
F/YR22/1239/O

Applicant: Mr Darren Hyde

**Agent : Mr Jamie Burton
Swann Edwards Architecture Limited**

Land West Of Lowlands, Colletts Bridge Lane, Elm, Cambridgeshire

Erect 1 dwelling (outline application with matters committed in respect of access)

Officer recommendation:

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 This outline planning application seeks to agree the principle of a residential dwelling on land west of Lowlands, Colletts Bridge Lane, Elm; all matters are reserved excepting access and as part of this element of the scheme a turning head to serve the wider area is included.
- 1.2 The planning history relating to this site has been consistent in terms of resisting further residential development on the western side of Colletts Bridge Lane.
- 1.3 The inclusion of the turning head, which is the key difference in respect of the earlier scheme, does not overcome the 'in principle' locational and character conflict postulated in earlier decisions and agreed by the Planning Inspector in 2015.
- 1.4 Accordingly the recommendation must be one of refusal

2 SITE DESCRIPTION

- 2.1 Colletts Bridge is a group of approximately 30 dwellings.
- 2.2 The site is accessed via Collets Bridge Lane, a single-track road. The site is located on the west side of the lane positioned between residential dwellings known as La Chaumiere to the south and The Hazels to the north, both 2-storey detached dwellings.
- 2.3 The land is generally open in nature, bounded by a 1.8m close boarded timber fence to its northern boundary and a 1.2m post and wire fence marking the southern and western boundaries. An agricultural field access sits immediately to the south with open countryside beyond the site to the west.
- 2.3 The majority of dwellings along Colletts Bridge Lane sit to the eastern side of the lane, with the western side much more sparsely developed with large gaps of open countryside between the 3 existing dwellings this side of the road.

3 PROPOSAL

- 3.1 This application submitted in outline form, with access committed, seeks to agree the principle of a dwelling on the application site.
- 3.2 As part of the access detail a turning head is shown within the site, this is identified in the site plan key as 'indicates proposed bin lorry turning via. extended public highway to be adopted and designed by civil engineer.'

Full plans and associated documents for this application can be found at:

[F/YR22/1239/O | Erect 1 dwelling \(outline application with matters committed in respect of access\) | Land West Of Lowlands Colletts Bridge Lane Elm Cambridgeshire \(fenland.gov.uk\)](#)

4 SITE PLANNING HISTORY

F/YR22/0921/O	Erect 1no dwelling (outline application with all matters reserved)	Declined to Determine 17.08.202
F/YR21/1536/O	Erect 1no dwelling and garage (outline application with all matters reserved)	Refused 08.04.2022
F/YR14/0616/F	Erection of a 2-storey 4-bed dwelling with a detached garage and 1.5m (max height) front boundary fence and gates	Refused 22.09.2014 Appeal Dismissed 18.03.2015
F/YR14/0203/F	Erection of a single-storey 3-bed dwelling	Refused 01.07.2014
F/YR06/0867/O	Erection of a dwelling	Refused 04.09.2006
F/93/0453/O	Erection of a dwelling	Refused 13.10.1993 Appeal Dismissed 05.01.1994
F/0658/88/O	Erection of a dwelling	Refused 08.09.1988 Appeal Dismissed 09.08.1989
F/0537/87/O	Erection of a dwelling	Refused

5 CONSULTATIONS

5.1 Elm Parish Council

'Elm Parish Council raises objection to outline plans submitted under application reference F/YR22/1239/O on the following grounds;

Colletts Bridge is defined in the 2014 Fenland Local Plan as an 'other village' where; according to Policy LP3; development would normally be restricted to infill sites located along a built up frontage. Development along the west side of Colletts Bridge Lane is actually sporadic in nature as identified by the Appeal Decision Report connected to a previous application for the site.

The application also fails to meet criteria specified in Policy LP3 relating to sustainable growth. The closest shop is located over a mile away in the village of Elm and the school is further away. The lack of streetlighting and pavements, a 60mph speed limit and the poor condition of the road surface would make it extremely hazardous, particularly for pedestrians and cyclists. This is also contrary to the National Planning Policy Framework which states that patterns of growth should be managed to make use of public transport, walking and cycling, and, Local Plan Policy LP15 which encourages development to be designed to promote the use of non-car transport.'

5.2 CCC Highways

(04.01.2023) 'Following a careful review of the documents provided to the Highway Authority as part of the above planning application and in accordance with paragraph 111 of the National Planning Policy Framework the Highway Authority requests that the above planning application be refused for the following reason:- unacceptable impact on highway safety. The rationale for this request is as follows:

The approach road Lowlands Colletts Bridge Lane is considered to be inadequate to serve the development proposed, by reason of its restricted width (as it is a single track road) and lack of passing places. The proposal would lead to an intensification of use of Lowlands Colletts Bridge Lane and would cause interference with the safety and free flow of traffic'.

Given that no specific mention was made in respect of the turning head the Case Officer posed the following questions and received the following responses (17.01.2023)

- (a) Would there be any benefits of the turning head?
'The turning head would only be useful for the dwelling and its parking purposes. It would not be large enough to act as a passing place. The turning head may not be beneficial for the whole community. The width of the access would have to be given to verify if the access is wide enough to act as a passing place'.
- (b) Would there be any additional implications for highway safety through its provision?
'No, there is no additional comments to add'.
- (c) What would be the likelihood of the LHA adopting the turning head?
'It does not benefit for LHA to adopt this turning head'.

5.3 Environment & Health Services (FDC)

'The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposal, as it is unlikely to have a detrimental impact on the local air quality or be affected by ground contamination.

This service would however welcome a condition on construction working times due to the close proximity to existing noise sensitive receptors, with the following considered reasonable:

No construction work shall be carried out and no plant or power operated machinery operated other than between the following hours: 08:00 hours and 18:00 hours on Monday to Friday, 08:00 hours and 13:00 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority'.

5.4 **FDC Refuse Team**

'The turning head indicated on the drawing would bring no benefits from a refuse collection point of view, to collect from Collets Bridge we simply travel round the loop as it currently is. Should this one get approval the collection point would be at the front of the property where it meets the highway and the collection route would remain the same'.

5.5 **Local Residents/Interested Parties:**

Objections: 9 letters of objection have been received from 8 households in Colletts Bridge Lane; these may be summarised as follows

Residential amenity and character

- Loss of views, loss of light
- Privacy issue
- The southern boundary of the site is with agricultural land, and the plot is therefore not between two dwellings.

Access, Traffic and Highways

- The lane is single track and surprisingly heavily used, both the residents of Collett's Bridge Lane and the residents of the towpath use it.
- Increase in online shopping has also exacerbated the problem, with approximately a dozen deliveries daily down the lane, often using my driveway as a turning bay.
- Adding more traffic to the lane would result in even more accidents
- Existing road is unlit, with no paths and very little lighting with blind spots and cars reversing out onto the lane and is not gritted
- Lane is used as a rat run off main road
- Very few of the properties have mains drainage so there is the additional problem of large sewage lorries or tractors coupled to a tanker causing hold ups.
- The reason that traffic is able to pass is because drivers pull over onto the frontages of the properties on the lane – damaging property boundaries and surfacing. Notes that just because an accident hasn't happened does not guarantee it will not in the future.
- No easy access to schools, shops, facilities or public transport as stated.
- The connecting roads have no footpaths and in the case of Elm are dominated by heavy lorries visiting Fenmarc. Very unsafe

- Seems unlikely that CCC will adopt a driveway part way down the lane to be a turning head, and FDC cannot compel CCC to adopt it; the turning head is not required for refuse vehicles and the presence of turning would not negate the unsuitability and unsustainability of the site as previously established.
- It is noted that *'The highway to the east of the hamlet, between properties and the A1101 (about ¼ mile in length) is unadopted highway – even though it is the only highway for several properties. If CCCH will not adopt that, then the probability that CCCH would adopt a turning head is extraordinarily small.'*
- Turning head not feasible, in a location where the majority of drivers would not want to turn, and users could potentially cause an accident or blockages when manoeuvring and could disrupt householders in the vicinity.
- Site not large enough to accommodate dwelling and a turning head that is not wanted.
- The safety of existing residents and road users, recreational walkers, joggers and dog walkers should be paramount.
- Anglian Water site is used for resident parking and this results in their tanker having to park on the road.
- Comments made regarding safe walking and speed of traffic on road these are not correct.
- Site is on the narrowest part of the lane.
- Visibility splays shown cross neighbouring land without evidence that landowner has consented to this.
- Committee have previously asserted that *'the proposal would compromise highway safety as it would result in further development within a 60mph limit'*.

Environmental Concerns

- Plot used to be full of trees and home to sparrows, site cleared before planning permission has been given
- Area is home to wildlife

Policy and Precedent

- Does not comply with policy, not single dwelling infill within an otherwise built-up frontage – this has been confirmed many times
- Does not compare with Eastwood End appeal quoted, Inspector considered it to be part of Wimblington and determined the appeal accordingly
- Appeal history evidences that the site is unsustainable
- Applicant continues to assert the principle of development is acceptable which is incorrect. *'At the committee meeting of 17/9/2014 the committee made it clear that they did not accept, and never had accepted, that development on this site is acceptable'*.
- No substantive difference between this application and that of F/YR21/1536/O (and F/YR22/0921/O) which were refused
- Note informative which states "The application was clearly contrary to the relevant planning policies and the Local Planning Authority working positively and proactively with the applicants would have afforded no opportunity to overcome these problems." Therefore, any modification to the previous proposals should still fall.
- Don't allow a precedent to be set

Other matters

- Local services/schools - unable to cope
- Noise and disturbance
- Drainage and flooding
- Application states that the northern boundary is the hedge, this is not correct the boundary is the concrete post fence 2 metres south of the hedge
- Note that the planning history quoted is incomplete (NB the history quoted at 4 above reflects the list provided by the contributor)

Support: Eight letters of support have been received (1 x Gosmoor Lane, 1 x Oldfield Avenue, 4 x Colletts Bridge Lane, 1 x Chapel Lane, 1 x Ecton Grove), along with a further letter from an earlier contributor rebutting some of the objections made; these may be summarised as follows:

Form, character and principle of development

- Plot is ideal for a dwelling of this size and will bring a derelict site into use.
- Draws parallel with the approval at Gosmoor Lane, and notes that this was granted with the only difference being the absence of objections
- Site is an eyesore and used as a dumping ground
- Will not interrupt existing views of sunset, as the sun sets behind the house on the corner
- Great location for a family home
- *'Considering houses get approved in worse locations I cannot see why it gets refused here'*
- Family homes are needed
- [...]it would be better than some that over spill the gardens into the roadway'
- *'This is just one house/bungalow not a row !! We hope to see building works start in the new year'*

Traffic and access

- Traffic along CBL never travels at the national speed limit, there are 3
- Although there is no footpath there is plenty of room for walkers to feel safe. Plus, there is ample room for vehicles to pull over without the need to reverse all the way along; and that issue is addressed by the turning bay
- 'dwellings would overlook an area of public open space which I believe would increase natural surveillance of the area and would deter anti-social behaviour'
- Have lived in CBL for 35 years and have not witnessed any accidents, national speed limits are not reached on the lane
- Was *'a bit flabbergasted why it was commented on that a certain councillor had to back all the way out the lane at the original planning meeting'*.
- No traffic concerns around the area, easy access and close to the shops and schools
- Larger vehicles use the lane with no problems
- There is street lighting along the lane, 'there are 3 one is virtual outside the plot and this lights up Tarem, Le Chaumiere and the plot the other one is outside Willowrood and lights up Willowrood and Syringa, the third one is opposite Iris Cottage'.
- If existing planting was cut back, there would be opportunities to stand off the road if necessary
- The accidents mentioned are not on CBL they are at the junction with the A1101 [...] surprised the Planning Committee approved the development

- next to Antwerp House (Gosmoor Lane)
- If there are such issues with the lane the Council should do something about it, i.e. passing places and speed humps

Policy

- The land along CBL is included in the new draft local plan for a small development of housing so the plot is viable.

Wildlife

- The wildlife referred to previously has a new home on the other side of CBL with the existing Muntjac and owls so site clearance hasn't impacted on wildlife.
- *'Dwelling would after being built enhance bird life from a cultured garden'*

Other matters

- Plot would be appropriately serviced
- Residents would 'be no-more disadvantaged re schools, shops and public transport than any of thousands of similar, rural homes elsewhere in the County'.

6 STATUTORY DUTY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF) July 2021

Para 2 – Applications be determined in accordance with development plan;

Para 11 – Presumption in favour of sustainable development;

Para 47 – Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para 80 – Development within the countryside;

Para 110 – It should be ensured that (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; (b) safe and suitable access to the site can be achieved for all users;[...]

Para 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

Para 130 – Creation of high quality buildings;

7.2 National Planning Practice Guidance (NPPG)

Determining a planning application

7.3 National Design Guide

Context C1 - Relationship with local and wider context;

Identity I1 - Respond to existing local character and identity

7.4 **Fenland Local Plan 2014**

LP1 - A presumption in favour of sustainable development
LP2 - Facilitating health and wellbeing of Fenland residents
LP3 - Spatial strategy, the settlement hierarchy and the countryside
LP4 - Housing
LP12 - Rural area development policy
LP14 - Responding to climate change and managing the risk of flooding
LP15 - Facilitating the creation of a more sustainable transport network
LP16 - Delivering and protecting high quality environments across the district

7.5 **Emerging Local Plan**

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy
LP2: Spatial Strategy for the Location of Residential Development
LP5: Health and Wellbeing
LP7: Design (aligns with the 10 characteristics of the National Design Guide)
LP8: Amenity Provision
LP12: Meeting Housing Needs
LP20: Accessibility and Transport
LP22: Parking Provision
LP24: Natural Environment
LP32: Flood and Water Management
LP65: Residential site allocations in Colletts Bridge
(LP65.01 – 10 dwellings (0.52 Ha) Land north of March Road (NB land at junction of Gosmoor Lane and CBL)

8 **KEY ISSUES**

- **Principle of Development**
- **Design and impact on character**
- **Residential amenity**
- **Access and sustainability**
- **Flood risk**
- **Other matters**

9 **BACKGROUND**

- 9.1 It is noted that a similar scheme was considered by Planning Committee on 6th April 2022 where Members refused the application in accordance with the officer recommendation. The minutes of that meeting in respect of Councillors questions and comments focus on the site being on a single-track road and the previous site history (including earlier committee decisions).
- 9.2 Subsequent to this refusal a further submission was made. Noting the provisions of Section 70B of the Town and Country Planning Act 1990, the Council declined to determine this application.

- 9.3 In declining to determine an application, a local planning authority must be of the view that there has been no significant change in the development plan (so far as relevant to the application), nor had any other material considerations arisen, since the similar application was refused, or dismissed on appeal. Given that the earlier application F/YR21/1536/O had been refused on 08.04.2022, and there had been no change to the development plan to warrant reconsideration of a similar scheme the agent was advised of this decision.
- 9.4 On expiry of the timescales specified in Section 70B, i.e. 6 months from date of original decision (08.10.2022), this being the appeal timeframe. The current application was submitted on 24th October 2022 and validated on 1st November 2022.

10 ASSESSMENT

Principle of Development

- 10.1 Colletts Bridge is identified in Policy LP3 as an 'Other Village' where residential development will be considered on its merits and will normally be restricted to single dwelling infill sites situated within an otherwise built up frontage. Policy LP12 defines the developed footprint of a village as the continuous built form of the settlement and excludes:
- (a) individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement; and
 - (b) 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.
- 10.2 There are only 3 dwellings on the west side of Colletts Bridge Lane and it is not considered that these dwellings in isolation form part of a continuous built form on this side of the lane, as the dwellings are separated by large swathes of undeveloped and/or agricultural land. Accordingly, it is considered that the principle of development of this parcel of land would be at odds with Policy LP12 (a) and (b) above. This is supported by an earlier planning committee decision for F/YR21/1536/O in which Members included the following as one reason for refusal:
- 'Policy LP3 of the Fenland Local Plan (2014) sets out the settlement hierarchy within the district, and Policy LP12 details a range of criteria against which development within the District will be assessed. Colletts Bridge is categorised as an 'Other Village' where residential development will be considered on its merits and will normally be restricted to single dwelling infill sites situated within an otherwise built up frontage. Policy LP12 defines the developed footprint of a village as the continuous built form of the settlement and excludes:
- (a) individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement; and
 - (b) 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.

The existing dwellings along the western side of Colletts Bridge Lane do not form part of a continuous built frontage and as such the site cannot be considered as an infill site. The site relates more to the large swathes of undeveloped and/or agricultural land between sporadic residential development this side of the road and development of this parcel of land would be excluded by (a) and (b) above. Thus the proposal therefore fails to comply with Policies LP3 and LP12 of the Fenland Local Plan 2014'.

- 10.4. This stance has been postulated in earlier decisions of the LPA and was endorsed externally by the Planning Inspector in the consideration of Appeal reference APP/D0515/W/14/3000564 (LPA Ref: F/YR14/0616/F) where the Inspector found:

"Due to the sporadic nature of the development on the west side of the road I do not consider that the appeal site constitutes a single dwelling infill site within an otherwise built up frontage."

- 10.5 Based on this unequivocal statement and mindful of the decisions of the Planning Committee both preceding and following on from this appeal decision it remains the case that the principle of development of the site for residential use is not supported.
- 10.6 It is further noted that the land to the west of CBL, excepting at the junction with Gosmoor Lane which forms allocation LP65.01, falls outside the 'settlement boundary' of Colletts Bridge as proposed in the emerging Local Plan. Whilst limited weight may be given to the emerging plan it clearly reflects the direction of travel and reinforces the earlier decisions made. It also indicates that the comment in support of the scheme which cites '*The land along CBL is included in the new draft local plan for a small development of housing so the plot is viable*' is a misdirection.

Design and impact on character

- 10.6 At variance to the earlier 2022 application an indicative front elevation has been submitted as part of this outline application. This indicates a 'cottage style' dwelling with dormer windows serving the first-floor accommodation. Whilst such a property could potentially assimilate with its neighbours without detriment this foregoes the matter of principle and impact that the dwelling per se would have on the character of the area. As outlined in the earlier scheme consideration the development proposed would encroach into previously undeveloped land that is characteristic of the intermittent nature of development on this side of Colletts Bridge Lane that retains the openness of the agricultural land to the west.
- 10.8 The development proposed would enclose this side to Colletts Bridge Lane into the open countryside beyond to the detriment of the character and appearance of the area and would arguably create a precedent for further development on the western side of Colletts Bridge Lane that would erode the existing open rural character this side. As such, the proposal would continue, as per the earlier schemes for the site, to be contrary to Policies LP12 and LP16 (d) of the Fenland Local Plan (2014).

Residential amenity

- 10.9 There are no indicative floor plans or relevant elevations offered with the application and as such the LPA are unable to establish definitively if issues

such as overlooking would need to be reconciled. However, owing to the relative position of the proposed dwelling, shown indicatively, it would appear that there may be negligible issues relating to impacts on residential amenity to reconcile from the scheme.

- 10.10 The illustrative site plan also indicates that suitable amenity space may be provided within the site to meet the requirements of Policy LP16 of the Local Plan.
- 10.11 Concern is however raised regarding the provision of a turning facility on site; this is indicated to be for use by the general populace and as such may have consequences for the reasonable expectations of residential amenity. The provision of such a facility, which would allow vehicles unrelated to the household to manoeuvre in close proximity to that dwelling would introduce the potential for noise and disturbance which could be viewed as detrimental to the residential amenity of the intended householder. Furthermore, it may represent issues in terms of loss of privacy, safety and security. Notwithstanding these issues it is not considered that there would be sufficient grounds to withhold consent in this regard without full details of the intended design and layout of the site.

Access and sustainability

- 10.12 Access to the site will be directly off Colletts Bridge Lane and incorporates a turning head which the applicants agent contests will be available for adoption and would be of benefit the users of CBL; this element of the scheme will be further explored below.
- 10.13 It is noted that CCC Highways have indicated in their latest consultation response that they consider that the application should be refused as it would have an unacceptable impact on highway safety. They note that the approach road to Lowlands, Colletts Bridge Lane is considered inadequate to serve the development proposed, by reason of its restricted width (single track road) with no passing places.
- 10.14 This response is at variance to the Highways response received in respect of F/YR21/1536/O, where reference was made to the 2015 appeal decision re F/YR14/0616/F when the Inspector considered that the access was acceptable.
- 10.15 In respect of the turning head both the Highways Officer and the FDC Operations Manager (Refuse) have indicated that it would be of no benefit with the latter clarifying that the refuse collection vehicles collect in CBL adopting a one-way route and the Highways Officer noting that this feature would only be useful for the dwelling and its parking purposes and that it would not be large enough to act as a passing place, they further indicate that the turning head may not be beneficial for the whole community. In addition, they note that it would not be of benefit for the LHA to adopt the turning head.
- 10.16 Accordingly the turning head detailed on the revised scheme is not considered to attract any weight in terms of planning balance and does not overcome the more fundamental 'principle' issues raised in terms of the location.
- 10.17 It remains the case that a number of residents consider that the scheme should be resisted on the grounds of highway safety and sustainability (owing to the lack of suitable footpaths and street lighting). However, these views are at

variance to the earlier appeal decision, albeit aligning with the committee decision in respect of the 2014 application where members resolved to include a highway safety reason for refusal; albeit at that time there was no Highway recommendation for refusal.

- 10.18 Para 111 of the NPPF (2021) is explicit in that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. Mindful of the earlier decision of the Planning Inspector, yet with sympathy for the concerns articulated by the Parish Council, the LHA and local residents, it is not considered that a refusal on the grounds of highway safety would be warranted based on the planning history of the site.

Flood risk

- 10.19 The site lies within Flood Zone 1 and issues of surface water disposal will be considered under Building Regulations; accordingly, there are no issues to address with regard to Policy LP14.

Other matters

- 10.20 Again the submitted design and access statement attempts to draw parallels with F/YR20/0635/F, for the erection of 1 dwelling at Land South West Of 32 Eastwood End, Wimblington. This application was allowed on appeal under APP/D0515/W/20/3262885.
- 10.21 As indicated in the earlier committee report (April 2022) a key principle of the planning system is that each application will be determined in accordance with the development plan. Whilst some parallels may be drawn between Collets Bridge and Eastwood End in terms of development proposals, it must be recognised that the Local Plan defines Colletts Bridge as an 'Other Village', this being in variance to the status of Eastwood End, which in consideration of the application F/YR20/0635/F was defined by the Case Officer as an 'Elsewhere' location; albeit the Inspector found it to be part of the Wimblington settlement.
- 10.22 In addition the design and access statement highlights a 2022 committee decision taken in respect of F/YR21/1494/F which they indicate as '*along Gosmoor Lane and directly opposite Collets Bridge [...] located between two dwellings similar to this proposed application and was approved at committee noting it would cause no harm to the area. We believe this is the case for this proposal as well.*'
- 10.23 On review of the minutes of this earlier committee, which predated the consideration of the earlier application for this site, it is noted that Members' debate accepted that Colletts Bridge was listed under LP3 as appropriate for infill and did not consider that the absence of footpaths and connectivity concerns should manifest in a refusal. Furthermore, it was postulated that 'the precedent of a single infill development in Colletts Bridge has already been set by the Local Plan'. Although residents note that the site in Gosmoor Lane was not part of Colletts Bridge it is not for this submission to revisit the status of this land or the determination of the Committee in this regard.
- 10.24 Notwithstanding this decision, which Members would have been mindful of when debating the earlier scheme for this site given it was considered at the preceding committee, there are other issues pertinent to the consideration of the

current scheme; these being the impact that the development of this site would have on the character of the location and indeed the paucity of the lane to accommodate additional traffic.

11 CONCLUSIONS

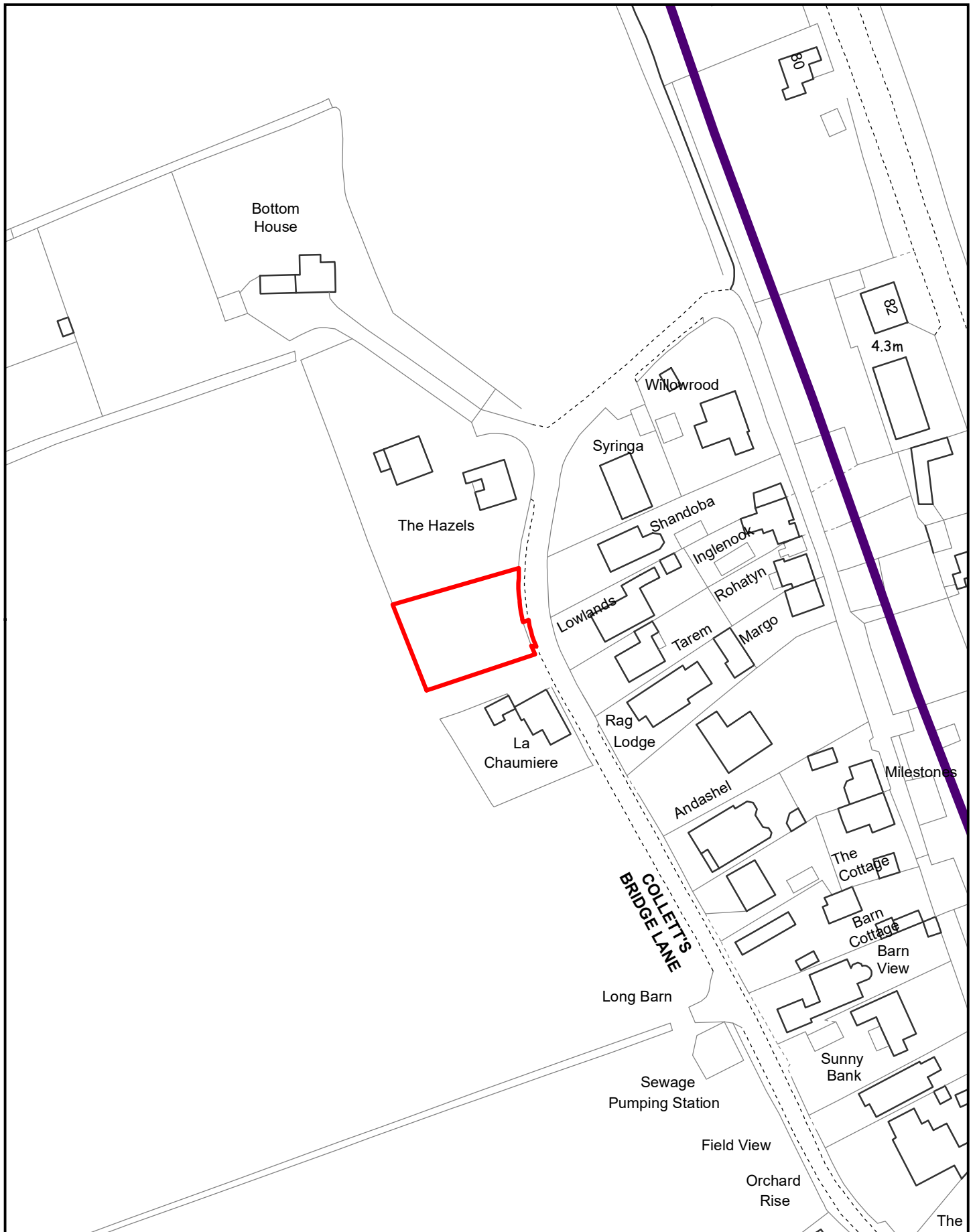
- 11.1 The planning history relating to this site has been consistent in terms of resisting further residential development on the western side of Colletts Bridge Lane.
- 11.2 The inclusion of the turning head, which is the key difference in respect of the earlier scheme, does not overcome the 'in principle' locational and character conflict postulated in earlier decisions and agreed by the Planning Inspector in 2015.
- 11.3 Accordingly the recommendation must be one of refusal

12 RECOMMENDATION: Refuse

Reasons for Refusal:

1	<p>Policy LP3 of the Fenland Local Plan (2014) sets out the settlement hierarchy within the district, and Policy LP12 details a range of criteria against which development within the District will be assessed. Colletts Bridge is categorised as an 'Other Village' where residential development will be considered on its merits and will normally be restricted to single dwelling infill sites situated within an otherwise built up frontage. Policy LP12 defines the developed footprint of a village as the continuous built form of the settlement and excludes:</p> <p>(a) individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement; and (b) 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.</p> <p>The existing dwellings along the western side of Colletts Bridge Lane do not form part of a continuous built frontage and as such the site cannot be considered as an infill site. The site relates more to the large swathes of undeveloped and/or agricultural land between sporadic residential development this side and development of this parcel of land would be excluded by (a) and (b) above. Thus the proposal therefore fails to comply with Policies LP3 and LP12 of the Fenland Local Plan 2014.</p>
2	<p>Policy LP12 seeks to support development that does not harm the character of the countryside. Policy LP16 (d) of the Fenland Local Plan (2014) and Policy DM3 of Delivering and Protecting High Quality Environments in Fenland Supplementary Planning Document (2014) requires development to deliver and protect high quality environments through, amongst other things, making a positive contribution to the local distinctiveness and character of the area.</p> <p>The development proposed would enclose this side to Colletts Bridge Lane into the open countryside beyond to the detriment of the character and appearance of the area and would arguably create a precedent for further development on the western side of Colletts Bridge Lane that would erode the</p>

	existing open rural character this side. As such, the proposal would be contrary to the requirements of the Policies LP12, LP16(d) and DM3 (2014).
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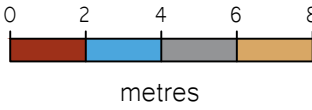
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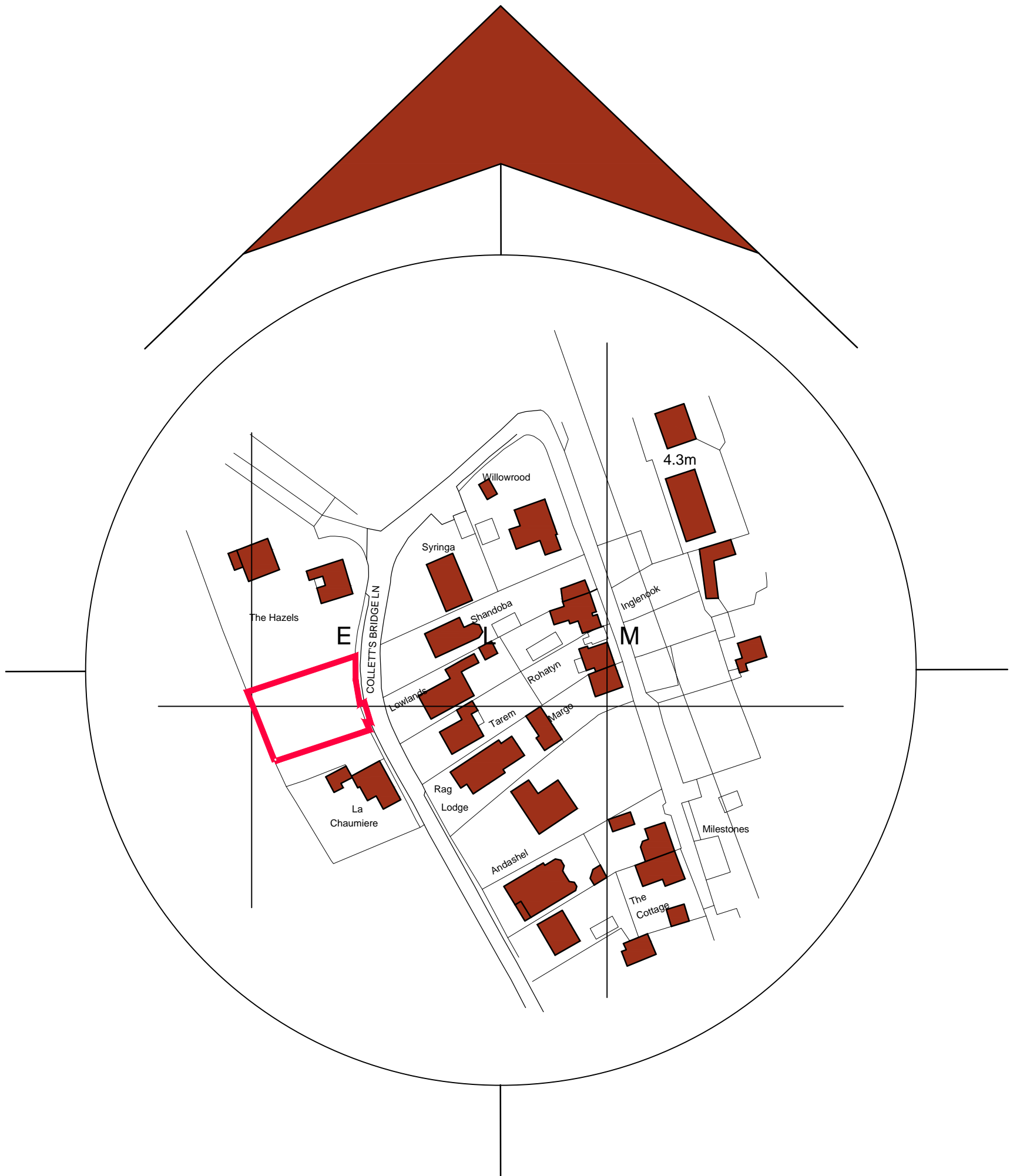
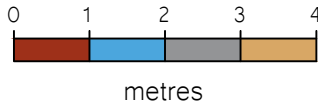
Fenland District Council



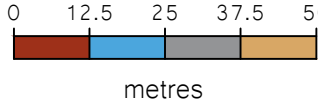
Site Plan with Indicative Layout
Scale: 1:200



Indicative Front Elevation
Scale: 1:100



Location Plan
Scale: 1:1250



- 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.

SITE PLAN KEY

- Indicates indicative position of proposed dwelling and garage
- Indicates existing position buildings taken from OS Map
- Indicates proposed bin lorry turning via extended public highway to be adopted and designed by civil engineer
- proposed lawn
- proposed hedgerow
- proposed drive
- proposed patio/paving

Revisions		
A	Sept 2022	Planning Validation

Status

FOR APPROVAL

 **SWANN EDWARDS**
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Proposed Dwelling Land to the South of The Hazels, Collett's Bridge, Elm For: Mr. D. Hyde	Job Title Date July 2022	Drawn by JB
	Checked by GE	
Drawing Title Planning Drawing Location Plan, Indicative Site Plan & Indicative Front Elevation	Job No. SE-1748	Sheet Size A1
	Dwg No. PP2000	Revision A