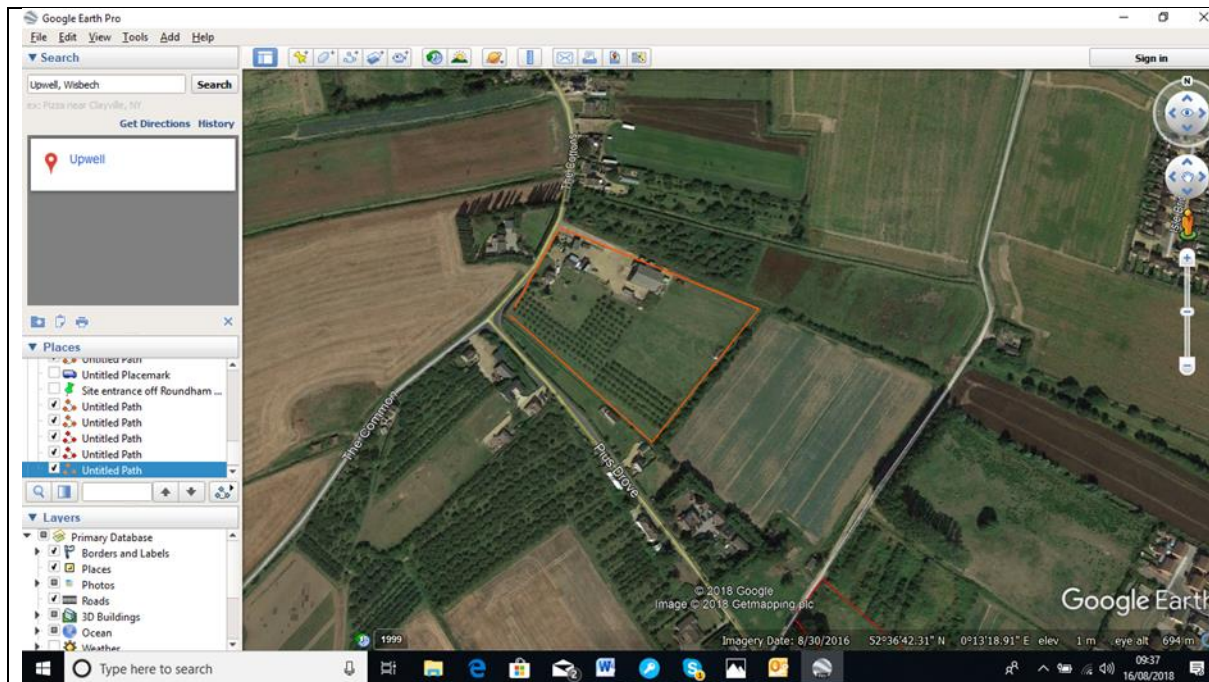
**Assessment table**

<b>Is it brownfield/ greenfield? What is its current use?</b>
Greenfield. Likely to be agricultural land, used for horse grazing
<b>Highway infrastructure</b>
Site accesses minor road off Pius Drove called Cottons Head or Back Lane. Quite narrow but potentially wide enough for a private drive. Poor quality surfacing. Footways on Pius Drove but not deliverable on Cottons Head as too narrow, which would limit the number of dwellings
<b>Highway safety and access</b>
30mph. Safe highway access achievable onto Pius Drove and Cottons Head. No recent injury accidents. However, cluster of accidents at junction of Pius Drove and A1101 Principal Road, probably due to extremely poor visibility. This is a major issue. Very low traffic volume on Pius Drove and Cottons Head, but high volume on A1101.
<b>Sustainable access, including availability of footway</b>
Potentially acceptable. Close to bus service, but over 800m from other facilities. Long way from school. Footways available.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>
No
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>
Yes, Grade 1. However, affordable housing provision/ entry level housing could be an over-riding benefit.
<b>In-fill development for housing (max of 5 houses)</b>
No
<b>Relationship to settlement boundary</b>
Adjacent to settlement boundary. Adjacent to existing housing and also next to new builds. Fairly well integrated.
<b>Ecology and natural environment</b>

None.
<b>Historic environment</b>
None.
<b>Flood risk</b>
Low to medium surface water flood risk within site near to northern boundary and in south-east corner.
<b>Landscape/ visual impact</b>
Quite enclosed and hidden, so little landscape impact.
<b>Other comments/ conclusions</b>
Site is reasonable with only a small number of issues, but a key and over-riding issue is the safety of access onto the A1101 from Pius Drove. This will apply to all potential sites on Pius Drove. Also contrary to emerging policy on preference for brownfield sites and avoiding land in agricultural use. Recommendation is that this is not taken forward.



**Site 3 – Land at the corner of Cottons and Pius Drove, PE14 9AL to the rear of The Myrtles, general housing**



**Assessment table**

**Is it brownfield/ greenfield? What is its current use?**

Greenfield. Likely to be agricultural land, used as orchard, grain store and weighbridge

**Highway infrastructure**

Site access off Pius Drove. Generally suitable carriageway, but no footway. Removal of HGV traffic will reduce impact on carriageway.

**Highway safety and access**

30mph. Not clear that sufficient visibility can be achieved. No recent injury accidents onto Pius Drove. However, cluster of accidents at junction of Pius Drove and A1101 Principal Road, probably due to extremely poor visibility. This is a significant issue. Very low traffic volume on Pius Drove by high on A1101.

Ending of current use would reduce HGVs on Pius Drove with possible safety benefits.

**Sustainable access, including availability of footway**

800m to bus service, but over 800m from other facilities. Long way from school. Footways not available until half way down Pius Drove.

**Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?**

No

**Is it on Grade 1 land? If so, are there over-riding benefits**

Yes, grade 1 land. No over-riding benefits.

**In-fill development for housing (max of 5 houses)**

No

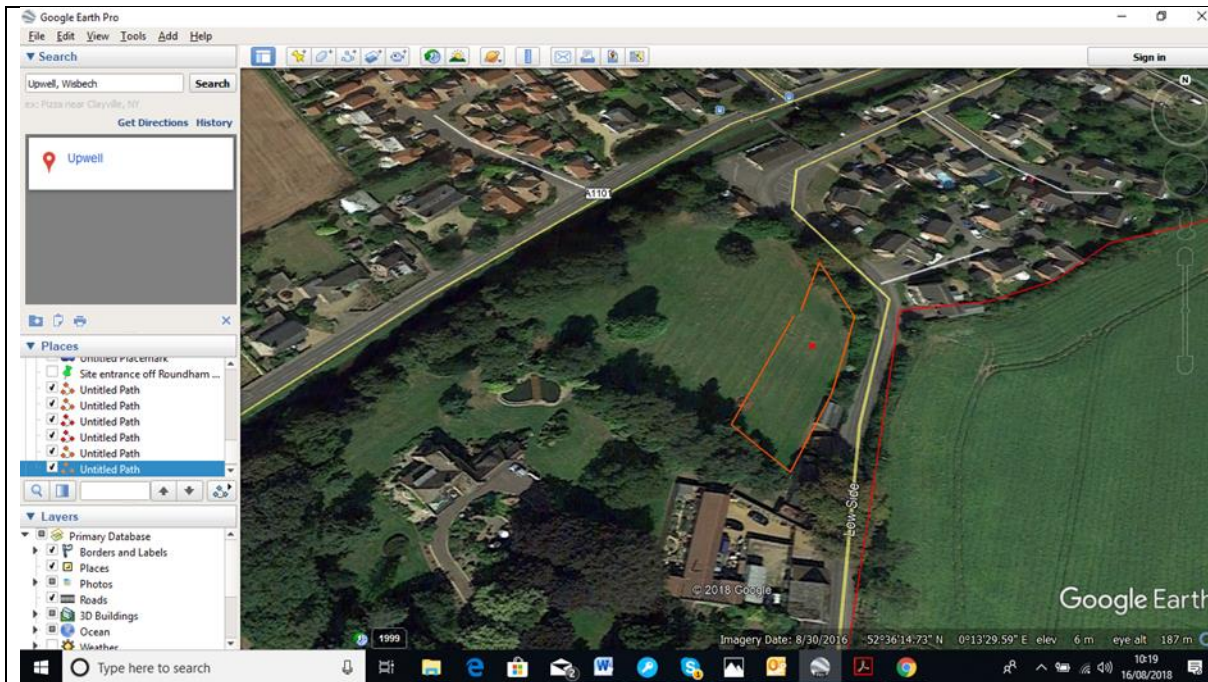
**Relationship to settlement boundary**

A few hundred metres outside settlement boundary. Removed from main settlement. Outside settlement boundary. No over-riding benefits.

**Ecology and natural environment**

None.
<b>Historic environment</b>
None.
<b>Flood risk</b>
Small area of low surface water flood risk in the north-east corner.
<b>Landscape/ visual impact</b>
Reasonably well-screened from front. Loss of orchard trees and other views. Loss of commercial structures could have a slight benefit.
<b>Other comments/ conclusions</b>
Outside Upwell Parish boundary so cannot allocate, but there are a number of issues with the site anyway. Recommendation is that this is not taken forward.

**Site 4 – Lode House, land north of Low Side, PE14 8RD, for three open-market dwellings**



**Assessment table**

**Is it brownfield/ greenfield? What is its current use?**

Not brownfield. Previously an orchard. No particular use, but has appearance of a residential garden.

**Highway infrastructure**

Site accesses Low Side. Road adequate and footways available.

**Highway safety and access**

Safe highway access achievable Low Side. No recent injury accidents. Very low traffic volume. Footways for pedestrians

**Sustainable access, including availability of footway**

Good access to public transport and village facilities via footways.

**Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?**

No

**Is it on Grade 1 land? If so, are there over-riding benefits**

Yes, Grade 1. No over-riding benefits, but not in agricultural use and probably too small to be in viable agricultural use.

**In-fill development for housing (max of 5 houses)**

No as there isn't housing on both sides, but fills a gap in a built-up area

**Relationship to settlement boundary**

Adjacent to settlement boundary. Adjacent to existing housing.

**Ecology and natural environment**

None.

**Historic environment**

In Conservation Area, which also hosts a number of listed buildings. Development could be acceptable subject to design and layout details and considerations. There are no listed buildings



very nearby, but there are some to the south-west. The mature trees on the boundary are part of the character of the area.

**Flood risk**

None.

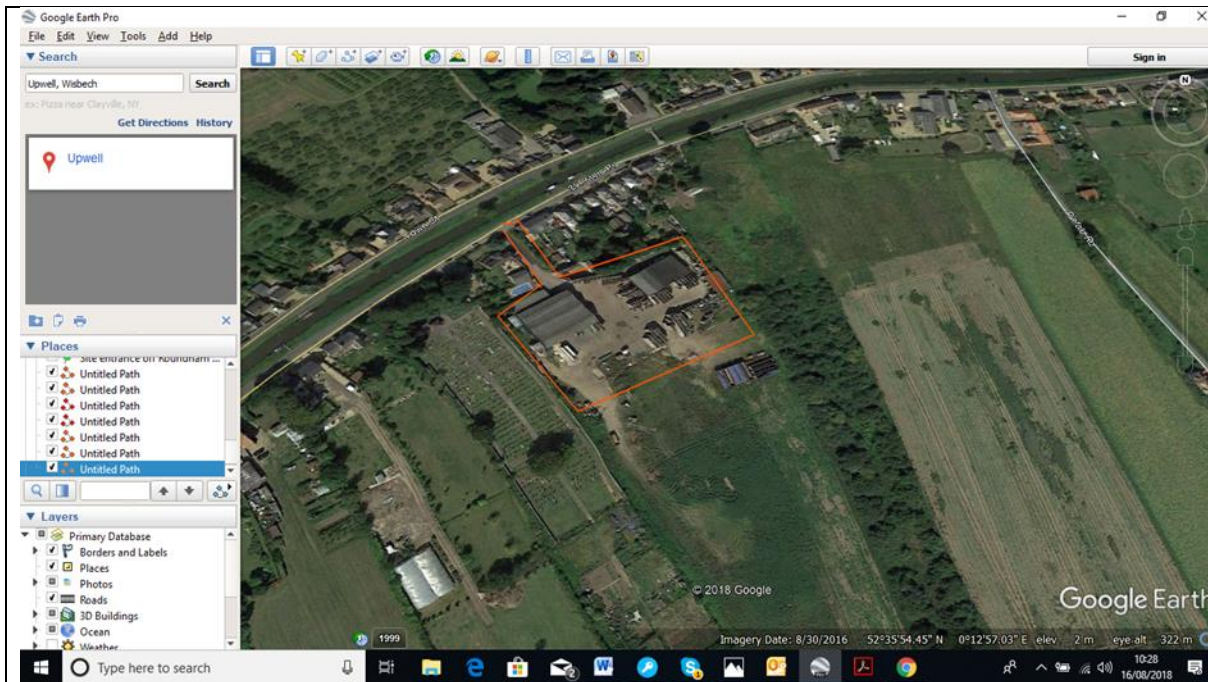
**Landscape/ visual impact**

Quite enclosed and hidden, so little wider landscape impact. Site open within.

**Other comments/ conclusions**

The site lies in a good, accessible and sustainable location. However, its position within the Conservation Area and near to the setting of some Listed Buildings would require a careful design and layout to ensure that any proposed housing would not lead to the sense of openness being lost or eroded, resulting in harm to the character of the Conservation areas and significance of the Listed Buildings in the vicinity. Therefore, the site may pose some very minor risk in terms of deliverability due a potential impact on heritage assets, but no more than other sites, and could be made acceptable, depending on design and layout. Three dwellings should be suitable.

**Site 5 – Brighty’s Yard, St Peters Road, PE14 9EJ, 15 dwellings**



**Assessment table**

<b>Is it brownfield/ greenfield? What is its current use?</b>	Brownfield. Commercial goods yard
<b>Highway infrastructure</b>	Site accesses St Peter’s Road which is generally suitable. Footways available. Residential use would remove HGVs and so protect carriageway and riverbank.
<b>Highway safety and access</b>	30mph. Safe highway access should be achievable, though possibly with a reduced 2.2m set-back. Given existing use, this should be acceptable. No recent injury accidents. Very low traffic volume.
<b>Sustainable access, including availability of footway</b>	Excellent access to public transport and village facilities. Footways available.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>	No
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>	Yes, grade 1, but used for non-agriculture commercial purposes.
<b>In-fill development for housing (max of 5 houses)</b>	No
<b>Relationship to settlement boundary</b>	Adjacent to settlement boundary. Very central to village. Integrates well into existing built up area. Adjacent to existing housing and also next to new builds. Although backland, site is adjacent to a plot being built-out which also extends southward away from the road.
<b>Ecology and natural environment</b>	None.
<b>Historic environment</b>	

Partially within conservation area, but redevelopment could lead to an overall improvement if done sympathetically.

**Flood risk**

Flood Zone 2 and 3 fluvial flood risk at access point, and surface flooding on northern boundary.

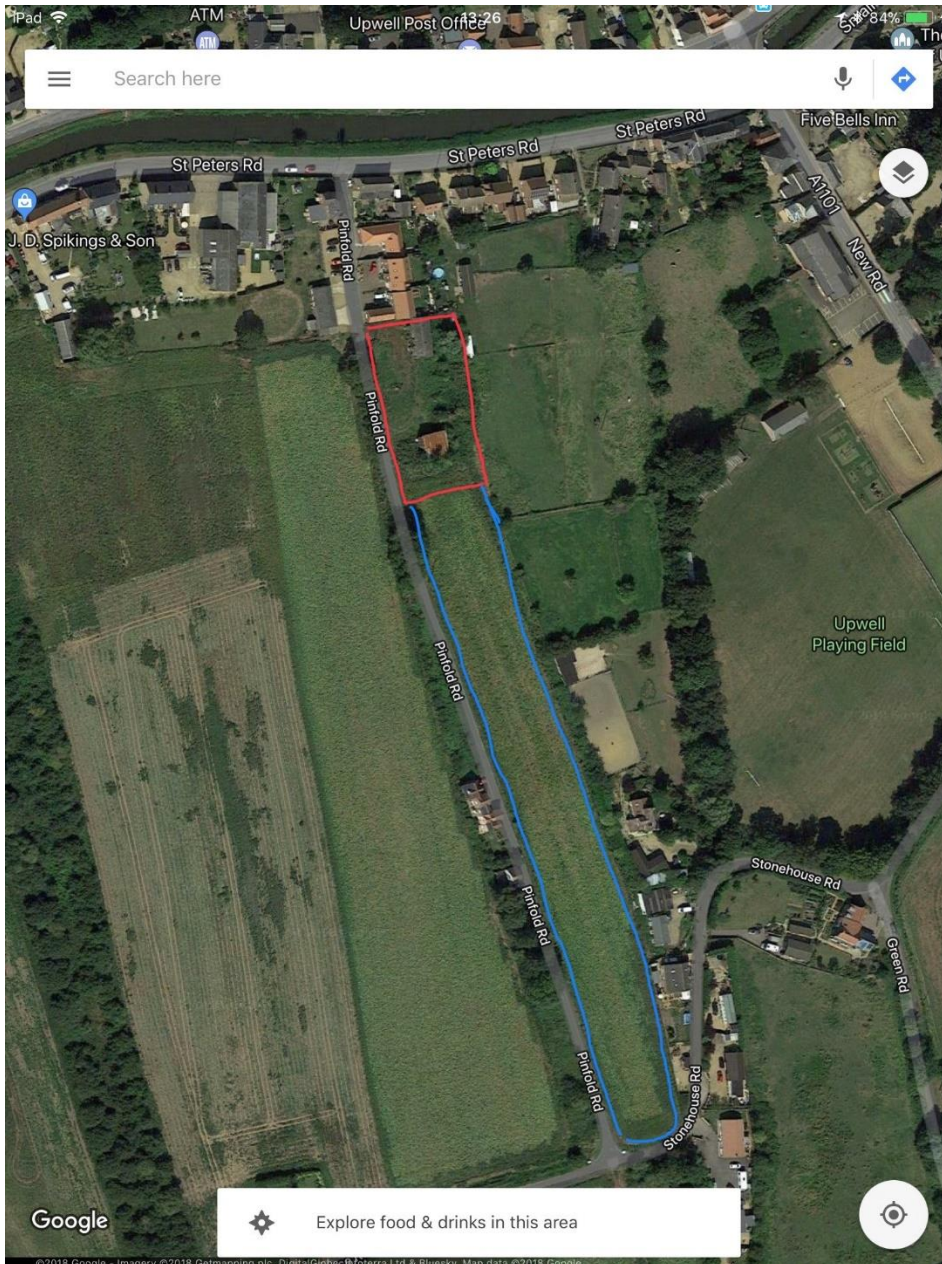
**Landscape/ visual impact**

No adverse impact on views from the village centre, but might need augmented screening at the rear. Could have positive impact on street scene with loss of commercial buildings. No obvious loss of significant trees.

**Other comments/ conclusions**

A good location. Could be overall amenity benefits with loss of HGVs. Flood risk at the entrance is unlikely to be a real issue. Sustainable drainage will be needed given some surface water flooding. Dwellings likely to be modest to maintain character and appearance of the area, being sympathetic with the conservation area. Recommend that that this is taken forward for consultation.

**Site 6 – Lane east of Pinfold Road, PE14 9EJ, small number of open market dwellings**



<b>Assessment table</b>
<b>Is it brownfield/ greenfield? What is its current use?</b>
Greenfield. This site has permanent but rundown agricultural sheds on it, with the rest of the old yard being overgrown and is hardly used.
<b>Highway infrastructure</b>
Pinfold Road narrow but carries little traffic. Some widening on the frontage might be necessary.
<b>Highway safety and access</b>
Safe highway access should be achievable. No recent injury accidents. Very low traffic volume.
<b>Sustainable access, including availability of footway</b>

Excellent access to public transport and village facilities. Footways not available on Pinfold itself, but road quiet with slow moving traffic and only short walking distance to St Peter's road.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>
No
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>
Yes. No over-riding benefits, but not used for agriculture and perhaps not viable for doing so.
<b>In-fill development for housing (max of 5 houses)</b>
No
<b>Relationship to settlement boundary</b>
Adjacent to settlement boundary. Very central to village. Adjacent to existing housing and also next to new builds. Site is adjacent to a plot being built-out which also extends southward away from village centre on St Peter's Road.
<b>Ecology and natural environment</b>
None
<b>Historic environment</b>
Northern part of the site (within the red line) is within Conservation Area. Blue line area outside, but adjacent to, Conservation Area.
<b>Flood risk</b>
Some medium-low surface water flood risk along the northern part of the eastern boundary.
<b>Landscape/ visual impact</b>
Not a very open site to long views, but augmented screening possible. Could have positive impact on street scene with loss of unkempt buildings. No obvious loss of significant trees.
<b>Other comments/ conclusions</b>
Little harm with few constraints. Could be suitable for 3-5 modest dwellings to be in keeping with the local area. Dwellings likely to be modest to maintain character and appearance of the area. Recommend that that this is taken forward for consultation.



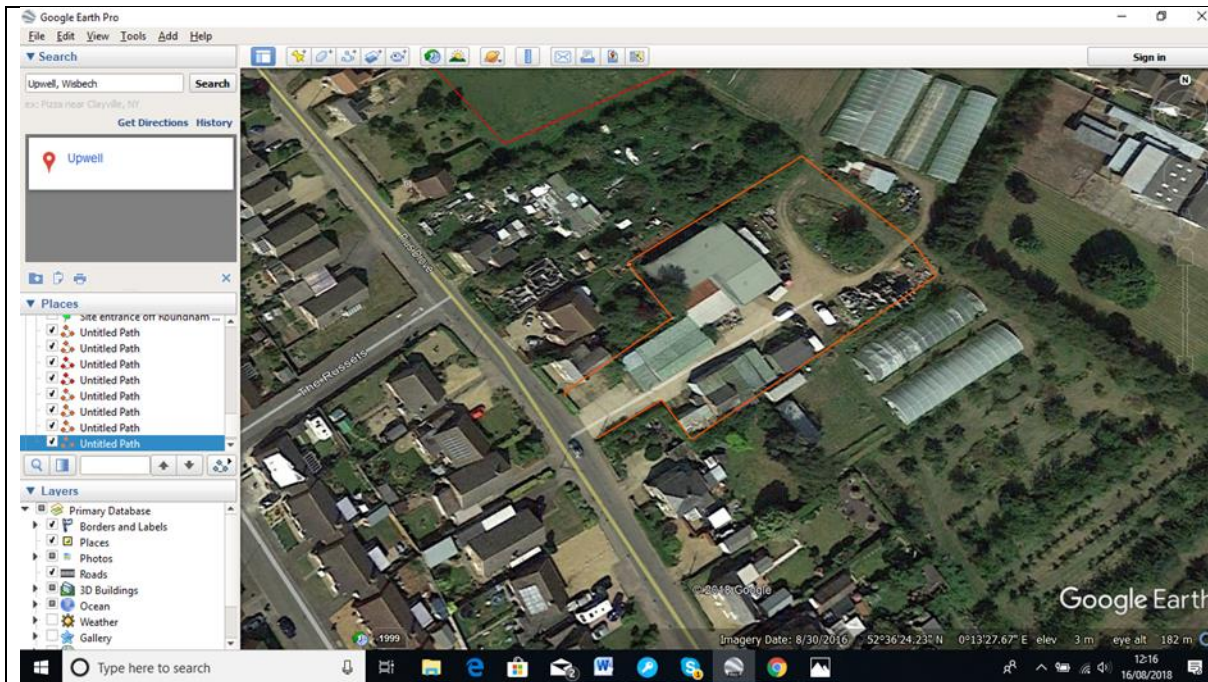
**Site 7 – Land West of Green Road, PE14 9HS, five dwellings, general housing**



<b>Assessment table</b>
<b>Is it brownfield/ greenfield? What is its current use?</b>
Greenfield. Agricultural. Under-used but horse grazing evident, which is agricultural.
<b>Highway infrastructure</b>
Green Road and Stonehouse Road are very narrow. Although they carry little traffic, this could create issues with additional traffic. There is no room for a passing place or widening on

Stonehouse Road. This limits the scale of development, if indeed any additional traffic is acceptable.
<b>Highway safety and access</b>
Safe highway access should be achievable in terms of visibility. No recent injury accidents. Very low traffic volume. Visibility at junction with New Road A1101 is not ideal.
<b>Sustainable access, including availability of footway</b>
Good access to public transport and village facilities in terms of distances. Footways not available for 200m, but road quiet with slow moving traffic.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>
No
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>
Grade 1. No over-riding benefits, unless remaining land were to be given to the parish council, although not clear what use could be made of it given highway constraints. However, contrary to emerging policy
<b>In-fill development for housing (max of 5 houses)</b>
No
<b>Relationship to settlement boundary</b>
Adjacent to settlement boundary. Not very central to village, but adjacent to existing housing and doesn't feel like open countryside
<b>Ecology and natural environment</b>
None.
<b>Historic environment</b>
None.
<b>Flood risk</b>
Some low surface water flood risk along the southern boundary.
<b>Landscape/ visual impact</b>
Not a very open site to long views, and augmented screening possible. No obvious loss of significant trees.
<b>Other comments/ conclusions</b>
Quality and safety of highway infrastructure is a significant constraint, and contrary to emerging policy on preference for brownfield land or land not in agricultural use. Recommend that this is not taken forward for consultation.

**Site 8 – Pius Drive, Upwell PE14 9AL organic farm near Staatsburg dwelling, general housing**



**Assessment table**

**Is it brownfield/ greenfield? What is its current use?**

Part of wider agricultural holding/ nursery. Greenfield

**Highway infrastructure**

Access onto Pius Drive, which has a suitable carriageway and footways.

**Highway safety and access**

Not clear that safe highway access is possible in terms of visibility, it looks poor. Although the driveway is in use, it would be an intensification of use. No recent injury accidents. However, cluster of accidents at junction of Pius Drive and A1101 Principal road, probably due to extremely poor visibility. This is a major issue. Very low traffic volume on Pius Drive, but high on A1101. Ending of current use would reduce HGVs on Pius Drive with possible safety benefits.

**Sustainable access, including availability of footway**

Reasonable access to public transport and village facilities in terms of distances. Footway available in Pius Drive, So reasonable access.

**Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?**

No

**Is it on Grade 1 land? If so, are there over-riding benefits**

Grade 1. No over-riding benefits, so contrary to emerging policy

**In-fill development for housing (max of 5 houses)**

No

**Relationship to settlement boundary**

Adjacent to settlement boundary. Not very central to village, but adjacent to existing housing and doesn't feel like open countryside. Essentially it will be backland

**Ecology and natural environment**

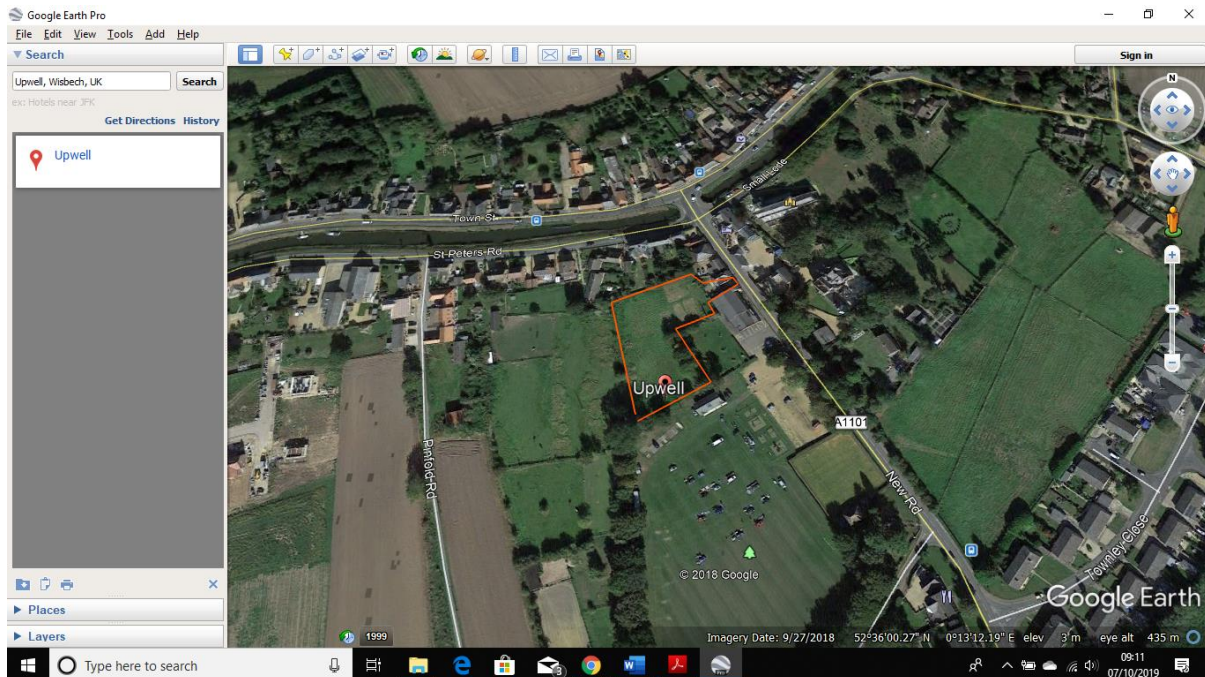
None.

**Historic environment**

None.
<b>Flood risk</b>
None.
<b>Landscape/ visual impact</b>
Not a very open site in terms of long views from the street. No obvious loss of significant trees. Might need screening to the rear. Possible improvements to street scene with loss of commercial buildings.
<b>Other comments/ conclusions</b>
Might need clarity/ convincing that visibility can be achieved onto Pius Drove. But safety of junction from Pius Drove onto A1101 a serious concern, and site is contrary to emerging policy on preference for brownfield land or land not in agricultural use. Recommend that this is not taken forward for consultation.



**Site 9 – Rear of 4a New Road, PE14 9DA, eight new general housing**

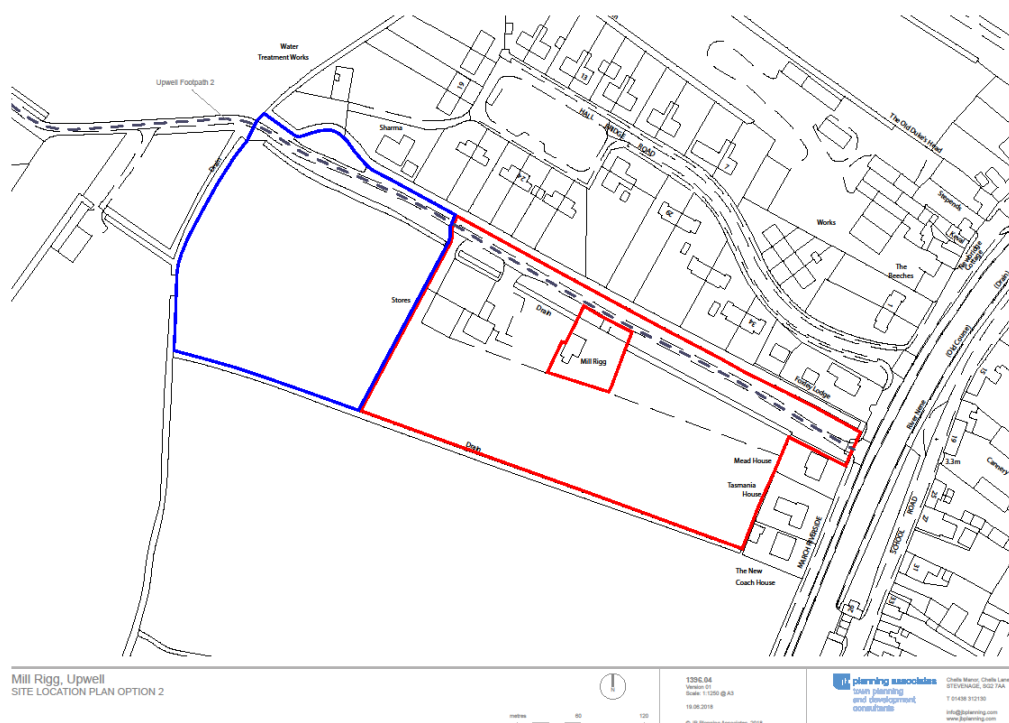


<b>Assessment table</b>
<b>Is it brownfield/ greenfield? What is its current use?</b>
Greenfield, pasture, so in agricultural use
<b>Highway infrastructure</b>
Access onto New Road, which has a suitable carriageway and footways, although the footways are extremely narrow. A1101 is a principal road.
<b>Highway safety and access</b>
Not clear that safe highway access is possible in terms of visibility, it looks poor, even with a dwelling (4a) removed. No recent injury accidents. The Highway Authority tends to have a presumption against new accesses, or the intensified use of existing accesses, directly onto a principal road such as the A1101. Quite close to the junction with St Peter's Road and opposite the pub car park entrance.
<b>Sustainable access, including availability of footway</b>
Good access to public transport and village facilities in terms of distances. Footways are very narrow however along New Road. So reasonable access overall.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>
No
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>
Yes. No over-riding benefits
<b>In-fill development for housing (max of 5 houses)</b>
No
<b>Relationship to settlement boundary</b>
Adjacent to settlement boundary. Central to village, and adjacent to existing housing. Would be well integrated with built up area. Essentially it will be backland
<b>Ecology and natural environment</b>
None.



<b>Historic environment</b>
In Conservation Area. Opening up the street by removing a dwelling will change the character considerably
<b>Flood risk</b>
None.
<b>Landscape/ visual impact</b>
Removal of dwelling (4a) will change the streetscene considerably by opening it up. Little impact on wider landscape, and some augmented screening should be possible to screen from longer views.
<b>Other comments/ conclusions</b>
Access is the key issue, and maybe impact on conservation area. Also potentially contrary to emerging policy on preference for brownfield land or land not in agricultural use. Recommend that this is not taken forward for consultation.

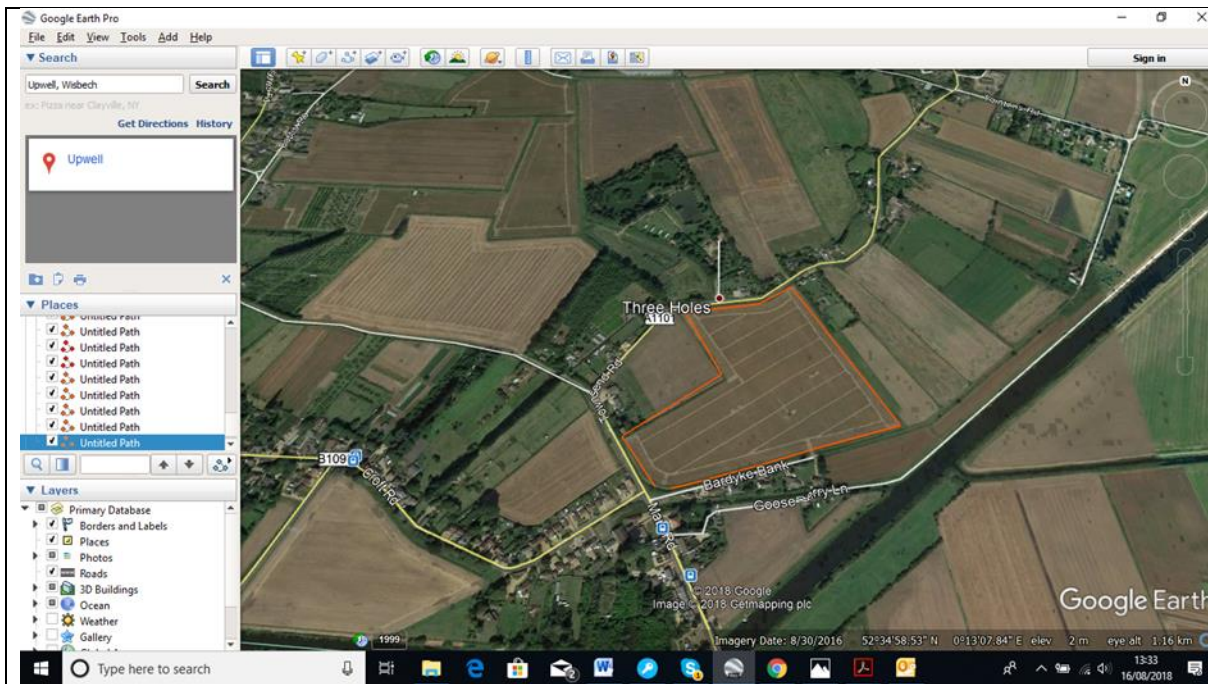
**Site 10 – Mill Rig off March Riverside, PE14 9DP 15 dwellings, general housing**



<b>Assessment table</b>
<b>Is it brownfield/ greenfield? What is its current use?</b>
Greenfield, under-used agricultural land. Some orchard use
<b>Highway infrastructure</b>
Access onto March Riverside. This is quite narrow but potentially suitable for a small number of additional vehicles. Risk of increased traffic eroding the bank of the creek. No footways and provision of a footway is questionable as it would narrow the already narrow March Riverside.
<b>Highway safety and access</b>
30mph. Not clear that safe highway access is possible in terms of visibility, it looks very poor and would require third party land. Building out the kerb line is unlikely to be acceptable given that this will narrow the already narrow March Riverside. No recent injury accidents.
<b>Sustainable access, including availability of footway</b>
Good access to public transport and village facilities in terms of distances. Footways are not available for a short distance. So reasonable access overall.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>
No
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>
Yes, Grade 1. No over-riding benefits
<b>In-fill development for housing (max of 5 houses)</b>
No
<b>Relationship to settlement boundary</b>
Adjacent to settlement boundary. Adjacent to existing housing, considered backland but it would align with housing served off Hallbridge Road. Not an especially good fit though given that it marks the start of the village, though would be screened on approach.

<b>Ecology and natural environment</b>
None.
<b>Historic environment</b>
Partially within and adjacent to the Conservation Area.
<b>Flood risk</b>
Some medium-low surface water flood risk along the north-western boundary.
<b>Landscape/ visual impact</b>
Well screened from longer views by trees. Little visual impact apart from with regard to nearby residents, but screening should be possible
<b>Other comments/ conclusions</b>
Safe access is the key issue. Recommend that this is not taken forward for consultation.

**Site 11 – Goose’s Field, Bardyke Bank, Three Holes PE14 9HJ– general housing**



**Assessment table**

**Is it brownfield/ greenfield? What is its current use?**

Greenfield, agricultural land. Arable use

**Highway infrastructure**

Access off 40mph Townsend Road, A1101 or via Bardyke Bank. Suitable for a number of additional vehicles as good quality road. No footways until Croft road. Footway could be delivered, although drainage ditch might make it problematic

**Highway safety and access**

40mph. Required visibility should be achievable. No recent injury accidents. However, the Highway Authority tends to have a presumption against new accesses, or the intensified use of existing accesses, directly onto a principal road such as the A1101. Small number of dwellings served off Bardyke Bank might be acceptable.

**Sustainable access, including availability of footway**

Good access to public transport but poor access to village facilities in terms of distances, apart from village hall. Footways are not available for a short distance. So poor sustainable access overall.

**Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?**

No

**Is it on Grade 1 land? If so, are there over-riding benefits**

Yes, Grade 1. No over-riding benefits

**In-fill development for housing (max of 5 houses)**

No

**Relationship to settlement boundary (any over-riding benefits? Rural exception site?)**

Adjacent to settlement boundary. Feels like open countryside on the edge of the village. Adjacent to existing housing on the other side of Bardyke Bank and on Croft Road, but no well integrated.

**Ecology and natural environment**

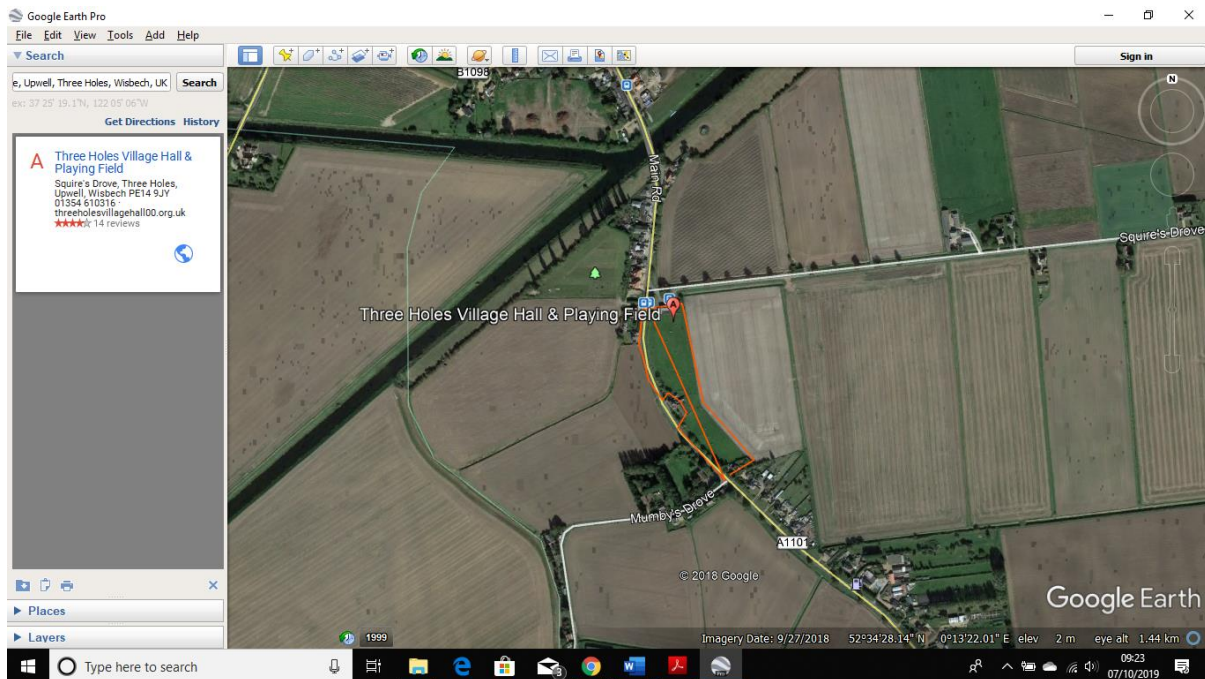
None.

**Historic environment**

None.
<b>Flood risk</b>
Two areas of low surface water flood risk within the south-west portion of the site.
<b>Landscape/ visual impact</b>
Very open so there will be an impact on the landscape. Some screening using trees should be possible, though this itself will reduce the sense of openness
<b>Other comments/ conclusions</b>
Access onto A1101 principal road is key which will limit to a small number of dwellings of up to five single storey dwellings. Would need to access onto Barbyke Bank to avoid creating a new access onto the A1101, and Barbyke Bank might need to be widened. This might be acceptable to the Highway Authority. Loss of openness and fairly poor sustainable access are also issues, and the site is contrary to emerging policy on preference for brownfield land or land not in agricultural use, but has the benefit of supporting housing at Three Holes. Recommend taking forward for consultation, but with reservations.



## Site 12 – Adjacent to village hall, PE14 9JS Three Holes – general housing



<b>Assessment table</b>
<b>Is it brownfield/ greenfield? What is its current use?</b>
Greenfield, agricultural land. Currently unused and potentially unviable for agriculture
<b>Highway infrastructure</b>
Access off 40mph Main Road, A1101. Suitable for a number of additional vehicles as good quality road. No footways on same side of road, but available opposite.
<b>Highway safety and access</b>
40mph. Required visibility for a new access could potentially be achievable, depending on the speed of traffic as the speed limit changes to 50mph within the visibility splay distance. On site observations indicate that traffic is travelling in excess of 40mph. The road also curves and so the splay is almost entirely over a verge on which grows vegetation; it is questionable as to whether this would be maintained to keep the splay open. No recent injury accidents though. However, the Highway Authority tends to have a presumption against new accesses in particular directly onto a principal road such as the A1101. Might be more acceptable if access could be gained onto Squire's Drove to use this existing access onto the A1101. This might be more acceptable to the Highway Authority.
<b>Sustainable access, including availability of footway</b>
Good access to public transport but fairly poor access to village facilities in terms of distances, apart from Three Holes village hall. Footways are not available on same side of road. So relatively poor sustainable access overall.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>
No
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>
Yes, grade 1 land, but not used for agriculture. Have offered to provide additional parking for the village hall, and this could be construed an over-riding benefit.
<b>In-fill development for housing (max of 5 houses)</b>
No
<b>Relationship to settlement boundary</b>

A few hundred metres outside settlement boundary. Feels like open countryside outside of the village, although it is in a wide gap between linear development. Adjacent to existing housing on the other side of Main Road, but not especially well integrated.

**Ecology and natural environment**

None.

**Historic environment**

None.

**Flood risk**

Southern portion of site in Flood Zones 2 and 3.

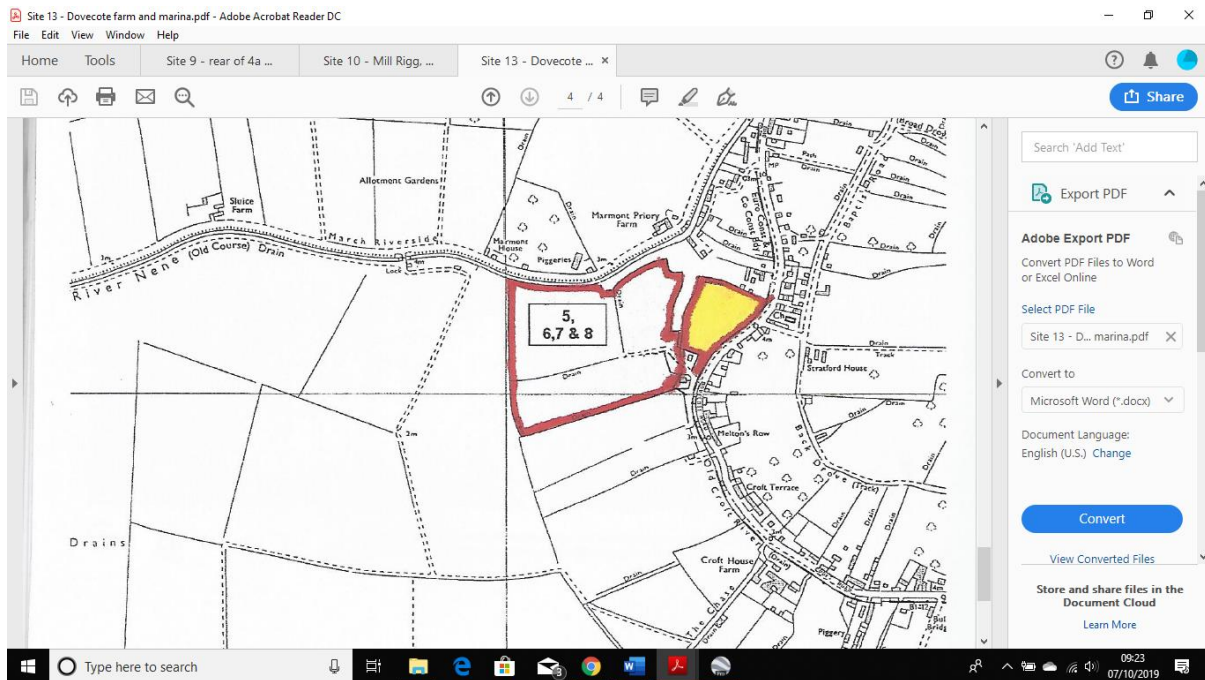
**Landscape/ visual impact**

Very open so there will be an impact on the landscape. Some screening using trees should be possible, though this itself will reduce the sense of openness

**Other comments/ conclusions**

Safe access key but should be possible via Squire's Drove. This should be acceptable to the Highway Authority, although this could limit options to a small number of up to five dwellings. Some loss of openness and relatively poor sustainable access will also limit the number of dwellings. The site is contrary to emerging policy on preference for brownfield land or land not in agricultural use, but there could be over-riding benefits in terms of additional car parking for the village hall. Recommend taking forward for consultation.

**Site 13 – Dovecote Farm, PE14 9HB. General housing along the front, and holiday lets/ marina/ public open space for recreation along the creek with some additional housing**



<b>Assessment table</b>
<b>Is it brownfield/ greenfield? What is its current use?</b>
Greenfield, agricultural land. Arable use
<b>Highway infrastructure</b>
Access off 30mph School Road. Suitable for a number of additional vehicles as good quality road, although alignment is sinuous. No footways on same side of road, but available opposite. Room to provide a footway, although drainage ditch might make this problematic
<b>Highway safety and access</b>
30mph. Required visibility should be achievable. No recent injury accidents. Quiet road, although alignment of road is not good, especially bearing in mind the on-road parking.
<b>Sustainable access, including availability of footway</b>
Good access to public transport, but relatively poor access to village facilities in terms of distances, apart from the primary school, but access to a school not a significant consideration for leisure/ recreation us of the site. Footways are not available on same side of road. So relatively poor sustainable access.
<b>Does it promote tourism and use of the waterways, especially along Welle Creek? Does it help to deliver a marina?</b>
Yes, which is a significant benefit
<b>Is it on Grade 1 land? If so, are there over-riding benefits</b>
Yes, grade 1. But it does have the over-riding benefit of providing a marina
<b>In-fill development for housing (max of 5 houses)</b>
No
<b>Relationship to settlement boundary</b>
Adjacent to settlement boundary. Feels like open countryside, although it is opposite linear development. Adjacent to existing housing on the other side of School Road and to the north.
<b>Ecology and natural environment</b>
None.
<b>Historic environment</b>

South of the Grade II Listed Building, The Priory, on the opposite side of the river. This might limit what can be achieved, although Historic England website does not refer to the importance of the setting of The Priory.

**Flood risk**

Some small areas of low surface water flood risk within site. North-western part of site adjacent to the river in Flood Risk Zones 2 and 3.

**Landscape/ visual impact**

An attractive gap which is very open with long views into the countryside so there will be an impact on the landscape. Some screening using trees should be possible, though this itself will reduce the sense of openness.

**Other comments/ conclusions**

Provision of a Marina would be a significant benefit, but this needs to be balanced against the negative aspects of the site such as the loss of openness and attractive views. The site is contrary to emerging policy on preference for brownfield land or land not in agricultural use, but there could be over-riding benefits. A small number of open market dwellings at the front of the site could be considered acceptable if justified by viability issues, and this would need robust evidence. Recommend, with some reservations, that this is taken forward for consultation as an allocation or policy for mixed use of leisure/ recreation and potentially residential.

Sites assessment summary table

	Brownfield/ greenfield	Highways	Sustainable access	Agricultural? If loss of agriculture, any over-riding benefits?	Integration with other housing/ buildings	Ecology	Heritage	Flood risk	Landscape/ streetscape	Conclusion
Site 1 – Low Side. 30-35 dwellings	Red	Green	Green	Green	Green	Green	Yellow	Yellow	Yellow	Green
Site 2 – Pius Drove, nr telephone exchange	Red	Red	Yellow	Green	Yellow	Green	Green	Yellow	Green	Red
Site 4 – adjacent Lode House, Low Side. 3 Dwellings	Yellow	Green	Green	Green	Green	Green	Yellow	Green	Green	Green
Site 5 – rear 60 St Peter’s Road. 8-15 dwellings	Green	Green	Green	Green	Green	Green	Yellow	Yellow	Green	Green
Site 6 – Pinfold Road. 3-5 dwellings	Red	Green	Green	Green	Green	Green	Yellow	Yellow	Green	Green
Site 7 – Green Road	Red	Red	Yellow	Red	Yellow	Green	Green	Yellow	Yellow	Red
Site 8 – Pius Drove, organic connections	Red	Red	Yellow	Red	Green	Green	Green	Yellow	Green	Red



	Brownfield/ greenfield	Highways	Sustainable access	Agricultural? If loss of agriculture, any over-riding benefits?	Integration with other housing/ buildings	Ecology	Heritage	Flood risk	Landscape/ streetscape	Conclusion
Site 9 – rear of 4a New Road	Red	Red	Green	Red	Green	Green	Red	Yellow	Yellow	Red
Site 10 - Mill Rig off March Riverside	Red	Red	Green	Yellow	Yellow	Green	Yellow	Yellow	Green	Red
Site 11 – Baydyke Bank. 5 dwellings	Red	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow
Site 12 – next to Three Holes village hall. Five dwellings	Red	Yellow	Yellow	Green	Yellow	Green	Green	Yellow	Yellow	Yellow
Site 13 – Dovecote Farm	Red	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow

**Highway Authority comments on sites, steering group response, and relevant assessment from summary table**

	Highways	Sustainable access	Conclusion	LP ref	Highway Authority Comments	Steering group comments
Site 1 – Low Side. 30-35 dwellings				682	Site ref is 681 <i>Comment 2012 site allocations 3. This allocation is remote from the key services of settlement. The Highway Authority would object if this site were included in the plan.</i>	Disagree. Site has good access to services.  Part of site already allocated in the local plan
Site 2 – Pius Drove, nr telephone exchange				636?	<i>Comment 2012 site allocations 2. Subject to a safe access and local improvements being made to the footway network the Highway Authority would not object if this site were included in the plan.</i>	However, this site is only a portion of site 636, has no access to Pius Drove and Back Lane is unsuitable, so the site is unacceptable.  Unsafe access at Pius Drive/ A1101, with extremely poor visibility.
Site 4 – adjacent Lode House, Low Side. 3 Dwellings				82	<i>Comment 2012 site allocations 3. This allocation is remote from the key services of settlement. The Highway Authority would object if this site were included in the plan.</i>	Disagree. Site has good access to services
Site 5 – rear 60 St Peter's Road. 8-15 dwellings				1089	<i>Comment 2012 site allocations 2. Subject to a safe access being made the Highway Authority would not object if this site were included in the plan.</i> Further evidence is required to determine if safe and suitable access could be achieved.	Visibility onto St Peters Road is good and access is already in use, often by HGVs.
Site 6 – Pinfold Road. 3-5 dwellings				327	<i>Comment 2012 site allocations 3. This allocation is remote from the key services of settlement. The Highway Authority would object if this site were included in the plan.</i>	Disagree. Site has extremely good access to services

	Highways	Sustainable access	Conclusion	LP ref	Highway Authority Comments	Steering group comments
Site 7 – Green Road				300/ 277	<i>Comment 2012 site allocations 3. This allocation is remote from the key services of settlement. The Highway Authority would object if this site were included in the plan.</i>	
Site 8 – Pius Drove, organic connections				636?	<i>Comment 2012 site allocations 2. Subject to a safe access and local improvements being made to the footway network the Highway Authority would not object if this site were included in the plan.</i>	However, this site is only a portion of site 636, and on the information available it is not clear that a safe and suitable access can be formed within the land promoted. Further evidence is required to determine if access could be achieved.  Visibility onto St Peters Road is good and access is already in use, often by HGVs.
Site 9 – rear of 4a New Road				132	<i>Comment 2012 site allocations 2. Subject to a safe access being made the Highway Authority would not object if this site were included in the plan.</i>	It is not clear that a safe and suitable access can be formed within the land promoted. Further evidence is required to determine if access could be achieved.
Site 10 - Mill Rig off March Riverside				639	<i>Comment 2012 site allocations 3. The surrounding highway on very narrow and is not appropriate for this allocation. The Highway Authority would object if this site were included in the plan.</i>	
Site 11 – Bardyke Bank. 5 dwellings				407	<i>Comment 2012 site allocations 3. This allocation is remote from the key services of settlement. The Highway Authority would object if this site were included in the plan.</i>	

	Highways	Sustainable access	Conclusion	LP ref	Highway Authority Comments	Steering group comments
Site 12 – next to Three Holes village hall. Five dwellings				25-11-20169357	The site is likely to have been screened out because of flood risk and proximity so there are no previous comments on this site. The site is remote and Squires Drove is unsuitable because of its width and substandard junction with the A1101. The site is not suitable for allocation.	Will need to avoid flood risk area on the southern side of the site. Direct access onto A1101 not appropriate but access via Squires Drove is just an intensification of an existing access and required visibility can be achieved. Agree about relative remoteness, but promoting vitality of Three Holes important.
Site 13 – Dovecote Farm				26-10-20169444	<i>Comment 2017 HELAA It is suggested that both sites could use the existing farm access. It would appear that the existing access is narrow and unsuitable. Development over 8 units would require an adopted access which would require the widening of the existing including structures over the drain. There is no evidence to demonstrate that this could be achieved. With the scale of development there is concern over the adequacy of the local road network and the standard of the footpath link to the settlement on the opposite side of Dovecote Road.</i>	