
F/YR20/1090/O

**Applicant: Mr J Fountain
C J Fountain & Son**

**Agent : Mr David Broker
David Broker Design Services**

Land North Of, Springfields, Eastrea, Cambridgeshire

Erect up to 5 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

1 EXECUTIVE SUMMARY

- 1.1 The application seeks outline planning permission for the residential development of the site for up to 5 dwellings. Only matters of access are committed.
- 1.2 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 village of Eastrea and the wider district. This also has social benefits.
- 1.3 Weighing against the proposal however is the introduction of development visually detached and out of character with the settlement pattern which extends into the open countryside, resulting in a significant, adverse impact on the rural character of the area. Notwithstanding this, insufficient detail has been provided to demonstrate that safe and effective access can be achieved to accommodate sustainable housing.
- 1.4 The proposal therefore fails to accord with the development plan policies and the NPPF. It is considered that the harm far outweighs the modest benefits of the development.
- 1.5 Officers recommend that the application is refused.

2 SITE DESCRIPTION

- 2.1 The site lies at the north of Eastrea and comprises 0.36Ha of grade 2 agricultural land. The land is accessed via an unmade track road which leads off a metalled road serving the Springfields estate. Directly adjacent to the south east of the site is a Public Byway Open to all Traffic (BOAT), No. 30. which leads north east from the site, connecting to the north west edge of Coates.
- 2.2 The site lies in Flood Zone 1. An area of Flood Zone 3 lies approximately 30m north of the site.

3 PROPOSAL

- 3.1 The application seeks outline planning permission for the residential development of the site for up to 5 dwellings.
- 3.2 The application is in outline with only access committed. Matters of layout, scale, appearance and landscaping are reserved for future consideration. Notwithstanding this, the applicant has provided an illustrative layout plan to indicate how the dwellings could be arranged within the site.
- 3.3 The access utilises the unmade track and is proposed to be upgraded (to Local Highways Authority approval) for a length of 30 by 4.6m from where it meets the metalled highway. The applicant does not intend to upgrade the access to an adoptable standard. The applicant notes in their supporting access statement and highways map (dated 9th December 2020) that the highway boundaries are poorly defined.
- 3.4 The indicative plan denotes a linear row of 5 dwellings extending along the site, running to the north of but, parallel with the BOAT and running parallel with it.

4 SITE PLANNING HISTORY

Application	Description	Decision
F/YR20/0613/O	Erect up to 5 x dwellings (outline application with matters committed in respect of access)	Withdrawn 07.09.2020

5 CONSULTATIONS

5.1 Whittlesey Town Council

“The Town Council recommend refusal as it is contrary to FDC Local Plan policy LP12 and is an unacceptable intrusion into open countryside.”

5.2 Cllr Wickes (Ward Councillor)

“My Comment as a district councillor reflecting the concerns that have been expressed to me by residents and my own concerns with the proposal. My comments are primarily regarding the location and access from the A605. Access to the A605 by the residents of Springfields is challenging at present and with the proposed developments on Jones Lane would create a five way junction which has limited visibility from Springfields onto the A605.

“Being a Council housing development the was no off-road parking. Parking along Springfields is at a premium and access for emergency vehicles is challenging. Springfields is at best a one-way loop. The housing was originally council properties and a development such as the plans indicate would be totally out of context with the current proposed development. It has already been pointed out that there is a public byway and the access to properties at the far end of Springfields could be compromised.

“Any development would have an effect on the biodiversity of the area. Any development on what is prime agricultural land has to be questioned. There also exists issues with the services to properties within Springfields. It could well be in contravention of a number of LP policies as well as urbanisation of rural areas.”

5.3 FDC Environmental Protection

“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 effect on local air quality or the noise climate. Previous agricultural use of the application site is unlikely to have been affected by ground contamination.”

5.4 Cambridgeshire County Council Highways Authority (LHA)

Refers to advice provided with previously withdrawn application;

“The agent has committed access but has provided no detail of the access arrangements. The access serving the development should be a minimum width of 5.0m sealed and drained. Where the access crosses the PROW, the access road will need to be constructed to an adoptable standard i.e. standard carriageway and footways. The footway will need to provide suitable access to the PROW. Given that it is a byway open to all traffic, a dropped kerb access will be required across the footway provided as part of the access infrastructure. Re-alignment of the existing footways will be required in order to provide a suitable tie-in. Full geometric plans of the access infrastructure is required.

“Having read the PROW comments, the agent will need to demonstrate they have permission to deliver the necessary access infrastructure.

“A suitable turning head will also be required within the development so emergency vehicles can turn/enter and leave in a forward gear. Amending turning head and tracking plans required.

“Defer for amended plans and additional information.”

Following receipt of amended access details (9th December 2020);

“I note the applicant's agent has stated in their Design and Statement that the first 35m of road will be made up to an adoptable standard. Given access is committed I would expect this to be demonstrated on the planning layout. The applicant's agent has not provided an acceptable level of detail to demonstrate how access to the site will be implemented. Allowing the current unmade track to provide access to the development traffic is unacceptable.

“The current access construction and geometry is unsuitable to provide shared use access for occupants of the development. It is unacceptable to expect vulnerable user groups to share the unbound access with vehicular traffic. This will also result in a poor quality access arrangement for the development which would discourage occupants from walking or cycling.

“The proposed private roadway should be widened to 5.0m minimum and include a segregated street lit pedestrian footway provision i.e. Springfields street layout should be extended into the development site. This will result in a change in the geometry and construction of the PROW, which in turn is going to change the width/status of the PROW (which will require further consultation with the PROW team), and PINS approval due to its impact on Common Land. A formal access will also need to be created from the development access onto the PROW. This will involve a dropped kerb pram crossing, and a staggered barrier on the PROW side of the access road. The kerb radii in front of No.40 should be amended to form a junction arrangement with access road as well. The applicant is advised to employ a highway consultant to design the access road so that the geometric design and layout design is conducive to CCC adoption standards.

“A metalled surface should continue into the development and a formal turning head should be provided. Without a turning head, vehicles will be reliant upon third

party accesses for turning. This in turn could result in detriment to the amenity of the development occupants.

“Defer for amended plans/additional information.”

5.5 CCC Definitive Map Team

Refers to advice provided with previously withdrawn application;

“The proposed access to the site is immediately to the west of Public Byway Open to all Traffic No. 30, Whittlesey. To view the location of the byway please view our interactive mapping online which can be found at:

<http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>.

“The approx. 35m section extending up to the site is recorded as public road.

“The applicant should also be aware that part of the access road is registered as common land (land at Springfields - reference CL58). You can also find the location of the common land on our interactive map at

<http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>

“If the applicant intends to make the road up to an adoptable standard they may require permission of the Planning Inspectorate under section 38 of the Commons Act 2006 to do so. Guidance on this is available here;

<https://www.gov.uk/government/collections/common-land-guidance>

“Whilst the Definitive Map Team has no objection to this proposal, the applicant should be aware of the presence of the public byway, its legal alignment and width which may differ from what is available on the ground. If you require a copy of the Definitive Map & Statement, this can be viewed at the County Council's offices in person or requested online for a fee at;

www.cambridgeshire.gov.uk/highwaysearches

“The byway must remain open and unobstructed at all times. Building materials must not be stored on the Public Right of Way and contractors' vehicles must not be parked on it. Should you need to temporarily close it for safe works, you should apply to the Streetworks Team online.”

Following receipt of amended access details (9th December 2020);

“I think this is saying that they don't intend to change the surface of the unmade metalled road which has been historically maintained by the farmer.

I don't have any further comments from my point of view. I just wanted the applicant to be aware that if they did intent to improve the surface then they would need the permission of the Highway Authority and also potentially the Planning Inspectorate as part of it is recorded as common land. It'd be their responsibility to check with the Planning Inspectorate first if they want to surface the common land area but sounds like they don't intend to.

With regards to the threshold about dwelling numbers and roads being made up to adoptable standards, that's not really my area of expertise so I'll leave that one to Alex [LHA] in case he wants to comment further.”

5.6 The Ramblers Association

No comments received.

5.7 Middle Level Commissioners

No comments received

5.8 Environment Agency

Confirms there are no issues relative to the Environment Agency.

5.9 Cambridgeshire Fire & Rescue Service

“With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

“The position of fire hydrants are generally agreed upon when the Water Authority submits plans to:

*Water & Planning Manager
Community Fire Safety Group
Hinchingbrooke Cottage
Brampton Road
Huntingdon
Cams
PE29 2NA*

“Where a Section 106 agreement or a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.”

Local Residents/ Interested Parties

5.10 Objectors

28 letters of objection as follows;

Eastrea: 11 at Springfields, 2 at Thornham Way, 1 at Wype Road,
2 at Coates Road, 1 at Mayfield Road, 1 at Whitecross
Coates: 1 at South Green, 3 at North Green, 3 at Fieldside, 1 at March Road

Whittlesey: 1 at Crescent Road

Providing the following comments;

- Some respondents are not local to the area
- Eastrea is not a Hamlet
- Access/ Traffic/ Highways safety impacts/ narrowness of Springfields
- Noise and disruption
- Impacts on Wildlife
- Impact on Public Right of Way
- No need for (large) houses
- Will set a precedent
- Devaluation of property
- Loss of Agricultural land
- Loss of view/ outlook
- Overlooking/loss of privacy
- Density/ Overdevelopment
- Visual impact
- Backfill
- Design/ Appearance
- Flooding/ Drainage
- Light Pollution

- Trees
- Out of character
- Residential amenity
- Local services/schools - unable to cope
- Waste/ litter
- Existing low water pressure
- Outside the development area boundary
- Does not comply with policy LP12
- Would set a precedent

5.11 Supporters

9 Letters of support received as follows;

Eastrea: 1 at Springfields

Whittlesey: 1 at West Delph, 1 at Snowley Park, 1 at Horsegate Lane, 1 at Benwick Road

Turves: 2 at March Road

Doddington: 1 at Wimblington Road

Bury, Huntingdon: 1 at Valiant Square

- The village needs more housing
- Would sustain the village
- Ideal location for new houses
- Complies with the FDC Local Plan
- Occupiers able to work from home
- Rural villages and hamlets will die if growth isn't allowed
- Will not de-value or degrade the current housing
- Will not lead to loss of outlook
- Sympathetic to the area
- Will not impact on local services
- Will support local economy and infrastructure
- Similar development has been approved

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)

7.2 National Planning Practice Guidance (NPPG)

7.3 National Design Guide 2019

Context

Identity

Movement

Nature

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

LP12 – Rural Areas Development Policy

LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland

LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

LP19 – The Natural Environment

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
- Other Highway considerations
- Impact on the character and appearance of the area
- Biodiversity
- Loss of Agricultural land
- Resident/ Public comments

9 BACKGROUND

9.1 This application follows a previously withdrawn application 9F/YR20/0613/O for the same proposal upon which the applicant was advised that the proposal did not accord with the settlement hierarchy as laid out under the development plan and that there was insufficient access detail provided.

9.2 The application now before the LPA sets out the same proposal but with additional access information has been provided, received 9th December 2020.

10 ASSESSMENT

Principle of Development

10.1 Policy LP3 of the Fenland Local Plan, 2014 ('the FLP') identifies Eastrea as a 'small village' where a development will be considered on its merits but will normally be limited in scale to residential infilling or a small business opportunity. The FLP under its glossary defines residential infilling as "Development of a site between existing buildings". The [Planning Portal defines this](#) as "The development of a relatively small gap between existing buildings."

10.2 Further to LP3, Policy LP12(Part A) supports development in villages subject to compliance with 11 criteria (a to k). LP12A(a) establishes support where development sites fall within the developed footprint of the settlement and sets out (under the footnote) when and where sites are considered to fall within or outside of a village. Having regard to the specific footnote criteria under (a) and (b); the site lies within an area of open countryside, currently in use for agriculture and appears detached from the main settlement, separated in part by the

aforementioned BOAT. The site is very much at the edge of Eastrea and relates more to the rural countryside than to the built-up area of the settlement.

- 10.3 The footnote criteria of LP12 therefore dictates that the site doesn't lie in or adjacent to the village and as such there is no support for the development under LP3 (as it is not residential infill) or LP12 Part A (a).
- 10.4 In conclusion, the proposal would not comprise small-scale residential infilling and would instead constitute development outside of the developed footprint of the village, in the open countryside which is contrary to the principle settlement strategy aims of policies LP3 and LP12.

Village Threshold

- 10.5 Notwithstanding the conflict with LP3 (the development is not infill) and LP12A(a) (that the site relates more to the rural countryside than to the built-up area of the settlement), it does spatially lie on the edge of the settlement. FLP Policy LP12 advises if a proposal within or on the edge of a village, in conjunction with other development built since 2011 and committed to be built (i.e. with planning permission) increases the number of dwellings in a 'small village' by 10% or more then the proposal should have demonstrable evidence of clear local community support for the scheme. Eastrea has met its 10% threshold thereby activating this policy requirement. The scheme comes forward with no evidence of community consultation having been undertaken in respect of this proposal, and a substantially larger number of objections, compared to that of support.
- 10.6 It is clear that the scheme fails to address the requirements of LP12 in so far as they relate to community engagement and this is disappointing. However, the LPA is mindful of the 2017 appeal decision (APP/D0515/W/17/3182366) where the Planning Inspector in considering an appeal which was solely based on the failure of a scheme to achieve support under LP12, found that the failure to achieve community support in accordance with Policy LP12 should not render an otherwise acceptable scheme unacceptable.
- 10.7 Against this backdrop it is not considered that the scheme could be refused purely on the grounds of LP12 threshold considerations. This is notwithstanding the clear policy conflict with LP3 and LP12 (Part A) as set out above.

Impact on the character and appearance of the area

- 10.8 The site comprises agricultural land with views extending northwards across the countryside and farmland. Whilst it is noted that linear development exists along Springfields, the application site has a completely different character comprising agricultural land with wide open views extending north west through to east across the countryside and farmland and appears visibly detached from the built form of Eastrea. This is further reinforced through the location of the BOAT which effectively severs the established settlement from the open countryside and the site.
- 10.9 Policy LP12 (Part A (c) and (d)) seeks to achieve development which respects the core shape and form of the settlement and does not adversely affect the character of an area. Furthermore, LP16(c) requires development to retain natural features such as field patterns and criteria (d) amongst other things, to make a positive contribution to local distinctiveness and character of an area.

It is considered that development of this site would fail to respect the core shape and form of the settlement instead introducing a detached form of development which bears no relationship to the established settlement pattern. Consequently,

the development would erode the rural character and appearance of the surrounding countryside and farmland resulting in a suburbanising effect through the loss of openness.

- 10.10 The development is therefore contrary to the aims of policy LP12- Part A (c and d) and fails to make a positive contribution to the settlement pattern contrary to policy LP16 and Policy DM3 of the Fenland District Council Supplementary Planning Document: Delivering and Protecting High Quality Environments in Fenland 2014.

Access

- 10.11 The proposal relies on an existing, unmade public highway to serve the site. This track is proposed to be upgraded to LHA requirements, although is not proposed to be built to adoptable standard. The LHA has commented that insufficient information has been submitted to enable them to assess the adequacy of the access and that;

“The current access construction and geometry is unsuitable to provide shared use access for occupants of the development. It is unacceptable to expect vulnerable user groups to share the unbound access with vehicular traffic. This will also result in a poor quality access arrangement for the development which would discourage occupants from walking or cycling.”

- 10.12 Indeed, given that ‘Access’ is committed with this Outline application, it is generally assumed that the application would be accompanied by fully dimensioned plans and details of how the access will tie into the adopted highway, including tying into existing pedestrian Infrastructure to achieve safe and effective access for all transport modes. Due to the limited information provided, it is not possible to assess the effectiveness or safety of the access and the proposal therefore conflicts with the requirements of FLP policy LP15.

- 10.13 Notwithstanding this, Cambridgeshire County Council’s Definitive Mapping team has identified that part of the proposed access will cross over common land and that if the surface to the access is proposed to be upgraded, this may require permission of the Local Highways Authority and the Secretary of State (SoS) under Section 38 of the Commons Act 2006 to do so. The LHA has indicated that the access would need to be upgraded to satisfy their requirements and as such, it is likely that the access would affect common land. It is uncertain whether the SoS would support the proposal as the applicant has not indicated that they have yet engaged in this regard.

- 10.14 Nonetheless, based on the detail provided; the proposal fails to demonstrate that safe and effective access can be achieved to sustainably serve the development contrary to policy LP15 of the FLP and paragraphs 108 and 110 of the NPPF.

Other Highway considerations

- 10.15 Several residents have expressed concerns over the narrowness of Springfield’s highway and the parking issues already experienced, safety of the junction with the A605 and general highway safety implications both for the construction and operational phases of the proposed development.

- 10.16 It is acknowledged that Springfields highway is narrowed, mainly due to the on-street parking along its length and this may present access issues for larger construction machinery. However, this would constitute a logistics issue for a future developer, rather than a material planning issue. It is recognised that the site is currently agricultural land and therefore it is reasonable to assume that

large agricultural machinery may traverse along Springfields highway and it would be difficult to adequately evidence that similar-sized construction machinery could not follow, notwithstanding that the proposal is for only 5 dwellings, which would be unlikely to cause significant disruption at construction stage.

- 10.17 Likewise, the operational phase of the development, based on the proposed quantum is unlikely to result in significant highways congestion or safety issues. The LHA has not raised any concerns in this regard and therefore a refusal reason on this basis would not be defensible.

Biodiversity

- 10.18 Concerns have been raised by residents over the impact of the development on wildlife including trees, mammals and birds.
- 10.19 The site itself comprises solely agricultural land, sited on the fringe of a large field. Within the site; there are no features which would indicate the presence of protected habitats and there are no trees, hedgerows or water bodies that would be disturbed. With this in mind and having regard to the guidance within the NPPG on this matter, it would be disproportionate to request that a habitat survey is undertaken.
- 10.20 Notwithstanding this, biodiversity enhancement opportunities could be incorporated into the scheme at design stage (reserved matters). It is considered that this could be controlled via suitably worded planning condition(s) secured under this outline application and could meet the aims of policies LP16(b) and LP19 in this regard.

Loss of Agricultural land

- 10.21 Development of the site would lead to a loss of high-grade agricultural land. However, given the overall size of the site, this is not considered to be a significant loss of productive land and therefore is not a matter that could be sustained if refused on this basis.

Resident/ Public Comments

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

Devaluing of property

- 10.23 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.

Light Pollution

- 10.24 The application commits only access at this point, with matters of design to be committed at reserved matters stage. It is at this latter point that matters of lighting would be considered. As this time therefore, there is no indication that the development would lead to issues of light interference.

Would set a precedent

- 10.25 All applications are to be considered against the development plan as required by law (unless material considerations dictate otherwise). As such, should any future development proposals come forward, these would be dealt with on a case by case basis in accordance with the development plan having regard to the overall sustainability of the proposal.

No need for (large) housing

- 10.26 The district has an identified need to deliver housing through the plan period up to 2031 which is achieved through larger allocated sites and unallocated (windfall) sites and as set out through Spatial Strategy policy of the Fenland Local Plan. The FLP sets out a threshold of 33 dwellings for Eastrea which has been met. The thresholds are not necessarily ceilings and indeed many other villages have substantially exceeded their thresholds set out under LP3.
- 10.27 This development would assist with meeting the wider housing need of the district, notwithstanding the harm identified. The size of the dwellings has not been committed at this outline stage and would instead be considered at reserved matters stage.

Noise

- 10.28 The residential use of the site for 5 dwellings is unlikely to yield significant adverse impacts through noise either through the construction or the operational phase of the development. Notwithstanding this, the Council's Environmental Protection team have legislative powers to control statutory noise nuisance where this arises.

Residential amenity/ Shadowing/loss of light/ overlooking/ loss of outlook or view

- 10.29 The indicative layout plan, which includes committed access, indicates that up to 5 dwellings can be adequately accommodated on the site without adversely affecting the amenity of existing occupiers. Notwithstanding this, such matters would be considered at design stage under reserved matters.

Waste/Litter

- 10.30 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.

Some respondents are not local to the area

- 10.31 The LPA acts in the public interest and has a statutory duty to take into account all material considerations associated with an application and is not prejudicial to receiving comments from those not directly associated with proposals.

Flooding/ Drainage/ water pressure

- 10.32 Concerns have been raised over existing drainage and water supply issues. Whilst no specific detail has been provided at this stage, matters of drainage method could be appropriately secured via planning condition. It is understood that Anglia Water are the statutory water body for Eastrea, and they would have a duty to ensure that all development is served by effective water supply. 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 before the development could be occupied.

Local services/schools - unable to cope

- 10.33 Given the scale of the development and the expectation that Eastrea will accommodate some growth in the future, the development is not anticipated to place any strain on existing services.

Would set a precedent

- 10.34 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)

- 10.35 The site has been found by Officers in applying the settlement criteria under LP3 and LP12 (footnote) to be in the open countryside with no material considerations advanced through this submission to indicate an alternative view should be drawn.
- 10.36 Whilst each case is to be determined on its own merits, a contrary conclusion would, in effect accept that the 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 i.e. LP3, LP12 etc.) taking into account the need to maintain consistency of decision making.

Similar development has been approved

- 10.37 One resident has commented that the proposal should be supported as other development similar to this scheme has been approved, however no example has been provided to consider against this proposal. Notwithstanding this, having regard to the planning history of the site and surroundings, it is evident that there are no other similar schemes located near to the application site which have been approved and therefore the proposal would appear visually detached with the consequential character harm, as set out above.

11 CONCLUSIONS

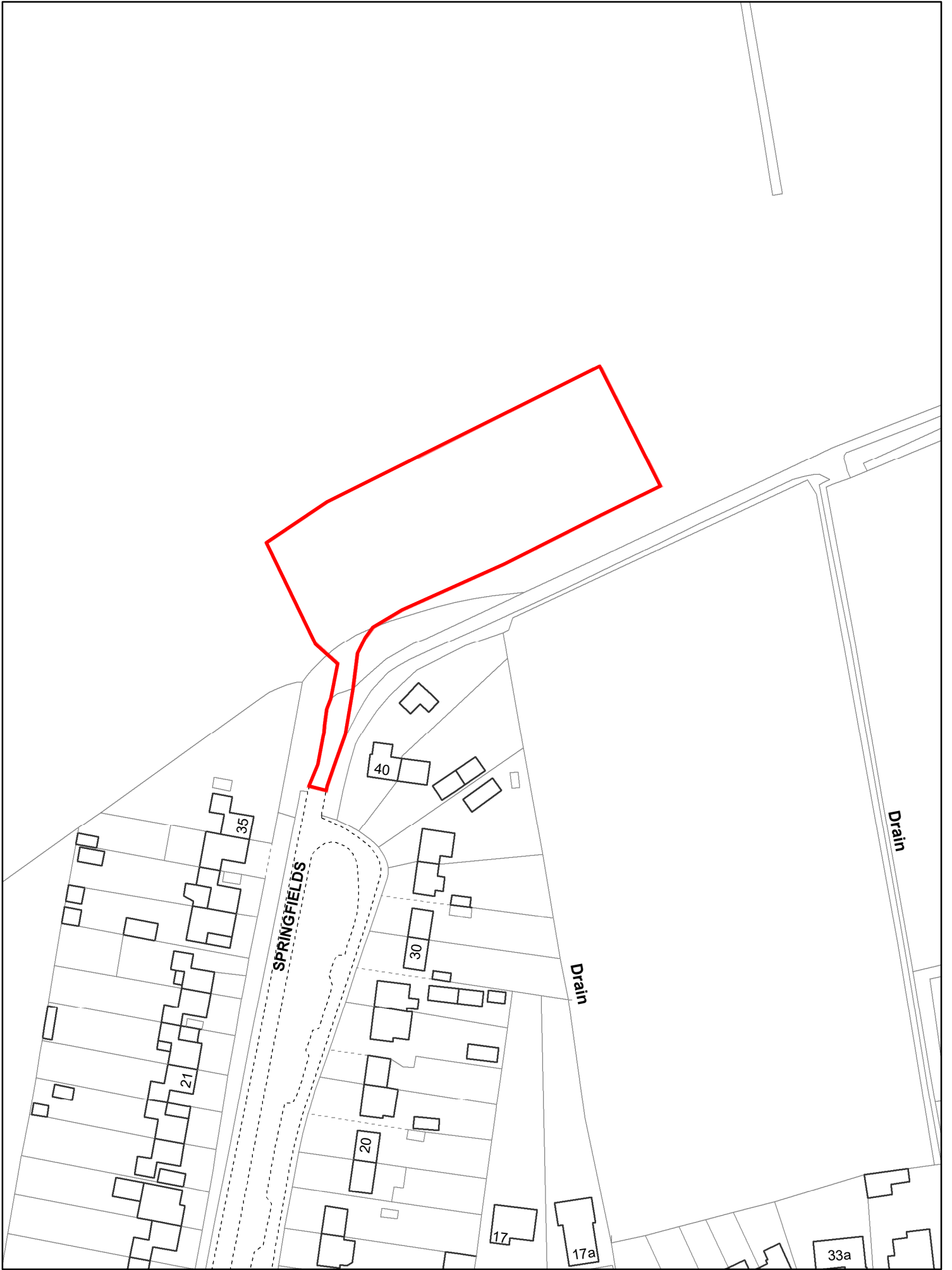
- 11.1 It is acknowledged that the proposal would make a modest contribution towards economic growth, both during the construction phase and in the longer term through assisting the local economy e.g. local services/facilities, thereby helping to sustain the village of Eastrea and the wider district. This also has social benefits.
- 11.2 Weighing against the proposal however is the introduction of development visually detached and out of character with the settlement pattern which extends into the open countryside, resulting in a significant, adverse impact on the rural character of the area. Notwithstanding this, insufficient detail has been provided to demonstrate that safe and effective access can be achieved to accommodate sustainable housing.
- 11.3 It is considered that the harm far outweighs the modest benefits of the development.
- 11.4 The Council can currently demonstrate a 5-year supply of housing and therefore the ‘tilted balance’ under paragraph 11 of the NPPF is not engaged. In this regard therefore, the policies within the development plan are considered up to date and robust enough to determine this proposal.

11.5 The proposal therefore fails to accord with the development plan policies and the NPPF. Therefore, Officers recommend that the application is refused for the reasons in section 12 below

12 RECOMMENDATION

12.1 Refuse for the following reasons;

1.	<p>The application site constitutes an area of open countryside, located outside the developed footprint of the settlement and would fail to respect the settlement pattern of the area. The development proposal would instead result in an incursion into the open countryside, rather than small-scale residential infilling which would result 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, LP12 Part A (c and d) 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 127 of the NPPF.</p>
2.	<p>The outline application commits 'Access' as a detailed matter. The access is proposed to be tied into a public highway and will cross over an area of common land. However, insufficient detail has been provided to demonstrate that a safe, effective and convenient access which maximises accessibility can be achieved.</p> <p>The proposal therefore conflicts with policy LP15 of the Fenland Local Plan and paragraphs 108 and 110 of the NPPF.</p>



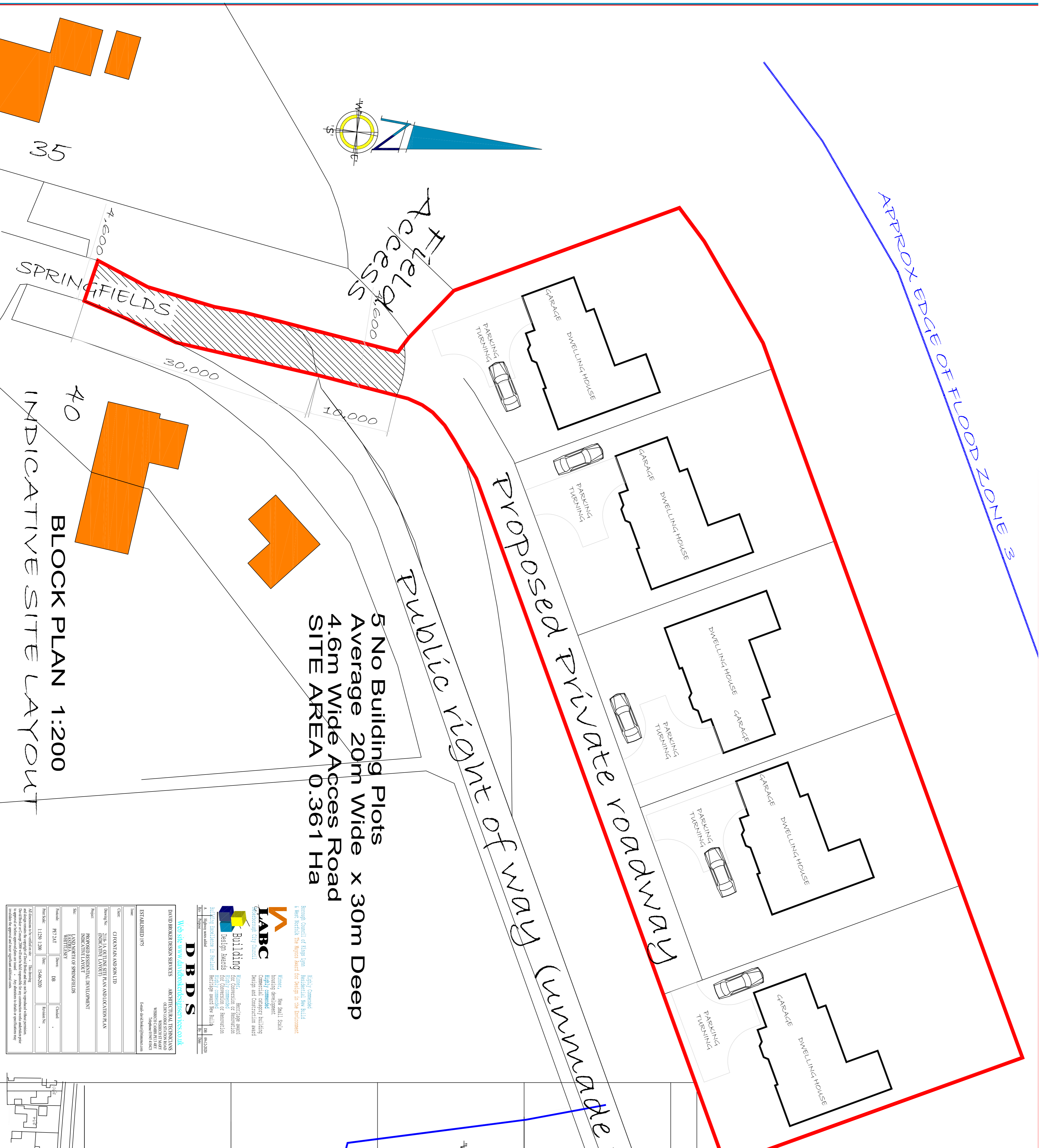
Created on: 24/11/2020

© Crown Copyright and database rights 2020 Ordnance Survey 100023778

F/YR20/0613/O

Scale = 1:1,250





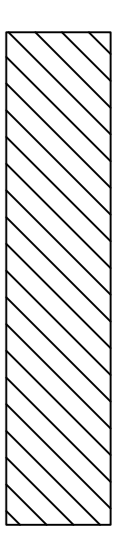
APPROX EDGE OF FLOOD ZONE 3

Proposed Private Roadway
(unmade track)

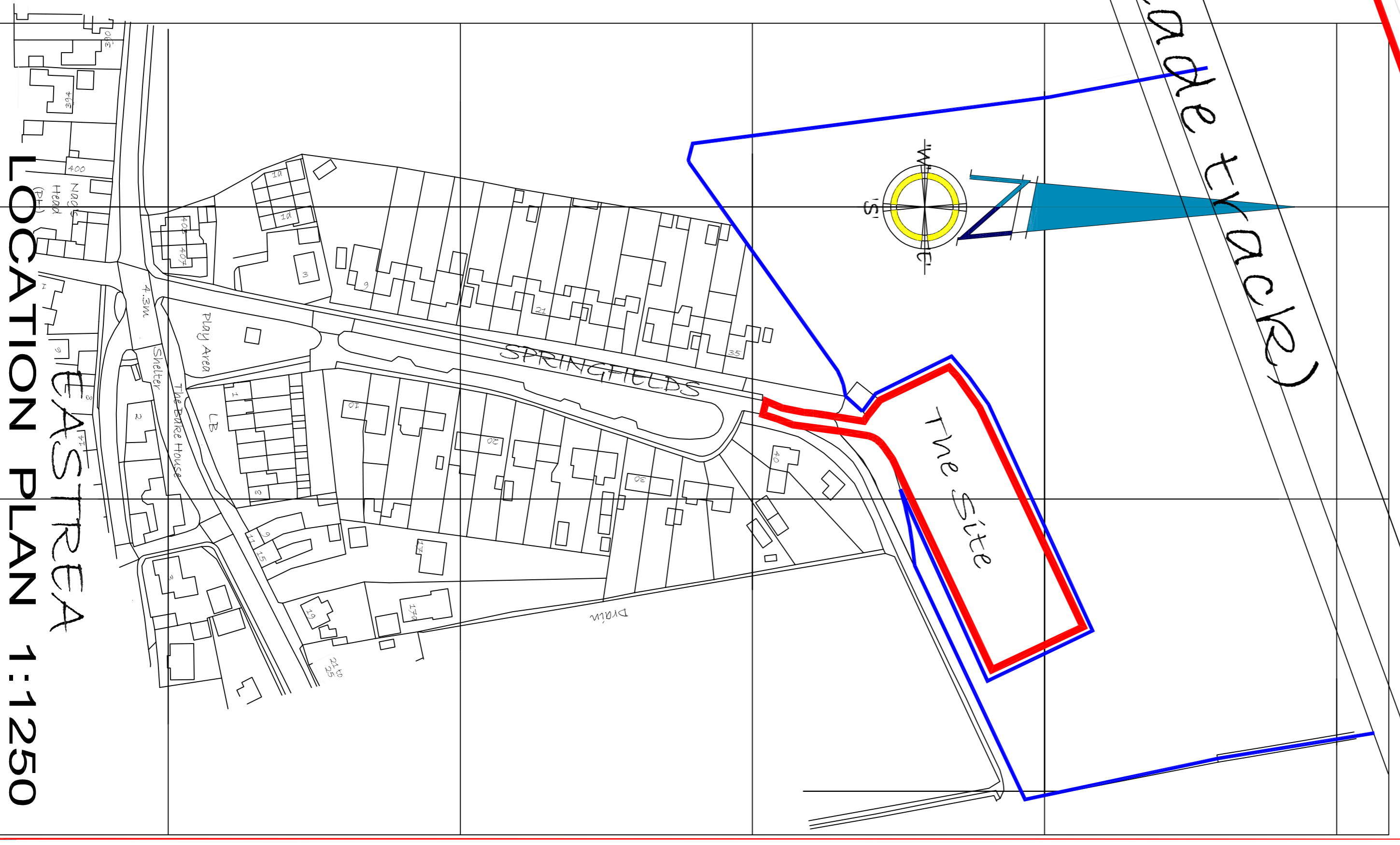
Public Right of Way

5 No Building Plots
Average 20m Wide x 30m Deep
4.6m Wide Access Road
SITE AREA 0.361 Ha

BLOCK PLAN 1:200
INDICATIVE SITE LAYOUT



SURFACING OF THE 30m LENGTH OF UNMETALLED PUBLIC ROAD FROM SPRINGFIELD AVENUE INTO THE SITE TO RECEIVE A SURFACE UPGRADE TO A STANDARD APPROVED BY CAMBERDIGESHIRE COUNTY COUNCIL HIGHWAYS, TO THEIR SPECIFICATION AND CARRIED OUT UNDER THEIR SUPERVISION TO AN APPROPRIATE STREET WORKS LICENSE, IT IS NOT INTENDED TO UPGRADE TO ADOPTABLE STANDARDS AS THIS IS ONLY FOR A DEVELOPMENT OF 5 DWELLINGS SURFACE WATER RUN OFF TO OPEN VERGES PRIVATE ACCESS INTO SITE TO BE HARD SURFACED FOR 10M INTO THE SITE WITH FALLS AT A GRADIENT AWAY FROM THE ROAD TO REMAIN OPEN TO TRAFFIC AT ALL TIMES. SITE CONSTRUCTION AND WORKMANS VEHICLES SHALL PARK CLEAR OF THE ROAD AT ALL TIMES ALL MATERIALS TO BE LOADED AND OFF LOADED WITHIN THE SITE AND STORED LIKEWISE



LOCATION PLAN 1:1250

LABC Building for the 21st Century
 1 West, Northgate, Exeter, Devon, EX1 1AA
 01392 262000
www.labc.co.uk

DBDS David Braken Design Services
 100, The Old Mill, Exeter, Devon, EX1 1AA
 01392 262000
www.davidsbraken.com

Client:	CHRYSTIAN AND SON LTD
Project:	THE 11 WEST NORTHGATE INDUSTRIAL LAYOUT
Site:	LAND OFF OF SPRINGFIELD INDUSTRIAL LAYOUT
Phase:	LANDSCAPE ARCHITECTURE
Project No:	1250
Drawn:	DB
Scale:	1:200
Date:	15/06/2010
Revision:	