

**Application Number: F/YR13/0897/F**  
**Minor**  
**Parish/Ward: Benwick/Coates/Eastrea**  
**Date Received: 2 December 2013**  
**Expiry Date: 27 January 2014**  
**Applicant: Mr R Coles**  
**Agent: Mr K Lancaster**

**Proposal: Erection of 2-storey 3-bed dwelling with detached single garage**

**Location: West of 157 Kings Dyke, Whittlesey**

**Site Area/Density: 0.09ha / 11 dph**

**Reason before Committee: The proposal constitutes a departure from the Development Plan.**

## **1. EXECUTIVE SUMMARY/RECOMMENDATION**

The site is located beyond any established settlement where special justification for new housing development would normally be required. However since the site lies within a cluster of nine other dwellings which form a continuous built up frontage along Kings Dyke it is considered that no harm will be caused on the character or appearance of the open countryside nor will the proposal undermine the policies of the Development Plan.

The site currently serves as garden land to 157 Kings Dyke and the submission demonstrates that the land can be adequately subdivided to allow for sufficient access, parking, turning and private amenity space to serve both the existing and proposed units. The scale and design of the development is considered to be acceptable and, subject to amended drawings, it is unlikely that harm will be caused to neighbouring residential amenities.

It is considered that the proposal is an acceptable form of development and as such it is recommended that planning permission is granted.

## **2. HISTORY**

F/93/0748/O – Erection of a dwelling – Granted 02.09.1994 - Delegated

F/90/0857/O – Erection of a dwelling – Granted 20.02.1991 - Delegated

## **3. PLANNING POLICIES**

### **3.1 National Planning Policy Framework:**

Paragraph 2: Planning law requires that applications for planning permission must be determined in accordance with the development plan.

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17: Seek to ensure high quality design and a good standard of amenity for all existing and future occupants.

Paragraph 32: Decisions should take into account whether safe and suitable access to the site can be achieved for all people.

Paragraph 100: Inappropriate development in areas at risk of flooding should be avoided.

### 3.2 **Draft Fenland Core Strategy:**

CS3: Spatial Strategy and Settlement Hierarchy

CS12: Rural Areas Development Policy

CS14: Responding to Climate Change and Managing the Risk of Flooding in Fenland

CS15: Facilitating the Creation of a More Sustainable Transport Network in Fenland.

CS16: Delivering High Quality Environments

### 3.3 **Fenland District Wide Local Plan:**

E8: Landscape and amenity protection

H3: Development Area Boundary/Protection of Character and Amenity/Highway Safety

## 4. **CONSULTATIONS**

### 4.1 ***Parish Council:***

No objection therefore recommend approval

### 4.2 ***Middle Level Commissioners:***

From past experience the ground conditions are not conducive to the use of soakaways or other infiltration devices. The Board reserve the right under their byelaws to require adequate details and test results where appropriate to prove that the proposed surface water/treatment effluent disposal system will work efficiently at this location and effectively in the long term.

### 4.3 ***CCC Highways:***

An acceptable access is achievable however this is central on the site frontage, not to the east or west. Details of the access can be secured via a condition. Conditions required as follows:

- construction of access;
- location of gates;
- gradient of access;
- provision of temporary facilities;
- visibility splays;

- 4.4 **CCC Waste and Minerals:** It is unlikely that mineral would be worked in this location or that the proposed development would prejudice the extraction of mineral at Kings Delph. No objections to this planning application.
- 4.5 **FDC Scientific Officer:** No objections
- 4.6 **Neighbours:** None received

## 5. **SITE DESCRIPTION**

- 5.1 The site is located on the southern side of Kings Dyke, approximately 145m away from the McCains factory. The site is within a cluster of nine other dwellings and serves as garden land to 157 Kings Dyke. The land is currently grassed and has hedging on the boundaries. The dwellings within the cluster are a mixture in terms of their scale and appearance. The site is located beyond the defined settlement of Whittlesey in what could be described, in policy terms, as a countryside location.

## 6. **PLANNING ASSESSMENT**

- 6.1 The key considerations for this application are:

- Policy implications
- Design, layout and highways
- Drainage

### (a) Policy implications

The site is located beyond the established settlement of Whittlesey in what is considered to be a countryside location in planning policy terms. In principle the development of the site for housing in this location would not usually be supported. However in this instance, as it is located within a continuous built up frontage of nine other dwellings, it is considered that no harm will be caused by addition of a further dwelling in this location. The proposed dwelling will be located towards the centre of the existing group and as such will not result in ribbon development or sprawl.

### (b) Design, layout and highways

The dwelling is positioned on garden land serving the existing dwelling at 157 Kings Dyke. The subdivision of the plot has resulted in sufficient space for access, parking and turning for number 157 as well as sufficient private amenity space. The proposal is for a bungalow with rooms in the roof space and a detached garage and is considered to be of an appropriate scale and design for the site and its surroundings. There is sufficient garden space available to the rear of the property and this will be made private by the existing hedging and new 1.38m high close boarded fencing. The materials for the dwelling and garage have not been specified and a condition would therefore be necessary to control these details. Amendments have been sought from the agent to remove/replace the side dormer window with a velux to ensure that neighbouring properties do not suffer from overlooking as a result of the proposal.

There is sufficient space within the site for the parking and turning of two vehicles in accordance with policies of the Development Plan. CCC Highways have raised no objection with regards to the principle of the proposal however have stated that further details are required relating to the access. A condition, amongst others, to this effect is required.

(c) Drainage

The comments from the Middle Level Commissioners (MLC) have been noted and having discussed the response directly with the MLC Planning Engineer it has been agreed that their comments can be included as an Informative on any consent given which will remind the developer of the MLC byelaws.

## **7. CONCLUSION**

- 7.1 The site lies beyond any established settlement and in most circumstances special justification would be required for the development of a new dwelling in this location. However the land is positioned within a continuous built up frontage of nine other dwellings and as such it is considered that no harm will be caused by the addition of another dwelling in this location.

The proposal is of an appropriate scale and design and slight revisions to the proposal will ensure that no harm is caused to neighbouring residential amenities. In addition revisions have been tabled to address highway safety concerns. With this in mind it is considered that the proposal can be supported.

## **8. RECOMMENDATION**

### **Grant**

- 1. The development permitted shall be begun before the expiration of 3 years from the date of this permission.**

### **Reason**

**To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.**

- 2. Prior to the commencement of the development hereby approved full details of the external finishes shall be submitted to and approved in writing by the Local Planning Authority and the development shall be executed in accordance with the approved scheme and retained in perpetuity thereafter.**

### **Reason**

**To safeguard the visual amenities of the area.**

- 3. Notwithstanding the details contained within drawing 10020 002C dated 13 March 2014, a detailed scheme of the vehicular access from Kings Dyke shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the provision of a metalled/ sealed surface form a minimum length of 7m from the existing carriageway edge. The access shall be carried out in accordance with the approved details and shall be sited, laid out and constructed prior to the first occupation of the dwelling hereby approved.**

**Reason**

**In the interests of highway safety.**

- 4. Prior to the first occupation of the development any gates to the vehicular access shall be set back a minimum of 7m from the near edge of the highway carriageway. Any access gate or gates shall be hung to open inwards.**

**Reason**

**In the interests of highway safety.**

- 5. The gradient of the vehicular access shall not exceed 1:12 for a minimum distance of 5.0m into the site as measured from the near edge of the highway carriageway.**

**Reason**

**In the interests of highway safety.**

- 6. Prior to the first occupation of the development the proposed on-site parking / turning areas shall be laid out in accordance with the approved plan and thereafter retained for that specific use.**

**Reason**

**To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.**

- 7. Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.**

**Reason**

**In the interests of highway safety.**

- 8. Prior to the first occupation of the development splays shall be provided both sides of the vehicular access. The minimum dimensions to secure the required splays shall be 2.4m, measured along the centre line of the proposed access from its junction with the channel line of the highway carriageway, and 120m west and 110m east, measured along the channel line of the highway carriageway from the centre line of the proposed access. The splays shall be thereafter maintained free from any obstruction exceeding 0.6m above the level of the highway carriageway.**

**Reason**

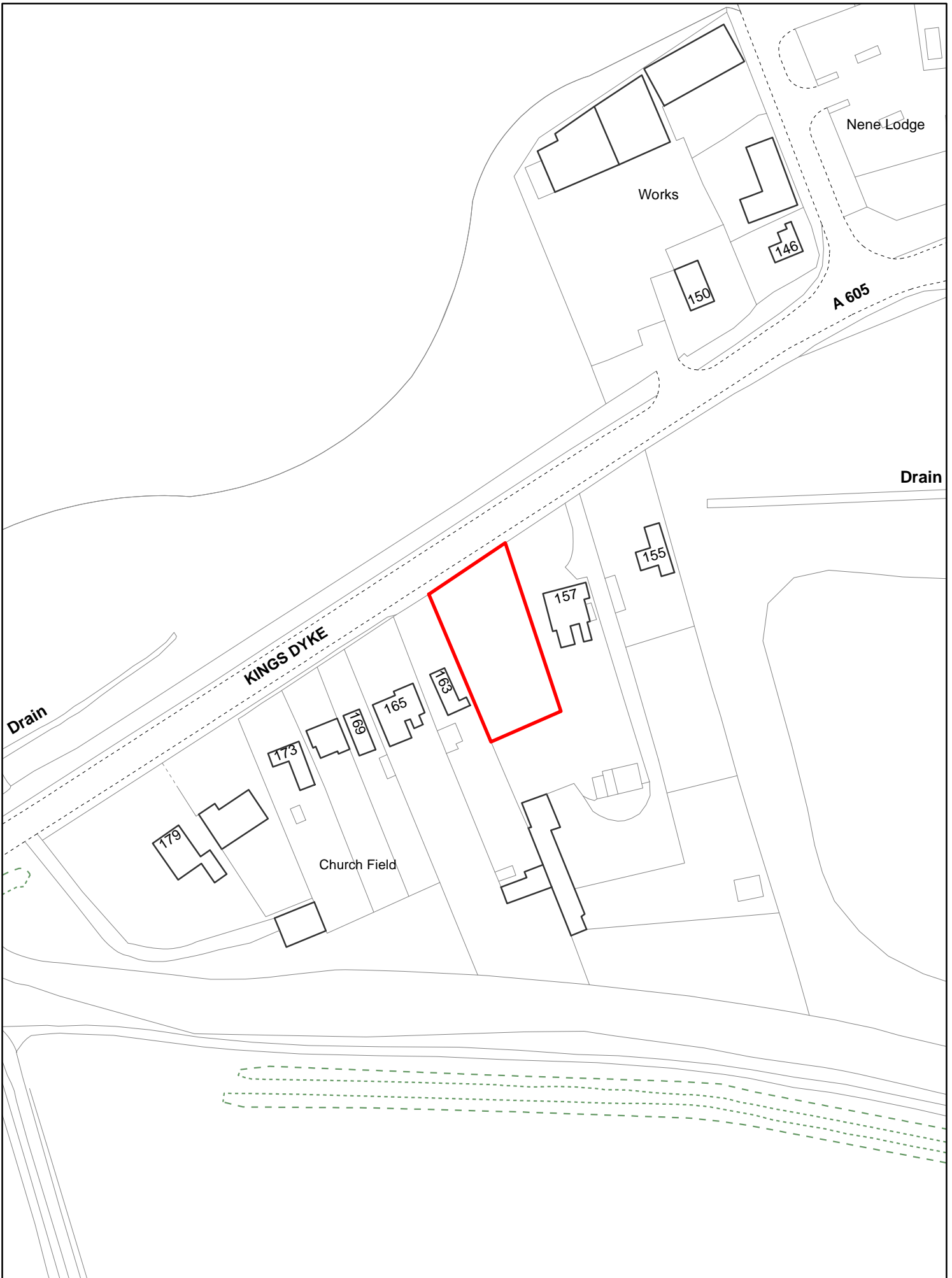
**In the interests of highway safety.**

- 9. Prior to the commencement of the use hereby permitted visibility splays of 2.0m x 2.0m shall be provided each side of the vehicular access measured from and along the back of the footway. Such splays shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the adjacent footway.**

**Reason**

**In the interests of highway safety.**

- 10. Approved plans**



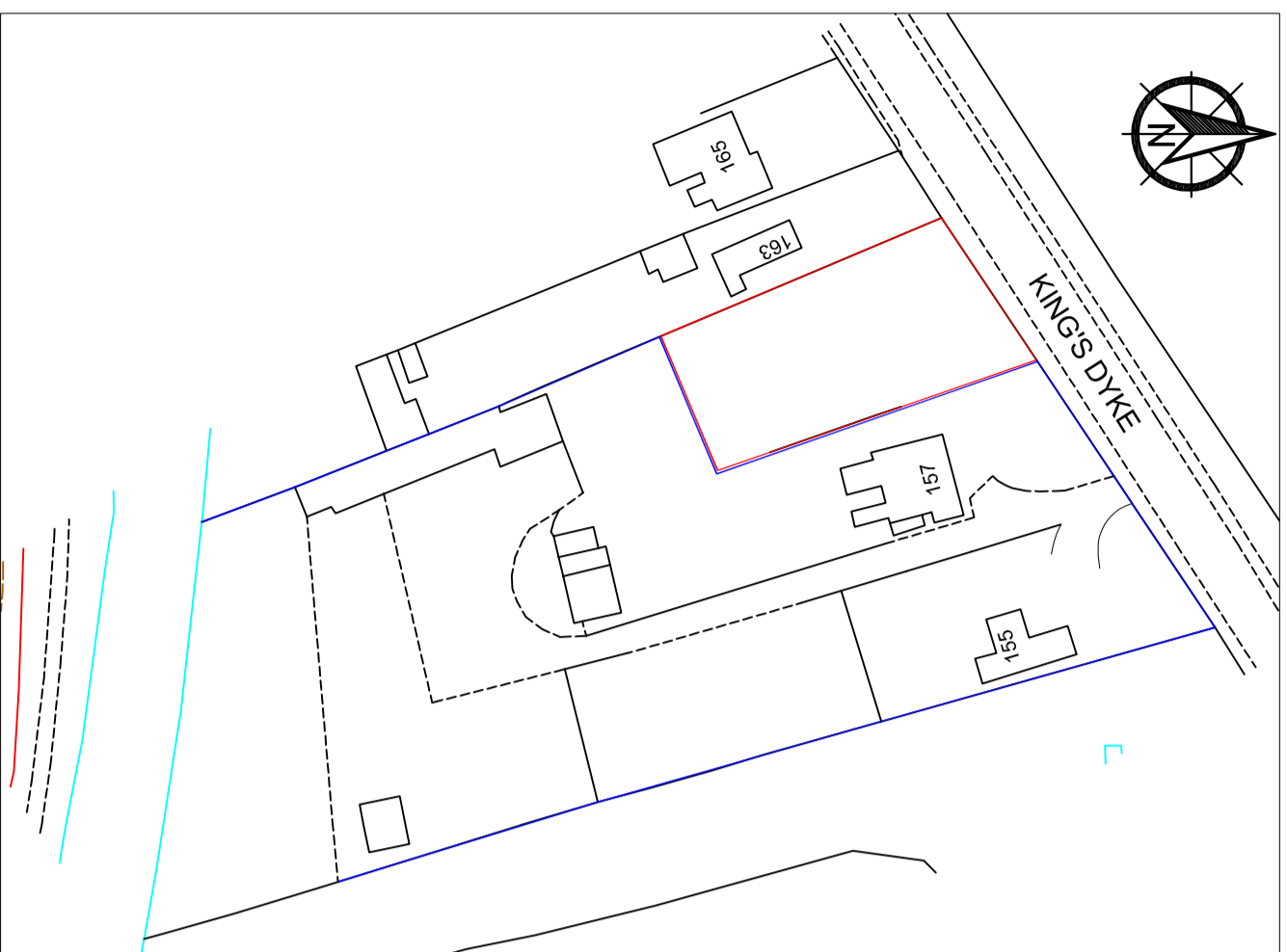
Created on: 10/12/2013

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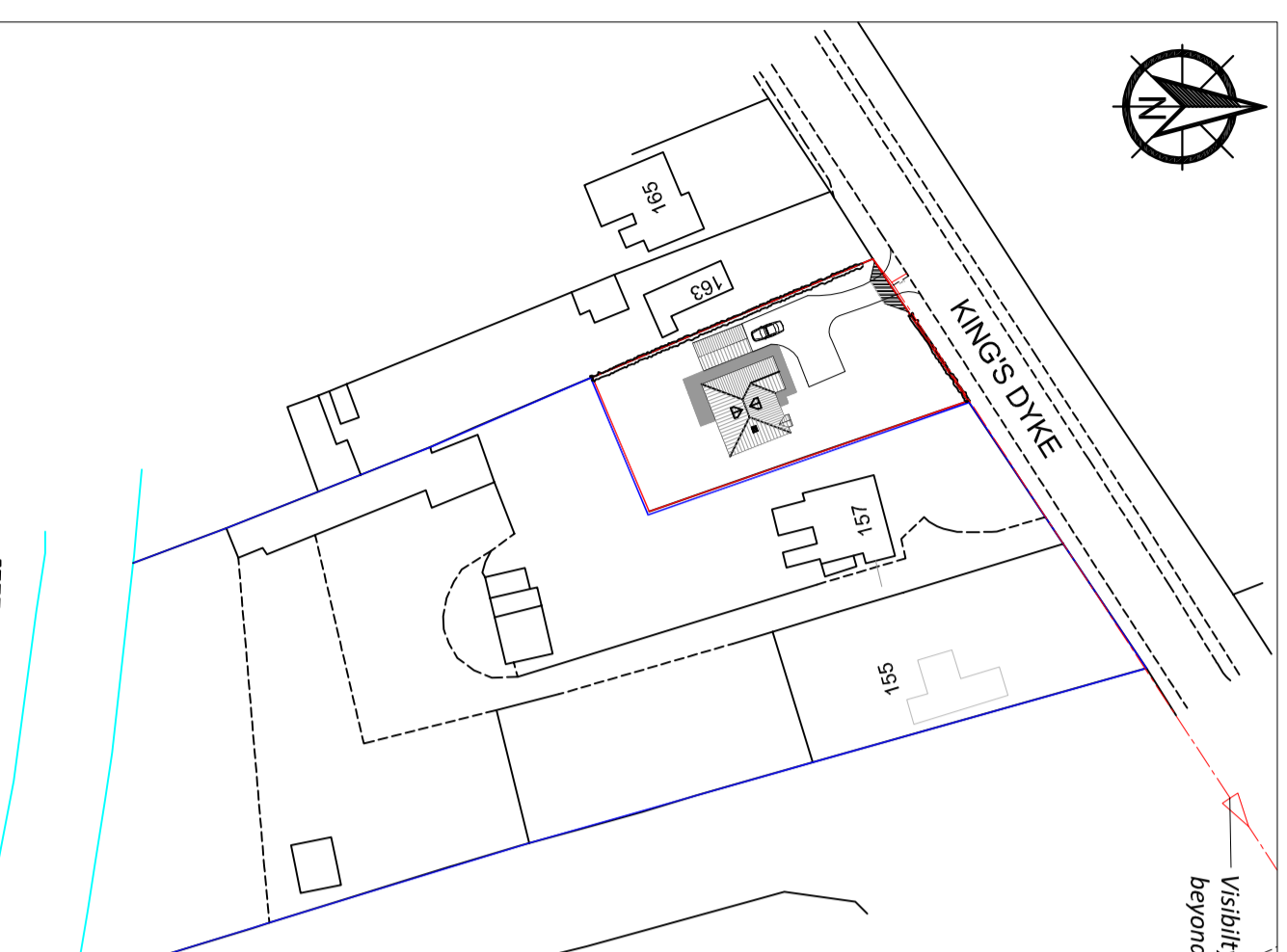
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Scale = 1:1,250





Location Plan @ 1:1000 Scale



Proposed Block Plan @ 1:1000 Scale



Proposed Block Plan @ 1:200 Scale

Hatched area denotes inter-visibility splays where hedges are fences are reduced to max 750mm high.

**Access / Egress**

Front boundary hedgerow to be maintained and adapted to allow maximum visibility and reduced in height to 750mm in accordance with Highway Department's requirements as per their guidance dated 3.1.14.

Existing hedgerow to be reduced to 750mm high and new opening formed off King's Dyke including 2m x 2m vehicle / pedestrian inter-visibility splays.

New drop kerb site access to be formed in strict accordance with Highway Departments specification and requirements.

**Eastern & western inter-visibility availability exceeds 120m.**

Grassed lawn.

Edging kerb to gravelled access / parking / turning area.

Boundary hedge and fence reduced to 750mm high to maximise visibility splay.

Block paved pathway and patio.

New detached single garage.

New 1.8m close boarded timber fencing to east and south boundaries.

Grassed lawn.

Existing privy hedge to remain to western boundary.

**Notes**

Where dimensions are not given, drawings must not be scaled and the matter referred to RFL. In the event of any dimensional conflict between RFL's drawings, the matter must be referred to RFL for clarification. This Drawing is only for the use identified. Do not build from this drawing unless marked 'For Construction'.

**PLANNING**

**Revisions**

Rev C 04.02.14: Alterations made to Highway's requirements.

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Client  
Mr R Coles

Project  
Land West of 157 King's Dyke  
Whiteley  
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Drawing  
Location and Block Plans

Scale	Date	Drawn	Checked
1:1000	16/05/12	KRL	
1:200			