

PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 17 OCTOBER 2017

1.30 PM

Bourges/Viersen Rooms - Town Hall

AGENDA

Page No

1. Apologies for Absence

2. Declarations of Interest

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification " that has been disclosed to the Solicitor to the Council.

3. Members' Declaration of intention to make representations as Ward Councillor

4. Minutes of previous meetings

4.1 **Minutes of the meeting held on 5 September 2017** 3 - 10

4.2 **Minutes of the meeting held on 19 September 2017** 11 - 18

5. Development Control and Enforcement Matters

5.1 **17/01198/HHFUL - 35 And 37 Lawn Avenue, Peterborough, PE1 3RA** 19 - 28

5.2 **17/01253/OUT - Land To The East Of 29 Peakirk Road, Glinton, Peterborough** 29 - 46

5.3 **17/01614/FUL - 160 Broadway, Peterborough, PE1 4DQ** 47 - 60

5.4 **17/01422/R3FUL - Oakdale Primary School Oakdale Avenue, Stanground, Peterborough** 61 - 82



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Committee Members:

Councillors: G Casey (Vice Chairman), L Serluca, C Harper (Chairman), Bull, P Hiller, J Stokes, S Martin, Clark, Iqbal, Bond and C Ash

Substitutes: Councillors: Bisby, Sylvester, N Sandford and B Saltmarsh

Further information about this meeting can be obtained from Dan Kalley on telephone 01733 296334 or by email – daniel.kalley@peterborough.gov.uk

CASE OFFICERS:

Planning and Development Team: Nicholas Harding, Lee Collins, Paul Smith, Mike Roberts, Janet Maclennan, David Jolley, Louise Simmonds, Vicky Hurrell, Sundas Shaban, Amanda McSherry, Sam Falco, Matt Thomson, Michael Freeman, Jack Gandy

Minerals and Waste: Theresa Nicholl, Alan Jones

Compliance: Nigel Barnes, Anthony Whittle, Karen Cole, Julie Robshaw

NOTES:

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer or Head of Planning, Transport and Engineering Services as soon as possible.
2. The purpose of location plans is to assist Members in identifying the location of the site. Location plans may not be up-to-date, and may not always show the proposed development.
3. These reports take into account the Council's equal opportunities policy but have no implications for that policy, except where expressly stated.
4. The background papers for planning applications are the application file plus any documents specifically referred to in the report itself.
5. These reports may be updated orally at the meeting if additional relevant information is received after their preparation.

**MINUTES OF THE PLANNING AND ENVIRONMENTAL PROTECTION
COMMITTEE MEETING
HELD AT 1:30PM, ON
TUESDAY, 5 SEPTEMBER 2017
BOURGES/VIERSEN ROOM, TOWN HALL, PETERBOROUGH**

Committee Members Present: Harper (Chair), Casey Vice-Chairman (Vice-Chair),
Councillors Ash, Bull, Clark, Amjad Iqbal, Hiller, Serluca, Martin, Bond and Stokes.

Officers Present:

Amanda McSherry	Principal Development Management Officer
Lee Collins	Development Management Manager
Simon Ireland	Principal Engineer (Highways)
Louise Humphreys	Planning and Highways Lawyer
Matt Thomson	Senior Development Management Officer
Karen S Dunleavy	Democratic Services Officer

1. APOLOGIES FOR ABSENCE

No apologies for absence were received.

2. DECLARATIONS OF INTEREST

No declarations of interest were received.

**3. MEMBERS' DECLARATION OF INTENTION TO MAKE REPRESENTATIONS AS
WARD COUNCILLOR**

No Members' declaration of intention to make representations as Ward Councillors
were received.

**4. MINUTES OF THE PLANNING AND ENVIRONMENTAL COMMITTEE MEETING
HELD ON 4 JULY 2017**

The minutes of the meeting held on 4 July 2017 were agreed as a true and accurate
record.

5. DEVELOPMENT CONTROL AND ENFORCEMENT MATTERS

**5.1 16/01361/FUL - LAND TO THE SOUTH OF LAWRENCE ROAD, WITTERING,
PETERBOROUGH**

The Planning Committee received a report in relation to a proposal of a residential
development comprising of 190 dwelling with associated access roads and
landscaping.

The purpose of the report sought approval of full planning permission for 190
residential dwellings, together with access roads, open space and landscaping. The
190 dwellings proposed comprised 12 x 1 bedroom, 24 x 2 bedroom, 103 x 3
bedroom and 51 x 4 bedroom properties. 57 of the 190 residential properties were
proposed to be affordable, to meet the 30% affordable housing requirement of the

scheme. Two new vehicle access were proposed to serve the development, one from Lawrence Road and one from St Mary's Avenue. Two areas of open space were proposed within the housing layout, together with a large open space area space on the eastern side of the site adjacent to the A1.

The Principal Development Management Officer introduced the report and update report.

Councillor Lamb, Ward Councillor for Wittering village addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Wittering village residents in general were not opposed to building new houses, but had significant concerns regarding the size of the proposed development.
- The proposed development of 190 homes would have a massive impact on the village of Wittering.
- There would be a highways impact on residents in respect of access from the A1 and A47 routes.
- Wittering village had been defined as a limited growth village within the Local Plan, with 300 new homes to be built across seven villages between 2014 and 2026. If the application was approved, Wittering village would provide two thirds of the total housing requirements, which seemed unfair.
- The Principal Development Management Officer confirmed that the Framework Travel Plan for the proposed development had been provided by Highways England.
- There were no extra facilities such as Dental, Doctor and schools spaces identified within the developer's proposal. Wansford and Stamford Schools were already at full capacity and there was no secondary school facility in Wittering village.
- The current infrastructure for surface water drainage and sewer arrangements struggled to cope in Wittering village.
- There were parking issues in Wittering village and construction vehicles would struggle to access the site. In addition the current surface damage to roads in Wittering village had deteriorated significantly and would be impacted further as a result of the proposed development.
- Concerns had been raised by the Wildlife Trust in regards to the ecological survey, which had not met current guidelines.
- The Council's Wildlife Officer had also raised concerns over the lack of ecological enhancements suggested as part of the proposed development.
- In view of the strong objections and in line with Parish Councils and the MP for Peterborough the Committee were asked to reject the planning application.
- It had been appreciated that the additional 30 proposed properties were to be built on employment land in Wittering village, however, prior to the application the total amount originally included within the Local Plan LP was for 140 dwellings, which was subsequently increased to 160 dwellings.

Richard Drain and Paul Haynes, objectors addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The Wittering action group, which included members made up of villagers and forces personnel were objecting to the application.

- The main concerns highlighted within the written objection outlined inadequate junction provision for Wittering village on the Townsend junction of the A1, the lack of Doctor, Dentist, Post Office, shop and school facilities.
- There was only one church in Wittering village and not two as stated in the report.
- The Lawrance Road corner was usually flooded a majority of the time. In addition, Lawrance Road would be impacted as a result of construction and emergency vehicles as there were existing parking issues.
- Concerns over current surface water drainage and sewage disposal were raised.
- The amount of dwellings proposed for the development had been vastly inflated for such a limited development site.
- There were 450 residents living in Wittering village that had objected to the application.
- The play parks and nursery provision referred to in the report had been provided by the Royal Air Force.

Mark Mann, the applicant's agent addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Larkfleet Homes was a local house builder based in Bourne, which had won awards for their housing developments.
- The application had been objected to by Councillors and local MPs despite the document being included in the LP approved at Full Council in 2012, which had been independently inspected.
- The developers had not wanted to encourage development of an industrial site, which would also attract commercial traffic. For this reason, an extra 30 dwellings were being applied for.
- Following discussion with Council Officers Larkfleet had decided to omit the employment element of the LP requirement in their proposals and provide a green buffer between the proposed dwellings and the A1.
- The key concerns raised by residents was in relation to Lawrance Road and a second access point off St Mary's Avenue. Following this an amended scheme was submitted to Council Officers in 2016.
- There were no main objections to the proposal from the key statutory consultees including Natural England, Highways England, Anglian Water and the relevant Council departments.
- There would be a £1.2m CIL contribution to develop the transport improvements necessary.
- A traffic plan was submitted and accepted by Council Officers and Highway's England.
- A sustainable drainage scheme was considered to be satisfactory by the statutory agencies and had enhanced the biodiversity of the site.
- There had been adequate education provision in Wittering village to accommodate the development.
- The full construction details were pending for the proposed two new access points on Lawrance Road and St Mary's Avenue. The full construction details regarding the two new access points would not allay the concerns raised by objectors regarding the Townsend A1 junction turning at Wittering village, however, these concerns could be resolved by CIL funding.
- The provision of a travel plan would be supported by identifying ways of new residents taking up the option of alternative travel arrangements, which would be supported by a travel coordinator.
- It was anticipated that a flyover could cost £20 - £25 million and Larkfleet were submitting £1.2m CIL funding towards junction improvement. The

additional funding would need to be acquired from other developments in the area and the Highways Agency.

- The Wittering bus service had been included in the Transport Assessment and the design layout had been developed to extend into the proposed site.
- The travel plan would be phased in as the proposed site was being developed over a four year period.
- The southbound A1 junction was not deemed adequate however, Larkfleet would continue to encourage involvement from Highways England to implement improvements.

The Planning and Environmental Committee debated the report and in summary, key points raised and responses to questions included:

- Water related impact in regards to ecology were sent to Natural England and an amended condition was requested to ensure that there would be no impact on the Site of Specific Scientific Interest (SSSI) in the development area.
- A flood risk assessment had been carried out on the proposed site which demonstrated that Wittering village had adequate drainage subject to the details being secured by conditions.
- A refuge tracking report was provided by the applicant in regards to refuse vehicles turning in the road. It was felt by Council Officers that the current arrangements were satisfactory and no additional condition was required.
- Highways England had raised no objection and were satisfied that the travel plan would not present an immediate risk on the A1 Townsend junction.
- Members were being asked to consider an application for the development of a total of 190 dwellings, which included 1 hectare of allocated employment land for 30 dwellings plus the 160 dwellings on 6.7 hectare of allocated dwelling land.
- Highways England had removed similar turning junctions on the A1 as it was their responsibility to do so where necessary.
- Road traffic accidents (RTAs) that had occurred within 150m of the Townsend Road A1 junction had amounted to two fatal, five serious and 23 slight between 2012 - 2016. The junction on the old A47 Oundle Road turning into Wittering village had experienced slight RTAs. The A47 junction had been remodelled recently and was found to be sufficient to accommodate the proposed development.
- The RTA figures had not included RTAs on the Wansford junction.

Members noted that Council had approved the site allocation through the LP for the development and all of the statutory agencies had raised no objections to the proposal. However, Members expressed a significant concern over the implications of granting the proposed 190 dwelling application and the impact it could have on the traffic volume and potential RTAs on the A1 Townsend junction. Members also commented that it would be premature to grant approval until the A1 Townsend junction had been improved.

Members requested that further information would need to be provided by Officers in respect of the traffic impact on the A1 Townsend junction for the development of 190 dwellings against the development of 160 dwellings plus employment land. Members also requested up to date data in respect of the Transport Assessment.

14:37 At this point Members took a ten minute comfort break.

A motion was proposed and seconded to **DEFER** the decision to a later date as the Committee required further information from Highways Officers.

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **DEFER** the application. The Committee **RESOLVED** (Unanimously) to **DEFER** the planning permission.

REASONS FOR THE DECISION

The Committee **DEFERRED** their decision as further information was required from Highways Officers to detail the following:

1. Further information was required regarding the differing traffic implications on the A1 Townsend junction following the impact of the 190 dwelling development compared to the development of 160 dwellings plus the employment land; and
2. That the data within the Transport Assessment was updated to provide survey information not older than three years.

5.2 17/00645/FUL - THE ELMS, HELPSTON ROAD, ETON, PETERBOROUGH

The Planning and Environmental Protection Committee received a report in relation to the Erection of a Farm Shop, cafe/restaurant with associated vehicular access, parking, hard and soft landscaping pursuant to relocation and expansion of Willowbrook Farm Shop.

The purpose of the report sought approval for the erection of a farm shop, butchery, bakery, café/restaurant and educational element including, a craft workshop associated with the relocation of an existing facility at Scotsman's Lodge on Stamford Road, Marholm, which operated as 'Willowbrook' farm shop.

The building would be single storey and have an 'L'-shaped footprint with a floorspace of 720 meter squared. A new access would be created off Glinton Road (B1443) and the site would provide 39 car parking spaces.

The scheme as initially submitted referred to a second phase development of an events area. Phase two had since been deleted from the scheme and the application assesses the acceptability of phase one only.

The Development Management Manager introduced the report and update report.

John Dickie, the applicant's agent addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The current Willowbrook Farm Shop facility was restricted to provide educational lessons and visits.
- Student and apprenticeship opportunities covering butchery and farming would be offered through Willowbrook Farm as part of the government directive.
- There would be an increase in highway movements for the new site location compared to the current Scotsman Lodge site, however it was not anticipated to be overbearing.
- Learning opportunities such as dry stone walling and thatching would be offered as part of the proposed Willowbrook Farm Shop facility.
- The objections received from Etton Parish Council had focused on conflict of trade for the Golden Pheasant. However, it was felt by the applicant that

increased business could be attracted to the GP establishment due to the visitors to the proposed Willowbrook Farm Shop.

The Planning Environment Protection Committee debated the report and in summary, key points raised and responses to questions included:

- A facility of rural education benefits was attractive to the area and the Morton family had over 100 years of experience in rural, quarrying and crafting skills.
- It was felt that the Golden Pheasant could grow to appreciate the footfall they would receive as a result of visits to the educational facility.
- Members were surprised by the objection made by Etton Parish Council.
- Members welcomed the apprenticeships opportunities that would be on offer through the proposed Willowbrook Farm Shop.

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **GRANT** the application. The Committee **RESOLVED** (Unanimously to **GRANT** the planning permission subject to relevant conditions.

REASONS FOR THE DECISION

Subject to the imposition of the attached conditions, the proposal was acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The development for the relocation of an existing Farm Shop would enable the expansion of a successful rural business which would be closely related to the agricultural use of the site 'Elm Tree Farm';
- The 'model' of the business required a rural location associated with local agriculture and as such it had not been considered that the proposal would impact on the vitality and viability of any commercial centre or set an undesirable precedent;
- The design of the building and boundary treatment would not impact on the visual amenity of the character area and appropriate mitigate would assimilate the development into the open countryside;
- The site would provide adequate parking provision and it was not considered that the proposal would result in any adverse highway implications; The proposal would not unduly impact upon the amenity of neighbouring occupiers; and
- The proposal would result in an enhancement to the landscaping features of the site and a net gain in biodiversity.
- Hence the proposal accords with policies PP2, PP3, PP8, PP9, PP12, PP13 and PP16 of the Adopted Peterborough Planning Policies DPD, policies CS1, CS14, CS16, CS17, CS20, CS21 and CS22 of the Adopted Peterborough Core Strategy DPD and sections 2, 3, 4, 7 and 11 of the NPPF.

5.3 17/01220/FUL - LAND TO REAR OF 37 AND 39 LINCOLN ROAD, GLINTON, PETERBOROUGH

The Planning and Environmental Protection Committee received a report in relation to the proposed erection of detached garage for new bungalow on Land To Rear Of, 37 And 39 Lincoln Road, Glinton, Peterborough.

The purpose of the report sought planning permission for the erection of a single storey garage, which would have a floor area of 3.75 meter x 5.6 meter and proposed

to stand at 2.4 meter to eaves and 4 meter to ridge. The materials would match the to-be built dwelling, with pilgrim buff brick and sandtoft double pantile (terracotta red) with a cream roller shutter door.

Planning permission was required as the garage would be over 2.5 meter in height situated within 2 meter of a boundary.

Condition 3 of the 2015 planning permission for the bungalow also restricted permitted development rights for outbuildings as Officers were concerned of the size of the dwelling itself situated within the plot, but also to ensure a sufficient sized garden would be retained to serve future occupiers.

The Senior Development Management Officer introduced the report and update report.

Phil Branston, agent for the applicant addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Construction work had started on the site.
- The driveway would be widened as a condition planning approval. The garage would be used for daily storage of a vintage vehicle and there would be no noise impact.
- There were parking spaces on front of driveway.

The Planning and Environment Protection Committee debated the report and in summary, key points raised and responses to questions included:

- It had been demonstrated that the proposed garage within the rear end of the plot would not be visible from the driveway and would not impact on privacy.

The Planning and Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **GRANT** the application. The Committee **RESOLVED** (Unanimously) to **GRANT** the planning permission subject to relevant conditions.

REASONS FOR THE DECISION

Subject to the imposition of the attached conditions, the proposal was acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The proposed garage would not unacceptably harm the character or appearance of the area, and would accord with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 of the Peterborough Policies DPD (2012);
- The proposed garage would not unacceptably harm the amenity of adjoining neighbours, and would retain sufficient garden for future occupiers, and therefore accords with Policy CS16 of the Peterborough Core Strategy DPD (2011) and PP3 and PP4 of the Peterborough Policies DPD (2012); and
- The proposal would not result in a highway safety hazard and sufficient car parking could be provided on site thereby according with Policy PP13 of the Peterborough Policies DPD (2012).

6. PLANNING COMPLIANCE QUARTERLY REPORT

The Committee received a report, which outlined the Planning Service's planning compliance performance and identified whether there were any lessons to be learnt from the actions taken.

The Development Management Manager introduced the report and asked the Planning and Environment Protection Committee to note past performance and outcomes.

The Planning and Environment Protection Committee considered the report and **RESOLVED** to note the past performance and outcomes.

AGREED ACTION

For the Development Management Manager to provide the Planning and Environment Protection Committee with a briefing note outlining whether a public educational opportunity could be developed as a result of the increase to the no breach found category within the Planning Compliance report.

REASONS FOR THE DECISION

To help inform future decisions of the Planning and Environmental Protection Committee and potentially reduce costs.

Chairman
1:30pm – 3:38pm

**MINUTES OF THE PLANNING AND ENVIRONMENTAL PROTECTION
COMMITTEE MEETING
HELD AT 1:30PM, ON
TUESDAY, 19 SEPTEMBER 2017
COUNCIL CHAMBER, TOWN HALL, PETERBOROUGH**

Committee Members Present: Councillors Casey (Vice-Chairman), Councillors Ash, Bisby, Brown, Clark, Amjad Iqbal, Hiller, Stokes and Sylvester.

Officers Present:

Nick Harding	Head of Planning
Simon Ireland	Principal Engineer (Highways)
Stephen Turnbull	Planning and Highways Lawyer
Richard Kay	Head of Sustainable Growth and Development
Dan Kalley	Senior Democratic Services Officer

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Harper, Bull, Serluca, Martin and Bond.

Councillors Bisby, Brown and Sylvester were in attendance as substitutes.

2. DECLARATIONS OF INTEREST

Councillor Casey declared a personal interest in item 5 by virtue of being appointed to the Nene Park Trust,

Councillor Stokes declared a personal interest in item 5 by virtue of being appointed to the Nene Park Trust.

3. MEMBERS' DECLARATION OF INTENTION TO MAKE REPRESENTATIONS AS WARD COUNCILLOR

There were no declaration of intention to make representations as Ward Councillors were received.

4. MINUTES OF THE PLANNING AND ENVIRONMENTAL COMMITTEE MEETING HELD ON 25 JULY 2017

The minutes of the meeting held on 25 July 2017 were agreed as a true and accurate record.

5. THE PROPOSED SUBMISSION VERSION OF THE LOCAL PLAN

The Planning Committee received a report in relation to the proposed submission of the Local Plan.

The purpose of the report was to enable the committee to consider the proposed submission version of the Local Plan. The Head of Sustainable Growth Strategy introduced the report and stated that the committee were to receive an alternative

recommendation, namely that the proposed submission Local Plan be deferred for 2-3 months in order for officers to fully understand new government policy.

The Head of Sustainable Growth Strategy informed members that on Thursday 14 September the Government published a paper entitled 'the right homes in the right places' which introduced a new standard method for calculating housing needs nationally, to replace local based methods. The new method would be applied across all local authorities. Compared with the Local Plan currently drafted, the new methodology would possibly result in 1,000 to 2,000 fewer homes being needed.

The Committee were informed that Peterborough had the option to use the new method or to continue with the current methodology, however the current methodology was potentially open to more challenges. It was therefore recommended that the new methodology should be used, which, in addition would make it easier to demonstrate a five year housing supply.

The two to three month deferment would allow officers to properly investigate the new housing method, and subsequently reconsider those sites that had been identified for development. Ultimately, a deferral was a decision that needed to be taken by Cabinet. If this was deferred a report would be brought back to Committee and the final approval for consultation would be made at Full Council.

The revised housing allocations would not affect the overall proportion of affordable houses, as this was worked out as an overall percentage of the number of houses built.

Martin Chilcott, Chair of Protect Rural Peterborough addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Protect Rural Peterborough (PRP) had been setup on the objections from over 300 residents in the Castor and Ailsworth area and over 1000 people had signed a petition to stop the development of 2 500 homes in what was to be known as Great Kyne.
- The proposal for such a large development was against LP 11 which did not permit development in the countryside and the site identified was 2km from an urban area.
- The development would not enhance the rural landscape of the area and Peterborough would lose one of its greatest rural assets.
- It was the view of PRP that not enough evidence had been supplied to show how the development could possibly enhance the local area.
- There would be a high risk of social and wildlife harm if the development went ahead. In addition the development highlighted 10 red risk factors which would be detrimental to the social and wildlife of the area.
- The decision to defer the submission of the Local Plan on the basis of a new single methodology from Government was welcomed.
- There was no argument against the need to develop and create a number of houses in Peterborough, however the scale being suggested in Castor was far too severe.
- Ideally there would be no more than 100 new homes being developed, which had already been deemed acceptable by residents of Castor and the PRP.

Robert Dalgleish, on behalf of Milton Estates addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Although Milton Estates wanted to see development in rural areas across Peterborough, the 2,500 homes being put forward was overbearing and inappropriate for the area.

- The impact on the historic landscape would be massively and wholly unacceptable.
- The memorandum of corporation was against this type of development and would need to be updated in line with the Local Plan.
- The land to the north of the A47 was some of the best landscaped areas in Peterborough and needed to be preserved.
- There was no sustainability appraisal or evidence published along with the proposed submission of the Local Plan.
- It was the view of Milton Estates that Local Plan be reconsidered and the development proposed in Castor be removed. In addition the recommendation to defer was supported.

In response to questions raised by the speakers and Committee the Head of Sustainable Growth Strategy made a number of comments including:

- The national policy set out that Peterborough must be able to demonstrate a 5 year housing supply. The first step of the growth study was to identify areas that were within the urban area. However the next alternative was to look at urban extensions. This was not always possible due a number of factors, including sites that were deemed a flood risk or were of archaeological importance.
- There was no legal obligation at this stage to publish the evidence appraisals that had been used, however at the stage that the Local Plan is submitted for consultation all evidential data would be made available.
- The guidelines on how local residents should address their concerns were laid out in statute, however the Committee were re-assured that any comments made would be valid as long as they were not offensive.
- The representations made by members of the public would not be considered by the Council. Instead an independent inspector was to be appointed to look over the plan and to provide to the Council their recommendations.
- A new method would need to be worked on following the Government's guidelines, and also moving the base date from 2011 to 2016. In effect this would alter the number of houses needed as there would be a number of developments that would have taken place up to 2016 from 2011.
- A strategic overview of the Local Plan had been carried out, ensuring that the infrastructure would be able to cope with the large scale of development proposed, and policies in place to ensure delivery of infrastructure in the future.

Members of the Committee debated the report and as a whole agreed that the best way forward would be to defer the Local Plan so that new housing allocations and sites could be identified.

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **RECOMMEND** to Cabinet that the Proposed Submission ('Publication Draft') Local Plan be deferred for a period of 2-3 months, to enable officers to (a) fully appraise the new method for calculating housing need, and (b) bring back to members (including this Committee) a revised housing target and a subsequent revised set of proposed allocations.

6. DEVELOPMENT CONTROL AND ENFORCEMENT MATTERS

6.1 15/01106/OUT - LAND SOUTH OF OUNDLE ROAD AT EAST OF ENGLAND SHOWGROUND, OUNDLE ROAD, PETERBOROUGH

The Planning Committee received a report in relation to a revised offer for the number of affordable houses from 30% to 10%.

The Head of Planning introduced the report and stated that the application had been subjected to a S106 agreement, which provided for 30% affordable housing, however following viability studies the applicant was only able to offer 10%. The Committee were informed that the viability studies had been checked by the S106 officers and it was deemed that 10% affordable housing was acceptable.

Tim Mitford-Slade, the applicant's agents, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The only way to deliver the scheme was to reduce the number of affordable houses in the scheme.
- The applicant although not able to offer a large percentage of affordable houses was creating a large housing scheme that would go towards the five year housing supply.
- There were a number of additional costs that had increased since the original application was approved.
- The full package of CIL payments were still due to be met.
- Due to the volatile economic climate the scale of costs to continue the development would mean that 30% affordable housing would make the scheme un-obtainable.

The Planning Environment Protection Committee debated the report and in summary, key points raised and responses to questions included:

- Government guidance made it clear that Councils needed to be mindful of viability costs when determining the acceptability of schemes proposing less than policy compliant levels of affordable housing
- Accepting the scheme would result in fewer affordable units than plan policy required. However if the scheme were refused then there would be no affordable units provided and no market housing being provided on the site.
- Members were informed that if they were minded to refuse the application the applicant had the right to appeal to an independent planning inspector and the inspector would refer to government guidance regarding relaxation of affordable housing requirements where there is a proven viability issue.

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **APPROVE** the application with 10% affordable housing, subject to the S106 agreement. The Committee **RESOLVED** (7 in favour, 2 against to **GRANT** the planning permission subject to relevant conditions.

6.2 17/00992/HHFUL - 185 BROADWAY, PETERBOROUGH

The Planning and Environmental Protection Committee received a report in relation to the Erection of a detached annex.

The purpose of the report sought approval for the erection of a detached annex to the rear of the garden, this was to be ancillary to the host dwelling.

The Development Management Manager introduced the report and update report.

Councillor Richard Ferris, Ward Councillor, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- There was concern over the proliferation of buildings being erected in people's gardens
- It was positive that the application had been amended to a single storey dwelling ancillary to the main residence.
- The annex was to be used by the applicant's disabled son, allowing him to have his own living quarters.
- There was an understanding of the concerns raised by local residents, however this was a more exceptional case.
- If approved there needed to be conditions attached ensuring that the annex did not affect the amenities of local neighbours.
- It was important that this application did not set a precedent for future applications and that decisions needed to be taken on their merits.

David Turnock, Objecting, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- There had been a total of four objections raised by local residents living within the vicinity of the proposed development.
- The application would eat away at the conservation area which was on the boundary line of the property.
- There would be more pressure on parking.
- If the application was to be approved there needed to be conditions restricting the installation of any kitchen appliances.
- The rear and side windows needed to either be removed or altered to ensure that there was no loss of amenity to neighbours.
- The character of the area needed to be considered when making a decision on the application.

Phil Branston, Agent on behalf of the Applicant, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- It was agreed the rear and side window would be double glazed and that they would be opaque. In addition it was agreed that rear window would only open from the top.
- There would be no kitchen fitted, however it was not possible to restrict the use of appliances such as a microwave.
- The side entrance was 1m wide was considered adequate to get an ambulance stretcher down, if this was not possible there was direct access via the back door of the main residential dwelling.

The Planning Environment Protection Committee debated the report and in summary, key points raised and responses to questions included:

- A condition could be inserted so that the rear window was to be obscure glazed and non opening, the side window was also to be obscured and the hinged window was to be hung on the left hand side. In addition the smaller rear window could be top opening only.
- In terms of highway's earlier objection, now that the application was an annex ancillary to the main dwelling the properties were seen as one and therefore parking was no longer an issue.

- This was an exceptional application as the purpose behind the annex was to provide accessible accommodation to the applicants disabled son.

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **APPROVE** the application. The Committee **RESOLVED** (Unanimously to **APPROVE** the planning permission subject to relevant conditions.

REASONS FOR THE DECISION

Subject to the imposition of the attached conditions including the alteration of condition 4 to read:

Notwithstanding the approved plans, prior to the development first coming into use:

1. The rear facing high level window shall be obscure glazed (to level 3) and non opening
2. The bathroom window shall be obscure glazed (level 3)
3. The side elevation window shall be obscure glazed (level 3) with the side hinged window(s) being hung on the left side and the smallest window being top hung and shall from then on be retained in that form.

and taking into account the health needs of the proposed occupant, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The proposal will not unacceptably harm the character of the Broadway Conservation Area, the amenity of the occupiers of neighbouring dwellings or highway safety; in accordance with policies PP2, PP3, PP13 and PP17 of the Peterborough Planning Policies (DPD) 2012, policies CS16 and CS17 of the Peterborough Core Strategy (DPD) 2011 and Section 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

6.3 17/01167/FUL - THE BLUE BELL, 10 HIGH STREET, GLINTON, PETERBOROUGH

The Planning and Environmental Protection Committee received a report in relation to a new alfresco dining area, to include loose and fixed seating with Jumbrella; Works to Willow tree and planting of replacement trees; New step and disappearing path to the grass field; New timber posts, festoon and wall lighting; New screens to partially enclose dining area ; New fencing and new planting; New green oak square arches down the garden

The Head of Planning introduced the report and update report. Members of the Committee were informed that Glinton Parish Council had now withdrawn their objection

Joe Grieves, on behalf of the applicant addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The application had been debated and scrutinised for many months before reaching this stage.
- The application was synthetic to the neighbouring properties and was to be a great improvement to the local area.

- The new al fresco dining area would bring a better food offering for local residents.
- This application would now remove smokers from the area and ensure that customers would have a better experience.

The Planning and Environment Protection Committee debated the report and in summary, key points raised and responses to questions included:

- This application would only enhance the local area and provide benefits to the local community.

The Planning and Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **GRANT** the application. The Committee **RESOLVED** (Unanimously) to **GRANT** the planning permission subject to relevant conditions.

REASONS FOR THE DECISION

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The character and appearance of the Listed Building and its setting, as well as the surrounding Ginton Conservation Area, would not be unacceptably impacted upon by the proposed development. The proposal is considered to accord with Sections 66(1) and Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (amended), Policies CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP17 of the Peterborough Planning Policies DPD (2012).
- The proposal would not unacceptably harm the amenity of surrounding neighbours, in accordance with Policy PP3 of the Peterborough Planning Policies DPD (2012).
- Trees to the application would not be unacceptably harmed by the proposed development, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

Chairman
1:30pm – 3:57pm

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LOCATION PLAN 17/01198/HHFUL
 35 And 37 Lawn Avenue, Peterborough PE1 3RA

Scale NTS Date 5/10/2017 Name AA Department Planning Services



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Application Ref: 17/01198/HHFUL

Proposal: Two storey side and rear extension and single storey rear extension - No 35. Removal of garage. Two storey side and rear extension and single storey rear extension - No 37

Site: 35 And 37 Lawn Avenue, Peterborough, PE1 3RA,
Applicant: Mr J Iqbal

Agent: Mr Iqbal

Referred by: Cllr Ferris
Reason: In view of the strength of feeling among local residents, I think it would be wise for this to go to the Planning Committee for an airing of all the issues of concern,

Site visit: 05.07.2017

Case officer: Mr D Jolley
Telephone No. 01733 453414
E-Mail: david.jolley@peterborough.gov.uk

Recommendation: **GRANT** subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

Site and surroundings

The application site is two adjacent dwellings, each one of a pair of semi detached dwellings located on Lawn Avenue, approximately 1.0 mile north of the City Centre. The dwellings have front gardens, enclosed by low walls, with driveways to the sides and garages to the rear. The dwellings both have fully enclosed rear gardens.

Proposal

The original proposal was for linked two storey side extensions with car port, two storey rear extensions and single storey rear extensions

Following objections, the proposal was revised to separate the two extensions, remove the car port elements and to set back the 1st floor of one of the two storey side extensions by 4.5 metres and reduce the width of the single storey rear extensions by 2.0 metres.

The proposal was also revised to correct errors in relation to the position of the two dwellings relative to each other.

2 Planning History

No relevant planning history

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

Peterborough Core Strategy DPD (2011)

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

4 Consultations/Representations

Councillor K F Sharp

No comments received

Councillor Richard Ferris (19.07.17)

My biggest concern about the proposal is the impact it will have on the general character of Lawn Avenue. This is a street comprised of semi-detached properties with a wide, open streetscene. The proposal will change this completely, creating a 'terrace' and exacerbating the on-street parking problems that are already beginning in the area, as some properties have become HMOs.

The proposed development is overbearing in design, linking two properties as it does. Local residents are rightly concerned about the implications for the values of their own properties, having been advised that this would lead to their re-classification as 'linked semi-detached'.

At present, there is access to the rear of number 35, and this is used for parking of a number of vehicles. The development will cut off access, and there are questions about the dimensions of the proposed car ports. As a result, it is likely that on-street parking will be the norm for vehicles associated with these properties. Local residents have already raised this problem with me. Some living opposite these properties are already facing problems entering and exiting their own properties. There is a safety issue to be considered, particularly for elderly people and young children.

An examination of the property deeds reveals this land to be owned by the church, such that any proposed development needs to seek approval of the Bishop of Peterborough and other ecclesiastical bodies. In the deeds, there is reference to average property density and comments that any development should not cause disturbance by way of noise, nuisance and damage and should not adversely affect light and air. The scale of the rear elevation of the proposed development is such that I would contest that these conditions are being broken. In fact, the scale of the existing extension at number 37 exceeds that of a single garage (was planning consent ever granted for this?)

There are a number of inconsistencies in the plans.

Millfield & New England Residents Planning Sub Group

No comments received

Victoria Park Residents Association

No comments received

Local Residents/Interested Parties

Initial consultations: 9

Total number of responses: 15

Total number of objections: 14

Total number in support: 0

18 Objections were received in relation to the original submission stating;

Having studied our deeds in detail of 39 Lawn Ave, any new build needs to have church commissioner building restrictions consent. There is also an average density of houses and bungalows that is allowed throughout the whole of this land around Lawn Avenue, annoyance, nuisance damage, or disturbance. We ourselves will not be able to enjoy light or air. Buildings should not affect or diminish this according to our deeds and as the south wall is a party wall the new build would need our consent.

The planning application and drawings have a lot of errors.

Will lead to terrace properties.

Won't be able to match bricks and tiles.

Houses are not on the same building line

Loss of parking.

Already recently added living space.

Necessity to park on the road may lead to safety issues.

Will set a precedent for more of the same.

Surface water run off increased.

7 Objections have been received in relation to the amended proposal stating;

Concerned about extension that attaches to neighbours property. Can you guarantee no damage to brick, plaster etc?

Will playroom have soundproofing?

Should second playroom have a second exit?

Will there be 7 parking spaces for 7 bedrooms?

Loss of parking

Out of character

No rear access

Is an overdevelopment

Will have a disproportionate impact on the streetscene given their position.

The applicants have recently built a building in the garden and extended their conservatory.

The application form is still wrong.

Is the garage to be converted and the asbestos roof removed by specialist contractor? Are the old footings up to the extra weight?

Concerned at removal of parking spaces as cars are currently parked at the rear. Will exacerbate the on road parking problem. Will look like a terrace block.

Concerns regarding number of houses rented out to multiple occupancy.

5 Assessment of the planning issues

The main considerations are;

- The impact of the proposal on the character of the area
- The impact of the proposal on the amenity of the occupiers of neighbouring dwellings
- The impact of the proposal on parking provision and the surrounding highway network

The impact of the proposal on the character of the area

The area benefits from a relatively strong character of semi-detached dwellings, un-extended, with generous spacing between pairs of dwellings. A small number of dwellings have had single storey side extensions and there is a somewhat inappropriate two storey side extension with flat roof the opposite side of the road.

The revised proposal, which separates the extensions and removes the unattractive car ports is considered to preserve the necessary spacing between the pairs of dwellings and is unlikely to result in unacceptable terracing effect due to the setting back of the 1st floor side extension of number 35 by 4.45 metres. This element of the proposal will only be immediately apparent from directly to the front of the dwellings and not from most locations within the street scene

The appearance of the two storey side extension to 35 is somewhat unconventional, but due to its set back it will not be prominent within the street scene. The more conventional appearance of the extensions to 37 is considered to be acceptable and will not harm the character of the area.

The proposals represent extensive development of both sites, with large increases to the floor spaces of both dwellings. However the curtilages of both dwellings are also generous at approximately 265sqm, and following the developments approximately 95sqm of amenity space will remain for number 37 and 75sqm for number 35. This is considered to be an acceptable provision of amenity space.

In light of the above it is considered that although large and extensive, the proposed extensions will not result in overdevelopment of the plots or unacceptable harm to the character of the area, and are on balance acceptable. However the LPA are of the opinion that the proposals represent the absolute limit of the sites development potential and further development of either dwelling would not be acceptable.

The impact of the proposal on the amenity of the occupiers of neighbouring dwellings

Each dwelling makes up one of a semi-detached pair of dwellings. The extension to number 35 projects 3.0 metres at 1st floor and 3.0 metres at ground floor, the 1st floor element is set in 2.6 metres from the shared boundary with the ground floor element adjacent to the boundary. The attached neighbour, 33 Lawn Avenue, is south of the application site and as such the proposal will not unacceptably overshadow the amenity space or primary habitable room windows of the attached neighbour. The ground floor element adjacent to the boundary is small and could be constructed without planning permission, whilst the two storey rear extension is set in sufficiently far from the boundary so that it is unlikely to be overbearing to the occupiers of number 33. The single storey kitchen extension is set in 5.0 metres from the boundary and will have no material impact upon the amenity of the occupiers of number 33.

The extension to number 37 has no new development at ground floor adjacent to the shared boundary, the two storey rear extension is set in 2.6 metres from the shared boundary. The roof has been hipped to minimise the bulk and overshadowing impact of the extension. Though some overshadowing to the amenity space and habitable room windows may result during the morning, this will be limited to winter months when the sun is lower in the sky and it is considered that impact upon number 39 Lawn Avenue is not severe enough to warrant the refusal of the application.

The set in of the ground floor kitchen and the two storey rear extensions are sufficient and are unlikely to be unacceptably overbearing to the occupiers of the attached neighbouring dwelling.

The impact of the proposal parking provision and the surrounding highway network

A number of objectors have stated that these dwellings are used as HMO's and as a result there are greater numbers of cars parked outside than would normally be expected at dwelling of this size, and that by approving additional bedrooms for both dwellings, these problems will be exacerbated.

The LPA cannot rule this out, however until there are 6 or more people living within the property the dwelling is still considered to be a C3 dwelling house and no change of use has occurred. Current adopted policy for dwellings states that dwellings of two or more bedrooms require two parking spaces clear of the public highway; both sites have at least 2 and potentially 3 spaces to the front.

The LPA note that the side extensions result in the loss of parking to the sides of both properties and that one garage is lost and the access to the other garage blocked. Ground floor side extensions can be constructed without the requirement for planning permission and the development is in accordance with policy PP13 and as such it is unlikely that the LPA could defend refusing the proposal for a lack of on site parking at appeal.

Other matters

The application has received 18 objections to its original incarnation. At the time of writing the revised scheme has resulted in 5 objections. Objections relating to appearance, parking provision, character and overdevelopment have been addressed above. In addition to these, the following objections have also been received.

An objector has asked whether the LPA can guarantee that extension will not damage their property. As the LPA will not be undertaking the extension it is not possible for the LPA to make such a guarantee.

An objector has asked whether the playroom will be soundproofed and whether it should have a second exit. The LPA feel it would be unreasonable to insist that the playrooms be sound proofed and that current building regulation standards will ensure a reasonable level of sound proofing. A second exit is not deemed necessary and there is no policy framework for the LPA to insist one is added.

An objector has highlighted the loss of a rear access, however they have not explained why they would consider this detrimental. As a ground floor extension, which resulted in the loss of the rear access, could be constructed without planning permission, the LPA do not consider this a reasonable reason for the refusal of the application.

Objectors have raised concern that number 37 has recently constructed additional living accommodation with a brick building in the garden and extension to a conservatory. This is a brick store to the rear of the amenity space and will not be incorporated into the proposed extensions. The LPA feel that the brick store is a reasonable addition that should not prejudice the consideration of this application. The brick store and the extension do not constitute overdevelopment of the plot. The extension to the conservatory is small does not provide much in the way of additional living space.

Objectors have highlighted that their deeds appear to restrict certain types of development. Covenants on deeds are not relevant to the determination of planning applications and could not form a basis for the refusal of the application.

An objectors has stated that the application form is still wrong. The LPA has been made aware of the perceived discrepancies through the objections received and do not consider that this has materially affected the consideration or determination of the application.

An objector has asked whether the garage to be converted and the asbestos roof removed by specialist contractor and are the old footings able to cope with the extra weight. Neither of these elements are considered to be relevant to the determination of the application, however judging by the construction of the garage and the proposed plans it is likely the structure will be removed.

Finally an objector has stated the unacceptable behaviour of occupiers of one of the dwellings and requested how many additional persons will be moving into the properties as a result of the extension. The LPA cannot say how many additional persons will be living in the properties, however if more than 6 persons are living in the dwelling, planning permission to convert the dwelling to a House of Multiple Occupancy would be required. At this time it is considered unlikely that permission to convert to a HMO would be granted. The bad behaviour of occupants is not considered to be a material consideration in the determination of the application and could not form a reason for the refusal of the application.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The proposal will not unacceptably harm the character of the area, the amenity of the occupiers of neighbouring dwellings or highway safety; in accordance with policy CS16 of the Peterborough Core Strategy (DPD) 2011 and policies PP2, PP3, PP12 and PP13 of the Peterborough Planning Policies (DPD) 2012.

7 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission is **GRANTED** subject to the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

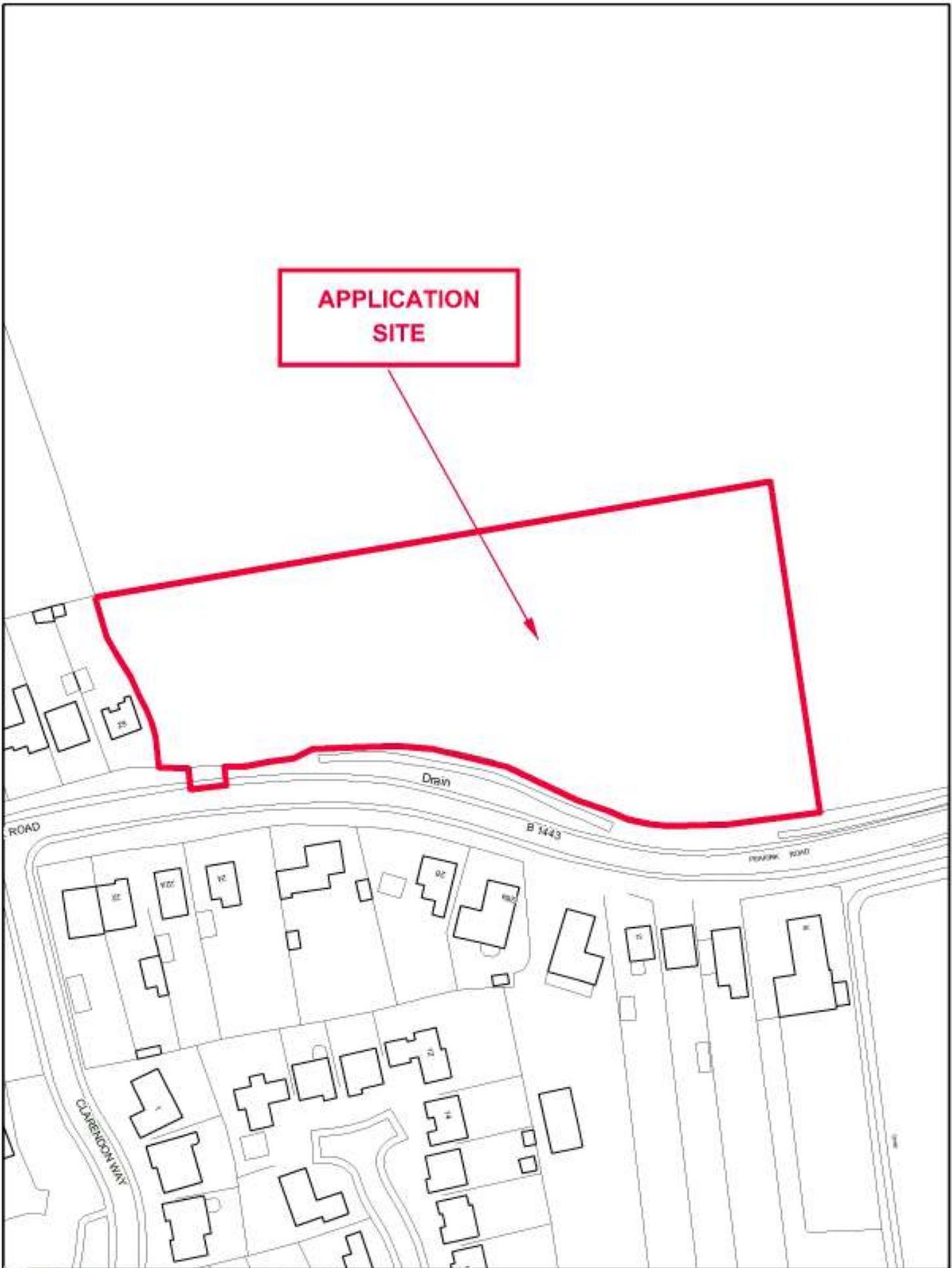
- C 2 The development shall be carried out in accordance with drawings; 002 rev C, 006 rev C and 007 rev C.

Reason: for the avoidance of doubt.

- C 3 The materials to be used in the construction of the external surfaces of the extensions hereby permitted shall match those used in the respective existing buildings.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

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LOCATION PLAN 17/01253/OUT
 Land To The East Of 29, Peakirk Road, Glington

Scale NTS Date 5/10/2017 Name AA Department Planning Services



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Application Ref: 17/01253/OUT

Proposal: Construction of 14 new homes include 4 self-build plots with access secured and all other matters reserved (appearance, landscaping, layout and scale)

Site: Land To The East Of 29, Peakirk Road, Glington, Peterborough
Applicant: Mr Charles Jacobs

Agent: Mrs Freddy Richley, Hereward Homes Ltd

Referred by: Director of Growth and Regeneration
Reason: Departure from adopted Local Plan

Site visit: 25.09.2017

Case officer: Mrs Louise Simmonds
Telephone No. 01733 454439
E-Mail: louise.simmonds@peterborough.gov.uk

Recommendation: **REFUSE**

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The application site covers an area of approximately 1.01 hectares and is located within the open countryside, outside the identified settlement boundary of the Limited Growth Village of Glington.

The site currently forms part of a wider agricultural field which is bound to the south by a mature, and in part ancient, hedgerow/shelter belt. This feature runs for approximately 400 metres to the east of the village, along the northern boundary of Peakirk Road/St Pegas Road, before turning northward along the field boundary. Beyond this feature is a drainage ditch running alongside the public highway of Peakirk Road with residential dwellings beyond.

To the west of the site is No.29 Peakirk Road, a single storey residential dwelling. To the rear of this neighbouring dwelling, albeit not immediately abutting the application site save for the northeastern-most corner, are the grounds associated with the Grade II* Listed Building of the Manor House. This listed boundary also forms the line of the identified Glington Conservation Area which the application site sits adjacent to but not within. The Conservation Area contains a number of important listed and locally listed buildings, including the Grade I St Benedicts Church.

Proposal

The application seeks outline planning permission for the construction of 14no. dwellings of which 4no. plots are for custom/self-build dwellings. At this time, all matters with the exception of access, are reserved for future applications and consideration. Therefore Members are being asked to consider the principle of the proposed development, and the means of access to the site only.

2 Planning History

No relevant planning history.

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

Planning (Listed Building and Conservation Areas) Act 1990

Section 72 - General duty as respects conservation areas in exercise of planning functions.

The Local Planning Authority has a statutory duty to have special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

Section 66 - General duty as respects listed buildings in exercise of planning functions

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

National Planning Policy Framework (2012)

Section 6 - Presumption in Favour of Sustainable Development

Paragraph 14 sets out that development proposals that accord with the development plan should be approved without delay and that where the development plan is absent, silent or relevant policies are out of date planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Section 6 - Residential Development in the Open Countryside

Housing should be located where it will enhance or maintain the vitality of rural communities. New isolated homes in the open countryside should be resisted unless there are special circumstances.

Section 10 - Development and Flood Risk

New development should be planned to avoid increased vulnerability to the impacts of climate change. Inappropriate development in areas of flood risk should be avoided by directing it away from areas at higher risk. Where development is necessary it shall be made safe without increasing flood risk elsewhere. Applications should be supported as appropriate by a site-specific Flood Risk Assessment, a Sequential Test and, if required, the Exception Test.

Section 11 - Development on Agricultural Land

Where deemed necessary, areas of poorer quality land should be used in preference to that of a higher quality.

Section 11 - Biodiversity

Development resulting in significant harm to biodiversity or in the loss of/deterioration of irreplaceable habitats should be refused if the impact cannot be adequately mitigated, or compensated. Proposals to conserve or enhance biodiversity should be permitted and opportunities to incorporate biodiversity into new development encouraged.

Development within or outside a Site of Special Scientific Interest or other specified sites should not normally be permitted where an adverse effect on the site's notified special interest features is likely. An exception should only be made where the benefits clearly outweigh the impacts.

The presumption in favour of sustainable development does not apply where development requiring Appropriate Assessment under the Birds or Habitats Directives is being considered or determined.

Section 12 - Conservation of Heritage Assets

Account should be taken of the desirability of sustaining/enhancing heritage assets; the positive contribution that they can make to sustainable communities including economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation. Planning authorities should assess the significance of any heritage assets that may be affected by particular proposals, including any effect on setting.

Planning permission should be refused for development which would lead to substantial harm to or total loss of significance unless this is necessary to achieve public benefits that outweigh the harm/loss. In such cases all reasonable steps should be taken to ensure the new development will proceed after the harm/ loss has occurred.

Peterborough Core Strategy DPD (2011)

CS01 - Settlement Hierarchy and the Countryside

The location/ scale of new development should accord with the settlement hierarchy. Development in the countryside will be permitted only where key criteria are met.

CS02 - Spatial Strategy for the Location of Residential Development

Provision will be made for an additional 25 500 dwellings from April 2009 to March 2026 in strategic areas/allocations.

CS08 - Meeting Housing Needs

Promotes a mix of housing the provision of 30% affordable on sites of 15 or more dwellings (70% social rented and 30% intermediate housing), 20% life time homes and 2% wheelchair housing.

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS17 - The Historic Environment

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

CS20 - Landscape Character

New development should be sensitive to the open countryside. Within the Landscape Character Areas development will only be permitted where specified criteria are met.

CS21 - Biodiversity and Geological Conservation

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

CS22 - Flood Risk

Development in Flood Zones 2 and 3 will only be permitted if specific criteria are met. Sustainable drainage systems should be used where appropriate.

Peterborough Site Allocations DPD (2012)

SA04 - Village Envelopes

These are identified on the proposals map. Land outside of the village envelope is defined as open countryside.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

PP04 - Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

Self-Build and Custom House Building Act 2015 (as amended)

Section 2(1) - Local Planning Authorities must have regard to the register when carrying out planning duties (including determining planning applications).

Section 2A(2) - A Local Planning Authority must give suitable development permission in respect of enough serviced plots of land to meet the need arising in each base period.

Peterborough Design and Development in Selected Villages SPD (2011)

Glinton Conservation Area Appraisal Report and Management Plan (2009)

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document took place between December 2016 and 9 February 2017. The responses are currently being reviewed. At this preliminary stage only limited weight can be attached to the policies set out therein.

4 Consultations/Representations

PCC Conservation Officer (11.09.17)

Objection - The proposed development would harm the significance of the Glinton Conservation Area and the Grade I Listed Church through inappropriate development within their setting. This would therefore be contrary to Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The level of harm would be less than significant, and as such paragraph 134 of the National Planning Policy Framework should be engaged.

PCC Tree Officer

No comments received

Building Control Manager

No comments received

Archaeological Officer (07.08.17)

No objections - Aerial photographs show the presence of ridge and furrow within the proposed development site. Although further to the south investigations have failed to reveal any features other than medieval cultivation remains, Iron Age, Roman and Saxon features and/or finds are documented within a 500m radius area. It is possible that features of these periods may survive within the application area, being masked by the later, medieval ridge and furrow. As the site has witnessed no major development, if present, potential buried remains are expected to survive in reasonably good conditions of preservation. Therefore, request evaluation by trial trenching is secured by condition.

PCC Pollution Team

No comments received.

PCC Peterborough Highways Services (21.08.17)

No objections - The proposed access is on the outside of a bend and therefore benefits from reasonable visibility in both directions on Peakirk Road. The road has a 30mph speed limit so the required visibility splays should be achievable and therefore the access proposals are acceptable to the local highway authority. The development will not result in excessive amounts of additional trips on the network with less than 10 vehicle movements in each of the peak hours based on accepted trip generation ratios for residential developments.

However, the development is not considered sustainable in transport terms as nigh on all the trips to and from the site will be by car and Glinton does not have the full range of services to cater for residents' requirements. The site is on a bus route however services run every 3 hours and the nearest bus stop is 850 metres away which is not suitable for future occupants.

It would be sensible for the development to improve the footway to a wider standard where possible to accommodate for cycles and mitigate against the remote location. This could be secured by condition.

PCC Senior Recreation Officer

No comments received.

PCC Travel Choice (04.08.17)

No comments - The proposed development is not large enough to warrant a Travel Plan.

PCC Strategic Housing (10.08.17)

No comments - As this application is for less than 15 homes, there is no affordable housing requirement.

Lead Local Drainage Authority (25.09.17)

No objections - Following submission of additional information, the inclusion of permeable paving and infiltration techniques to manage the surface water onsite is welcomed. It is understood that Welland and Deeping IDB have provided an in-principle agreement to connect to their watercourse if infiltration onsite proves undeliverable. Accordingly, content for the surface water drainage for the site to be secured by condition.

Waste Management (01.08.17)

Comments - As there are areas of the development in which the waste collection vehicle will be required to manoeuvre a 3 point turn, it is vital that suitable tracking is provided to show the vehicle can access these turns safely. Also, the 'roundabout' road for plots 9-13 will not be accessed by the collection vehicle. A suitable bin collection point for a minimum of 2 bins (plus food waste caddy) per property will need to be provided as close to the turning head (yet not exceeding 25m pulling distance for residents) as possible.

PCC Wildlife Officer (22.08.17)

No objections - Pleased to note that this application is accompanied by an Ecological Survey Report (May 2017) and am satisfied with the report's assessment of impacts on protected species. The proposal involves the removal of vegetation (to create a new site access) which may support nesting birds. Therefore recommend that the standard bird nesting informative be included on any decision, and a scheme of bird boxes be secured by condition as mitigation.

The hedgerow and trees/shelterbelt along the roadside is, in part, recorded as being an "ancient hedgerow" and is likely to support associated birds and other wildlife. Therefore advise that this habitat is retained and any tree works kept to a minimum.

Request that the biodiversity enhancements set out within the submitted Ecological Survey Report be secured by condition.

Environment Agency (15.08.17)

No objections - Request a condition securing the provision of mains foul sewerage.

Police Architectural Liaison Officer (PALO) (04.08.17)

No objections - The design and layout is good and happy to support the Application. No further comments, objections or recommendations at this stage.

Cambridgeshire Fire & Rescue Service (14.09.17)

No objections - Request that provision of fire hydrants be secured by condition or S106 legal agreement.

Glinton Parish Council (21.08.17)

Objection - The Parish Council resolved to object to the proposal on the following grounds:

- The proposed development is outside the village envelope.
- The site has not been approved in the current version of the Local Plan
- The proposed dwellings are incompatible with the results of the resident consultations as part of producing the emerging Neighbourhood plan
- The village requires 2 & 3-bed "affordable homes"

In addition to the parish council views, residents spoke of their concerns as follows:

- Questioning the ability of the existing sewer networks, already unable to cope in the area.
- Particular concern regarding any further development and the potential for the village being "overdeveloped" with a loss of a rural identity

- Concerns about the loss of wildlife and residents were of the opinion that the landscape should be retained.

GeoPeterborough (Sites Of Interest)

No comments received.

Historic England (24.08.17)

No comments - Suggest you seek the views of your specialist conservation and archaeological advisors.

Local Residents/Interested Parties

Initial consultations: 11

Total number of responses: 5

Total number of objections: 4

Total number in support: 0

A total of 3no. objections have been received from local residents on the following grounds:

- The proposal lies outside the village boundary of Glington.
- Many aspects of the proposal are contrary to the recommendations in the Glington Village Neighbourhood Plan - Interim Consultation Document (Section 1.4).
- The proposal would add a further circa fifty residents and circa twenty cars to an already 'crowded' village. There have been three other recent planning approvals in the village which is already congested in the mornings and at night at the crossroads, and this will further add to those problems. The access onto the Peakirk Road, near the entrance to Clarendon and the road bend running towards Peakirk, will be dangerous for the many school children on their bikes and on foot in the mornings and evenings.
- The local amenities of schools and medical facilities are also already full so I (resident of Pembroke Grove) do not understand why it would be a good idea to add to the existing problems.
- I (resident of Peakirk Road) purchased my house last year on the outskirts of the village because of its closeness to the open fields surrounding the village, the view from the front of the house, the quietness of its non-estate locality, the notable lack of permission to develop in this area and the overall village feel.
- This proposal does not promote sustainable development, it does increase the number of houses, obviously, but fails to increase them in a location that can sustain them without further development to the village infrastructure to support what could be more than 60 more people and probably 30 additional cars.
- The application dismisses the Glington Neighbourhood Plan as being not progressed to a stage where it can be given material weight in decision making. I (resident of Peakirk Road) believe the Plan is suitably developed and recognises that any additional housing should be built on any small unused plots already within the boundary of the village and not as is sort here, too extend the village boundary.
- In order to maintain the village feel, Glington should not be developed any further. It is far more practical to build additional housing in nearby Werrington which has the infrastructure to be able to sustain it and the design to be able to accommodate it without spoiling the surrounding area.
- The proposed site is on a bus route. This service does not provide an efficient service to Peterborough with buses only running every 2.5 - 3 hours, not a peak travel times and taking nearly an hour to get in to town so to state that it provides options for local travel other than the private car is misleading.
- The shape of the east side of the village has remained unchanged since the 1930's with good reason. This is a small village that stands alone from the surrounding villages and should remain like this.

- The application is for all two storey houses. The proposed site is opposite what is predominantly bungalows and is therefore not in keeping with its surroundings.
- Policy CS2 identifies Glinton as a suitable location for limited new residential growth. This development is not what I (resident of Peakirk Road) would class as limited. It will increase the burden on what is already an overstretched infrastructure and should not be permitted.

In addition, one neutral representation has been received which raises the following:

- The plan to remove 'invasive' plants such as bramble and nettle, and the valuation of the historic pollard as 'poor' are disturbing. The presence of these items are invaluable to the arthropod community and increase the potential of the belt of overgrown hedge a great deal. The pollard is vital for the slower-growing beetles which depend on dead wood. Peacock, Red Admiral and Small Tortoiseshell butterflies depend on nettles as their food plant, and Buff Arches, Peach Blossom and Fox moths require bramble as theirs, and of course, birds and small mammals will eat the berries. Dead and dying trees support an enormous variety of life, from fungi, mosses and lichens to insects such as the Stag Beetle and various hoverflies, and other arthropods -many of which are now threatened/endangered due to our tendency to 'clean up' areas close to housing. Therefore, these features should be retained as much as possible to prevent harm to wildlife.

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Impact upon the character and appearance of the surrounding area
- Impact upon heritage assets
- Access and highway implications
- Neighbour amenity
- Ecology and trees
- Drainage

a) Principle of development

Settlement hierarchy

As set out in Section 1 above, the application site is located outside the identified settlement boundary of Glinton and is therefore within the open countryside. Policy CS1 of the Peterborough Core Strategy DPD (2011) clearly states that development within the countryside will be restricted either: to that which is demonstrably essential to the effective operation of local agriculture (or other related uses/rural enterprises); or whereby it satisfies the 'exception' test set out in policy CS8 of the Core Strategy.

In this instance, the proposal seeks private open market dwellings which have no tie or relevance to existing local rural enterprises/agricultural etc. Accordingly, it fails the first relevant part of the above policy. In addition, the proposal does not meet the exception test of Policy CS8. This test would only be met if the site is otherwise suitable for residential development in the light of all other policies in the development plan; and a specific local need for affordable housing has been demonstrated, over and above that which could be met through the 30% normal requirement; and the proposed development would provide affordable housing of a number and type which meets (or contributes towards meeting) the local need. As no affordable housing is currently proposed, the development in no way meets the exceptions test and fails the second relevant part of Policy CS1.

On this basis, the principle of residential development on this site is not considered to be acceptable and the proposal is contrary to Policies CS1 and CS8 of the Peterborough Core Strategy DPD (2011).

Five year housing land supply

Under the provisions of paragraph 47 of the National Planning Policy Framework (2012), Local Planning Authorities are required to have, and be able to, demonstrate a five year supply of housing. As Members will recall, the Council's five year land supply was recently tested on appeal in relation to a proposal for 80 units on the edge of Barnack (application 15/01840/OUT). The Inspector in upholding this appeal and granting planning permission concluded, on the basis of the evidence presented to him, that the Council was, at that time, unable to robustly demonstrate a five year land supply (the supply available being somewhere between 3.80 years and 4.75 years).

This current application has been submitted in the context of this appeal decision and further challenges the Council's five year housing land supply.

However, following the appeal decision and during the consideration of this application, the Council has published an updated Five Year Housing Land Supply report (published 5 July 2017) based upon the Council's Housing Monitoring Report from March 2017 (which sets out all sites under construction, with full or outline planning permission at 31 March 2017) and also includes sites identified as proposed allocations in the Further Draft Local Plan.

This report identifies, that between 1 April 2017 and 31 March 2022 (the current five year period), there is a requirement for 5,241 new dwellings. From the evidence provided, the report sets out that the Council is able to demonstrate that 6,516 dwellings are capable of being delivered. Accordingly, 1,275 additional dwellings can be demonstrated over the five year period which equates to a housing land supply of 6.22 years, well in excess of the 5 year requirement under the NPPF.

Accordingly, for the purposes of determining this current application, the policies contained within the adopted Local Plan (i.e. CS1 and CS8 set out above) can be considered relevant and up-to-date.

Self-build and custom housing

The application proposal includes the provision of 4no. self-build plots. Whilst there are no specific details regarding how these plots will be brought forward, it is assumed that they would be sold as serviced plots and are therefore proposed to meet the Council's duties under the Self-Build and Custom Housebuilding Act 2015 (as amended).

This Act requires that the Council maintain a register of individuals/associations of individuals who are seeking to acquire serviced plots of land in the authority's area in order to build houses for those individuals to occupy as homes. Further, the Act requires (Section 2(1) refers) that Local Planning Authorities have regard to this register when determining planning applications and, (Section 2A(2) refers) that they grant sufficient developments planning permission to meet the demand identified on the register within each 'base period'.

The Council presently has a register of individuals/associations of individuals seeking serviced plots for self-build/custom housing and this is into its second 'base period'. During the first (to 30 October 2016), the register identifies a need to 4 serviced plots. The current base period, which will end on 30 October 2017, identifies that a further 14 serviced plots are required. Accordingly, at present, there is a registered demand for 18 serviced plots within the administrative area of Peterborough.

In line with the Act, it must be acknowledged that the current proposal would go in some way to meeting the demand set out on the register and, the 4no. plots proposed would entirely meet the demand arising within the first base period. This therefore weighs in favour of the proposal.

However, the Act allows for this demand to be met within a period of 3 years starting with the end of the base period. Accordingly, the Council has until 30 October 2019 to provide 4no. plots and to 30 October 2020 to provide the additional 14. Whilst it is acknowledged that this is not a considerable period of time, Officers consider that it is sufficient to allow for alternative proposals to meet the demand, which are acceptable in all other material planning considerations (unlike the current proposal as set out below), to come forward. It is considered that there should not be a pressure to accept the current proposal, which is contrary to other adopted Local Plan policies, simply because of this duty.

Furthermore, the Act does not override the requirement for the application to be assessed against the policies contained within the adopted Local Plan and other material planning considerations. Accordingly, it is one consideration which must be weighed against all other matters and is not an automatic presumption in favour of granting permission.

b) Impact upon the character and appearance of the surrounding area

The established form of Glinton comprises a historic village core, with ribbon development radiating along the four main routes into/out of the village. The application site is located off one such route – Peakirk Road to the east. It is acknowledged that more extensive development, not in a ribbon form, has taken place to the south of Peakirk Road, infilling the village outwards towards the A47. However the northern side of Peakirk Road, where the application site is situated, has not been subject to this degree of development. The built form of the village on this northern side extends to the eastern line of the gardens/grounds associated with the Grade II* Listed Manor House, with no further encroachment beyond into the open countryside. Whilst Glinton has been subject to considerable change in the post-war period, this eastern boundary of the built form has not altered.

Further, when approaching the village from the east (from Peakirk), owing to the soft landscaping which is present along not only Peakirk Road but also the eastern boundary of the village, there is no hard boundary to the open countryside. There is currently a relatively soft transition which respects the rural character of the locality.

It is considered that the proposal, which would introduce built form beyond this existing eastern boundary of the village, would represent unacceptable sprawl of the village. The proposal would erode the open countryside beyond the village and represent an incongruous and alien form of development to the traditional historic character of this part of the village. In addition, the two storey form of the dwellings (as proposed), irrespective of any soft landscaping and material quality which may be secured, would appear an obvious and obtrusive feature on this village edge, representing a stark contrast to the open countryside beyond.

Furthermore, along Peakirk Road, the built form comprises plots of single depth (i.e. no backland dwellings), with relatively large detached dwellings fronting onto the public highway. Whilst there is some setback to these dwellings, these are all open gardens and not subject to tall or dense hedgerow/shelterbelt. In addition, the dwellings are all of single or one and a half storeys in height, appearing of modest size and scale. There is considerable variety to the design, appearance and palette of materials however the overall form of the streetscene is relatively uniform.

Whilst the layout and appearance of the proposed dwellings is reserved at this time (i.e. for determination at a later date), due consideration must be given to whether the number of dwellings proposed could be acceptably accommodated. The submitted indicative site layout does identify that the number of dwellings proposed could be accommodated within the site however this would be in a form, layout and arrangement which would be wholly at odds with this established character of the streetscene. To construct 14no. dwellings on the site, frontage development along the public highway could not be achieved and as such, the layout would appear contrived and incongruous introducing what appears to be backland development where none presently exists. This, in combination with the significantly differing height/form of the dwellings, would result in undue harm to the character of the streetscene.

On this basis, it is considered that the proposal would result in unacceptable harm to the character, appearance and visual amenity of the surrounding area which would be contrary to Policy CS16 of the Peterborough Core Strategy DPD (2011), Policy PP2 of the Peterborough Planning Policies DPD (2012) and Chapter 8 'Glington' of the Peterborough Design and Development in Selected Villages SPD (2011).

c) Impact upon heritage assets

Designated heritage assets

As detailed in Section 1 above, whilst the application site is not located within the identified Glinton Conservation Area, it is located adjacent to the eastern boundary. This Conservation Area contains a number of important listed buildings, as well as those which are designated at a local level. Furthermore, the curtilage and grounds associated with the Grade II* Listed Manor House abut the application site to the north-east. Under the provisions of Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, there is a statutory duty to ensure that all new development either preserves or enhances the features for which these assets have been designated. This is further reinforced through both national and local planning policies, which attach significant weight to this need.

As the proposal may impact upon both the Conservation Area and a Grade II* Listed Building, Historic England are a statutory consultee. They have advised that they do not wish to offer any comments in respect of the proposal, and have deferred to the professional advice of the Council's own heritage Officers.

The City Council's Conservation Officer has raised objection to the proposal as he considers that the proposed development would result in unacceptable harm to the setting of both the Glinton Conservation Area and the Grade I Listed Church located within it (some 435 metres to the west).

Glington is situated in a relatively flat landscape, with views towards the village only restricted by trees and the prominent view being of St Benedict's church rising above the settlement, characteristic of fenland villages. Public vantage points of the site and the village are gained from the tree lined public footpath leading from Peakirk Road which runs along the frontage of the application site. The adopted Glinton Conservation Area Appraisal highlights the importance of this approach, and identifies that this eastern side of the village can be described as one of the least altered views of the village.

It is the view of the Conservation Officer that the existing development along Peakirk Road is well screened in views from the footway, by way of the dense boundary treatment between the rear gardens and the southern boundary of Manor House. The ribbon development of the village extends further on the south side of Peakirk Road than the north, but is largely screened from this direction. Distant views of the church rising above the trees within the village are possible and this is seen in the context of green soft landscaping. This view is significant in that it depicts the rural nature of the settlement and provides an important setting for the Grade I listed church.

It is considered that the proposed development would have a significant impact on these views, which are currently dominated by the outbuildings of Manor House and the Church's spire. The proposed two storey dwellings would result in a prominent and obtrusive addition to the edge of the village, appearing a stark suburban intrusion into the soft setting of the Conservation Area. This would significantly detract from the current, well-preserved historic eastern entrance into the village and the dwellings would interrupt and detract from key views towards the Church spire.

Accordingly, it is considered that the proposal would harm the significance of the Conservation Area and the Grade I Listed Church through inappropriate development within their setting, contrary to Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012). As the harm that arises is considered to be 'less than significant', paragraph 134 of the NPPF requires that the benefits of the proposal be weighed against the harm. Given the considerable weight that is attached to the preservation of designated heritage assets, it is considered that this harm outweighs the relatively limited benefits of the proposal.

Archaeology

The City Council's Archaeologist has advised that the application site is likely to contain relatively undisturbed buried archaeology. Aerial photographs show the presence of ridge and furrow within the proposed development site. Although further to the south investigations have failed to reveal any features other than medieval cultivation remains, Iron Age, Roman and Saxon features and/or finds are documented within a 500 metre radius area of the site. As such, the Archaeologist considers that it is possible for features of these periods to have survived within the application site.

To ensure that no harm to, or loss of, these potential undiscovered buried heritage assets, the Archaeologist has requested that evaluation by trial trenching be secured by condition. This is considered appropriate and necessary to ensure that the development accords with paragraph 128 of the NPPF, Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

d) Access and highway implications

Access

At this time, the access into the proposed development is sought and therefore must be fully considered. It is proposed for a new vehicular access to be created from the northern side of Peakirk Road, approximately 17 metres in from the western boundary of the site. This access would be of a typical 'estate' design, proposed to be 6 metres in width with 2 metre wide footways to either side. The Local Highway Authority (LHA) has advised that this access would be safe, of sufficient width and is capable of providing adequate vehicle-to-vehicle visibility. Accordingly, the LHA considers that this access is acceptable and would not pose a danger to highway safety.

With regards to traffic generation, the LHA has advised that the proposed 14no. dwellings would, in line with established and accepted trip generation rates for residential development, generate 10 additional movements per peak period (i.e. 10 additional movements in both the morning and afternoon peak periods). The LHA raises no objections to this and it is considered that the existing highway network is capable of accommodating this additional traffic without undue harm arising. It is noted that one of the local objectors has raised concerns with regards to existing congestion, both within the village and at key junctions, being exacerbated by the additional traffic arising from the proposed development. These concerns are noted and it is accepted that more vehicles would pass through the village. However, the LHA have advised that in their view this would not be unacceptable and accordingly, Officers do not feel that a reason for refusal on this basis could be sustained.

On this basis, it is considered that the proposal would not result in an unacceptable impact to the safety of the surrounding public highway network, or result in an unacceptable level of traffic. Accordingly, the proposal is in accordance with Policy PP12 of the Peterborough Planning Policies DPD (2012).

Sustainability

Notwithstanding the above, the LHA has raised concerns with regards to the remote location of the application site, and the lack of available methods of travel other than the private car. The site is located at the outer eastern edge of Glinton, categorised in the Local Plan as a Limited Growth Village. This categorisation was, in part, owing to the relatively few services and facilities within the village, including public transport. Whilst a bus service does operate and serve Glinton, it runs every 3 hours and cannot be considered a frequent or regular route. Further, the nearest bus stop to the site is situated some 850 metres to the west, which in the view of the LHA is too far to be usable for future occupants of the development. Accordingly, occupants of the development would be almost entirely reliant on private cars to access the wider services/facilities they would need. Accordingly, it is considered that the proposal fails to achieve accordance with the Peterborough transport plan, and represents inappropriate development in an unsustainable location, contrary to Policy CS14 of the Peterborough Core Strategy DPD (2011).

Finally, it is noted that the LHA has advised that, as mitigation for this unsustainable location, the footway running westwards from the site to the bus stop, could be upgraded to accommodate cycles as well as pedestrians. This is noted however to achieve this shared space would result in a foot/cycleway of considerable width. It is considered that this would result in an unacceptable erosion of the soft verdant landscaping of the Conservation Area and therefore would not be appropriate solution to the harm arising from the development.

e) Neighbour amenity

Given that the layout and appearance of the proposed dwellings are reserved at this time, it is not possible to undertake a comprehensive assessment of the impact upon neighbour amenity. However, it is considered that the site is of sufficient size to ensure that adequate levels of separation are provided to No.29 Peakirk Road so as to not result in unacceptable levels of overshadowing, overbearing or overlooking impact. It is therefore considered that the proposal would not result in unacceptable harm to the amenities of neighbouring occupants, and is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

f) Ecology and trees

As set out in Section 1 above, the majority of the site is presently part of a larger arable agricultural field which has been subject to intensive farming for a number of years. It is bound to the south by a mature and dense hedgerow/shelterbelt which encloses the entire field to the southern and eastern boundaries.

In terms of the ecological impacts arising from the development, the application has been accompanied by an Ecological Survey Report dating from May 2017 and the City Council's Wildlife Officer has advised that the assessment and conclusions contained therein are accepted. This Survey does not identify any protected species as being present within the site, or within proximity to it, and concludes that subject to appropriate mitigation (through native planting, bird boxes, hedgehog gaps in fences and enhancement of an adjacent pond), no undue harm to biodiversity would result from the development.

Notwithstanding and in addition to these suggested mitigation measures, the Wildlife Officer has strongly advised that the existing hedgerow/shelterbelt should be retained (with the exception of the proposed access) as it is likely to support associated birds and other wildlife. For the reasons set out below, Officers are concerned that the retention of this landscape feature could not be secured and accordingly, net harm to biodiversity may result.

The retention of this landscape feature is also strongly advised by the City Council's Tree Officer who has raised objection to the proposal. At present, the hedgerow is offered protection by virtue of the Hedgerow Regulations 1998 which means that if any of it were to be removed, an application to the Local Planning Authority would need to be made and could ultimately be refused. If permission were to be granted for the proposed development, the Hedgerow Regulations would no longer apply as hedgerows adjacent to residential gardens are exempt. As the hedgerow/shelterbelt is outside of the Conservation Area and, in the view of the Tree Officer, the trees as individuals and as a group are not to the standard where a defendable Tree Preservation Order could be served, there is no statutory protection that could be afforded to the feature.

Officers are also concerned that to impose any condition upon a planning permission requiring the retention of the feature in perpetuity, could not be defended at appeal as it may not be deemed to be reasonable. Further, the site is not of sufficient size in which to secure this area as Public Open Space to be adopted by the Council, as the number of dwellings proposed could not be acceptably accommodated on the remaining land. Accordingly, Officers consider that there is no means by which this hedgerow/shelterbelt could be secured in the long-term.

There is concern that, by virtue of the size of the site and the number of dwellings proposed (as indicated on the submitted indicative site layout), there would be considerable future pressure from occupants to heavily prune or fell this shelterbelt owing to constant growth of weeds, shading of gardens and apprehension. It is noted that the Applicant proposes the retention of this feature however there does not appear to be any secure mechanism to achieve this. Accordingly, without protection, this key landscape feature, which is of significant value to the overall amenity and biodiversity offer of the locality, would be lost. On this basis, the proposal would be contrary to Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

h) Drainage

The application proposes to deal with surface water run-off by means of soakaways however at this time, no soakage testing results have been provided. Notwithstanding this, the City Council's Drainage Engineer has confirmed that no objections are raised in this regard, as confirmation has been provided from the Welland and Deeping internal Drainage Board (IDB) that they would accept any run-off from the site into their network in the event that soakaways are not achievable. Accordingly, the Drainage Engineer has advised that, subject to securing a detailed scheme by condition, surface water drainage can be adequately managed from the site so as to not pose an unacceptable flood risk to future or existing occupants. Accordingly, the proposal is in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

With regards to foul water drainage, it is noted that concern has been raised to the parish Council that the sewage network would not have capacity to accommodate the development. Both Anglian Water and the Environment Agency have raised no objections in this regard, however both have requested a condition requiring the provision of a foul sewage scheme. This is considered necessary and reasonable to ensure that suitable water infrastructure is secured.

i) Other matters

With regards to other matters raised by objectors but not discussed above:

Neighbourhood Plan – As the Neighbourhood Plan has not yet been through public examination, it cannot be afforded any weight in the consideration of this application.

6 Conclusions

The proposal is unacceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and for the specific reasons given below.

7 Recommendation

The Director of Growth and Regeneration recommends that Outline Planning Permission is **REFUSED** for the following reasons:

- R 1 The application site is located outside the identified settlement boundary of the Limited Growth Village of Glinton, and is therefore within the open countryside. The proposal seeks 10no. open market dwellings and 4no. self-build plots, with no affordable housing provision. The proposal would therefore fail to meet with the exception provisions contained within Policy CS1 of the Peterborough Core Strategy DPD (2011), which strictly controls development within the open countryside, and is unacceptable in principle.
- R 2 The proposal, by virtue of its location, size, scale and form, would result in an unacceptable erosion of the eastern boundary of the village of Glinton. The proposal would generate suburban encroachment into the open countryside, which degrades the established form and character of the village. Furthermore, the development would be wholly at odds with the established pattern of development along Peakirk Road, and the dwellings by virtue of their height, form and layout, would appear alien and incongruous within the streetscene. The proposal would therefore result in unacceptable harm to the character, appearance and visual amenity of the surrounding area, contrary to policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).
- R 3 The proposal, by virtue of its location, size, scale and form, would result in a prominent and obtrusive addition to the edge of the village, appearing a stark suburban intrusion into the soft setting of the Conservation Area. This would significantly detract from the current, well-preserved historic eastern entrance into the village and the dwellings would interrupt and detract from key views towards the Grade I Listed Church spire. Accordingly, the proposal would harm the character and appearance of the Conservation Area and the fail to preserve the setting of the Grade I Listed Church through inappropriate development, Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).
- R 4 The proposed dwellings would be located within a Limited Growth Village, which is not well-served by all of the services and facilities needed for everyday living. This includes a lack of adequate bus service, with the closest bus stop located a considerable distance from the application site. Accordingly, the proposal would result in unsustainable development which is unduly reliant on travel by private car and fails to accord with Policy CS14 of the Peterborough Core Strategy DPD (2011).
- R 5 Whilst the layout of the site is not secured at this time, by virtue of the number of dwellings proposed and the constraints of the site in terms of its size, the proposal would likely result in significant future pressure to prune and/or fell the hedgerow/shelterbelt which runs along the southern boundary of the application site. There are no adequate mechanisms which could secure this landscape feature which is of key amenity value to the surrounding area, and whose loss would result in unacceptable harm to the biodiversity of the site. The proposed development is therefore contrary to Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

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LOCATION PLAN 17/01614/FUL

160 Broadway, Peterborough PE1 4DQ

Scale NTS

Date 5/10/2017

Name AA Department Planning Services



PETERBOROUGH



CITY COUNCIL

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Application Ref: 17/01614/FUL

Proposal: Construction of one new dwelling and new vehicular crossing

Site: 160 Broadway, Peterborough, PE1 4DQ,
Applicant: Mr A Iqbal

Agent: Mr Mohammed Iqbal
M A Iqbal

Referred by: Councillor S Nawaz

Reason: Acceptable design and no harm to the Conservation Area; no harm to neighbour amenity; no undue impact upon trees; other examples of backland development in the area; and safe access.

Site visit: 20.08.2017

Case officer: Mrs Louise Simmonds
Telephone No. 01733 454439
E-Mail: louise.simmonds@peterborough.gov.uk

Recommendation: **REFUSE**

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The application site comprises a large detached two storey residential dwellinghouse located on the western side of Broadway, one of the principal routes into the City Centre. The site occupies a prominent position in the streetscene, at a crossroads junction of Broadway with Huntly Grove. The existing dwelling is set back from the public highway by a distance of approximately 12 metres with a landscaping screen of mature trees and hawthorn hedgerow intervening with a 1 metre high wooden fence. This screening and fence also forms the southern boundary of the site along Huntly Grove.

The surrounding area is predominantly residential in nature, with large detached period two and three storey dwellings the main character along Broadway. Immediately to the west and further to the north are a group of 1980s three storey residential flats with some commercial properties to the south along Huntly Grove.

The site is located within the boundary of the Park Conservation Area.

Proposal

The application seeks planning permission for the construction of a two storey detached residential dwelling within the rear/side garden area of the host dwelling. The proposal also includes associated hard surfacing, felling of 7no. trees (which are protected by virtue of their siting within the Conservation Area) and the creation of a new vehicular access from Broadway to serve the host dwellinghouse of No.160.

It should be noted that the current proposal has been amended from an earlier scheme which was refused permission by Members in September 2016 under application reference 16/01340/FUL. The scheme has been amended as follows:

- Reduced width of the dwelling (by 6 metres), with a two storey side wing omitted;
- Increased set back from the site boundary with Huntly Grove by 0.8 metres;
- Identified separation of the garden area to serve both the proposed and existing dwellings; and
- Increased width of the new vehicular access onto Park Road (from 3.2 metres to 3.5 metres).

2 Planning History

Reference	Proposal	Decision	Date
16/01340/FUL	Construction of one new dwelling and new vehicular crossing	Refused	09/09/2016
04/01299/CON	Erection of 11 x 2 bedroom and 3 x1 bedroom flats	Refused	30/11/2004
04/01232/FUL	Erection of 11 x 2 bedroom and 3 x 1 bedroom flats	Refused	30/11/2004
04/00751/CON	Demolition of house, garage and shed	Refused	03/08/2004
03/01275/FUL	Erection of 14 2-bed flats in a three storey block	Refused	29/07/2004
P1005/86	Erection of one dwelling (outline)	Permitted	11/02/1987

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

Planning (Listed Building and Conservation Areas) Act 1990

Section 72 - General duty as respects conservation areas in exercise of planning functions.

The Local Planning Authority has a statutory duty to have special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

National Planning Policy Framework (2012)

Section 12 - Conservation of Heritage Assets

Account should be taken of the desirability of sustaining/enhancing heritage assets; the positive contribution that they can make to sustainable communities including economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation. Planning authorities should assess the significance of any heritage assets that may be affected by particular proposals, including any effect on setting.

Planning permission should be refused for development which would lead to substantial harm to or total loss of significance unless this is necessary to achieve public benefits that outweigh the harm/loss. In such cases all reasonable steps should be taken to ensure the new development will proceed after the harm/ loss has occurred.

Peterborough Core Strategy DPD (2011)

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS17 - The Historic Environment

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

CS21 - Biodiversity and Geological Conservation

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

PP04 - Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

The Park Conservation Area Appraisal Report and Management Plan (2007)

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document took place between December 2016 and 9 February 2017. The responses are currently being reviewed. At this preliminary stage only limited weight can be attached to the policies set out therein.

4 Consultations/Representations

PCC Conservation Officer (14.09.17)

Objection - The proposal would have a detrimental impact upon the character and appearance of this part of the Park Conservation Area. The change to the streetscene would be significant, with the new building have a strong visual impact by replacing the soft landscape character with a strong built and intensive form and appearance. This visual change would detract from the significance and appreciation of the Conservation Area.

Victoria Park Residents Association

No comments received.

PCC Tree Officer (22.09.17)

Objection - Supporting this application is an arboricultural survey dated from 2016, which relates to the previously proposed dwelling and not current design. Nonetheless, the tree survey findings and quality/categorisation of the trees inspected are agreed. However the overall principle that there is a sound juxtaposition of the proposed dwelling and the retained trees is not. By moving the dwelling closer to the Yew (4890) there is likely to be shade issues in conjunction with the Cedar. This possibility has not been assessed as there is likely to be further pruning pressure. It has also not been adequately demonstrated that the altered driveway to serve the proposed dwelling would not harm the retained Yew tree.

Contrary to the conclusions of the tree report, shading and light loss would be a real and ongoing issue for any prospective resident. Leaf litter and apprehension would also be a problem in my opinion. Requests for the hard pruning of the Cedar are likely and given its prominence in the streetscene and the loss of amenity are likely to be refused resulting in the serving of a possible Tree Preservation Order.

PCC Wildlife Officer (07.09.17)

No objections - Pleased to note that bat roost potential has been assessed and it is noted that no evidence of their presence found. However, in line with the submitted Ecology Report, it is recommended that the precautionary measures contained therein are implemented. In addition, the proposal involves the removal of vegetation which may support nesting birds. As mitigation, request a condition which requires the provision of a range of nesting boxes.

Archaeological Officer (04.09.17)

No objections - The proposed development site and immediately surrounding area do not appear to contain important heritage assets.

Building Control Manager

No comments received.

PCC Peterborough Highways Services (01.09.17)

Comments - The presence of two substantial trees will cause problems for vehicle-to-vehicle visibility at the new entrance to Broadway. The turning proposed for the existing dwelling will not work and needs to be enlarged, with tracking submitted to demonstrate that cars can enter and leave the site in a forward gear. Turning is required as Broadway is a classified road and vehicles must exit in a forward gear. The entrance onto Broadway will need to have low fences (not more than 600mm high) either side of the new access which would result in a gap of at least 6.5 metres in the boundary. Tracking is also required to demonstrate that cars associated with the new dwelling can enter, turn and leave the site in a forward gear. There will be the loss of 1no. residents permit parking bay on Huntly Grove.

To conclude, in highways terms the applicant has not made matters any better when compared to application reference 16/01340/FUL which was refused.

Cambridgeshire Fire & Rescue Service

No comments received.

PCC Pollution Team

No comments received.

Waste Management

No comments received.

Local Residents/Interested Parties

Initial consultations: 16

Total number of responses: 3

Total number of objections: 2

Total number in support: 1

One objection has been received from an immediately adjoining resident on the following grounds:

- The siting, height and scale of the proposed dwelling would result in an unacceptable relationship to No.162 Broadway. It would represent an unduly dominant feature, unacceptably enclosing the entire southern boundary of the garden to this neighbouring property. The plans still result in direct overlooking and loss of privacy to this garden area, where children play. The proposed side flank elevation would have windows overlooking the garden also.
- There is no mention of the proposed use of the large bush at the rear of the garden to No.160. This currently sits near to the greenhouse and provides screening and security to the garden of No.162 Broadway. Ideally, this bush should be retained.
- The trees to the front of No.160 also provides screening and security for No.162 Broadway. Their loss would cause harm in this respect and would detract from the streetscene of Broadway.
- A single storey, smaller, dwelling would be supported as this would have less impact upon No.162 Broadway and the surrounding area.

In addition, **Broadway Residents Association** has also raised **objection** to the proposal on the following grounds:

- The proposal is an inappropriate and over-intensive use of the site. The current occupation of No.160 Broadway is believed to not be in wholly private residential use and there will be overdevelopment and over-occupation of the site as a consequence of this addition.
- Selling off the garden does not take into account the commitment in the Park Conservation Area to preserving the private residential nature of the area.
- The development will also result in a loss of green space to the front of the existing property, exacerbating the overall change of character.
- Broadway is an established tree lined street, characterised by large residential properties with gardens, which form part of an attractive inner city area adjacent to Central Park. Broadway Residents Association has been working hard to prevent this area suffering from inner city decline and the selling off of gardens and development of 'houses in multiple occupation' are factors which have contributed to the decline in many other parts of Peterborough. We would urge the Council to stand against inappropriate development in the Conservation Area, especially when it will lead to loss of green space.
- The additional built footprint on this site and the density resulting from this development is also of concern.
- The development will add traffic movements around the busy Huntly Grove/Broadway junction. The new vehicular access will add to the difficulties of vehicles turning in the street near to Broadway Veterinary Surgery and will compete with access to the flats at William Nicholls Court. The new access onto Broadway is of concern as the road here is very narrow.
- The proposal will, in no way, protect, maintain or enhance the amenity value of the Conservation Area. It will significantly reduce, and almost remove, the green corridor from Central Park to the back gardens along Broadway, the Cemetery and Burleigh Square, to the detriment of birds and wildlife.

Councillor S Nawaz has offered his **support** of the proposal by agreeing to and re-providing the supporting statement submitted by the Applicant as follows:

- The amended drawings clearly show a substantial reduction of the proposed development compared to the previous scheme.

- The design and appearance of the proposal will match the existing mix of architectural styles within the vicinity of the site. The proposal is almost identical to what has been approved for residential dwellings at Park Crescent (reference 15/00415/FUL). Properties along Broadway, Park Crescent and Park Road all have very different architectural appearances and as such, this proposed dwelling would sit very well within the surrounding area.
- Due to the substantial reduction in size of the proposal, it would now not erode the character and appearance of the Park Conservation Area. The proposal would allow 163sqm of space at the rear of the proposed dwelling and over 750sqm of space for the host dwelling of No.160 Broadway. This is well above the minimum requirement for garden space and also more than what has been provided for the approved properties within Park Crescent.
- The footprint of the proposed dwelling is a lot smaller than that of the host dwelling, and as such will not be overbearing or intrusive to the host property.
- Independent detailed tree survey reports have been carried out and the income states that those trees that are to be taken out have no significant value to the Park Conservation Area. The Cedar Tree will not have any major impact, and the report clearly states that the proposed dwelling would occupy a small section of the Root Protection Area (just under 6%). The independent tree surveyor has stated that the tree could tolerate root loss of this magnitude without affecting its health, condition or safety.
- The revised drawings now clearly show that the proposed dwelling would be set well away from the root protection areas of trees and will not result in any future pressure to prune or fell.
- The proposed dwelling is within the 45 degree code from primary habitable windows of the flats adjacent and as such, will not have any overbearing or overshadowing to the flats and amenity area.
- The separation distance from the proposed development and boundary fence of No.162 Broadway would be 10 metres. This is within the national guidelines for separation distances to prevent any overlooking and loss of privacy to the garden area.
- The proposed side flank elevation of the proposed dwelling is now sited 13.3 metres from the rear windows of the host dwellinghouse. This will now have an adequate level of separation distance to prevent any overbearing or loss of outlook. The proposal will not result in any unacceptable level of harm to the amenities of neighbouring occupants.
- The proposal is now set well away from the trees which will provide an acceptable level of natural daylight to primary habitable windows. The garden space at the rear would be more than adequate for an amenity area and is far more than many other properties in Peterborough.
- By reducing the size of the dwelling there is more than an adequate level of separation between the proposed and host properties.
- The revised drawings now show a vehicular access width of 3.5 metres with sufficient visibility splays.
- The proposal is for the Applicant and his family, whose brother will move into the host dwelling, and it will work well for both families to reside jointly as one extended family unit.
- The scale of the development would be a pleasing composition and be of two storeys in height, based on traditional pattern and character of development in the landscape surrounding Park Ward.
- The site is located within a proximity to local services and facilities and walking is a real alternative to gain access to the town centre.
- A key aspect of the landscape strategy is the retention of the existing tree belts to the site boundaries. By retaining and enhancing the tree belts the site will remain visually contained and assist in assimilating the development into the surrounding landscape. Planting will be selected to complement the local species and to suit the residential environment being created. Shrub planting will be carefully located within garden areas to provide interest within the street scene.
- There are number of planning applications which have been granted approvals for one, two, three or even four dwellings within the vicinity.

5 Assessment of the planning issues

The main considerations are:

- Design and impact upon the character, appearance and visual amenity of the area
- Impact upon the Park Conservation Area
- Neighbour amenity
- Parking, access and highway implications
- Trees
- Future occupant amenity
- Ecology

a) Design and impact upon the character, appearance and visual amenity of the area

As detailed in Section 1 above, the application site currently has its frontage onto Broadway. With the exception of the 1980s flat development to the west and further north, the streetscene along Broadway is characterised by large detached period properties set within large and spacious grounds. Furthermore, within the immediate locality the streetscene is heavily verdant, with mature trees, shrubs and hedgerows along the back edge of the public footway. This is a key feature of the locality and offers strong visual amenity. The proposal seeks to introduce backland residential development, to the rear of the host dwellinghouse. The proposal would front onto Huntly Grove and introduce a new vehicular entrance onto Broadway.

Whilst backland development itself is not unacceptable in principle, due consideration must be given to the need to respect the character and built form of the locality. It is considered that the proposal would result in unacceptable overdevelopment of the site, wholly at odds with the established built form of the locality. It is acknowledged that the application site is a large plot, however the host dwellinghouse in turn is also large which is a common characteristic within the Conservation Area. The proposal seeks development which is far in excess of the size of land to the rear, and would appear cramped. It is noted that the current scheme has been reduced in size from that which was refused last year, however it is considered that the application site is not of sufficient size to acceptably accommodate backland development, particularly given the context of the built form of the surrounding area.

In addition to the above, it is considered that the form and appearance of the proposal fails to respect the character and appearance of the locality. Whilst it is acknowledged that some attempt has been made to respect the architectural detailing of the host property and those which surround, the proposal introduces a number of competing architectural styles and periods which results in a contrived and incongruous appearance. The overall composition of the dwelling is somewhat improved from the earlier refused scheme, through the loss of the large and obtrusive two storey side projection, however the proportions of the proposal and its overall appearance are still considered awkward within the immediate context of the site.

In terms of the proposed additional vehicular access to serve the host dwellinghouse, this would involve 'punching through' the existing verdant frontage along Broadway. Whilst there are examples of vehicular access directly onto the highway within the streetscene, the introduction of a further hard feature in this locality would erode the soft character of the immediate locality to the detriment of its visual amenity.

On the basis of the above, it is considered that the proposal would result in an unacceptable degree of harm to the character, appearance and visual amenity of the surrounding area. Accordingly, the proposal is contrary to Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

b) Impact upon the Park Conservation Area

Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on the need to ensure that new development preserves or enhances the character or appearance of a Conservation Area. This is further reinforced through both local and national planning policies, whereby significant weight is attached to this need. The proposal is situated within the Park Conservation Area, designated in 1988 in recognition of the special character, architectural and historic interest of the area. There is an adopted Conservation Area appraisal which specifies the special qualities which are to be retained and, where possible, enhanced. The character of the Conservation Area in the locality of the application site is predominantly shaped by the garden landscape which comprises mature hedges, forest trees and street trees which form a visually cohesive enclosure to the north of Huntly Grove. Furthermore, the built form is characterised (as set out above) by large period dwellings set within large landscaped grounds thereby representing relatively low density development. This character is a key feature of this part of the Conservation Area and forms its special character.

Along Broadway, the application site frontage is currently continuously verdant, formed by a 1 metre high timber fence, tall privet hedge and mature forest trees. This is repeated in properties to the north. The Conservation Officer has advised that the puncturing of this key frontage would unacceptably detract from the streetscene, thereby representing harm to the special character of the heritage asset.

Turning next to the proposed dwelling, the Conservation Officer has further advised that over time, the character of the Conservation Area has been eroded over time by the loss of original detailing, boundary enclosures, loss of street trees, loss of garden forest trees, and the subdivision of large plots through more intensive modern infill development. The proposal would further exacerbate the harm that has already resulted. Whilst it is noted that the proposed dwelling has somewhat been reduced in size from that which was previously refused, it is considered that the proposal still fails to reflect the scale and spacious feeling of characteristic buildings of the Conservation Area. It is considered that the building dominates the created plot and the curtilage of the host dwelling, which is at odds with the plot form and character of the area. Furthermore, the attempt to reduce the impact of the proposal through its siting results in development which is located awkwardly close to the boundary, appearing cramped and awkward within the context of the built form of the area.

In addition, the loss of a number of trees within the site (discussed in more detail below) would unacceptably erode the existing frontage landscaping at the key junction of Broadway. This soft Landscaping makes a significantly positive contribution to the character and appearance of the Conservation Area, specifically identified within its Appraisal. It is the view of the Conservation Officer that the loss of these trees, along with the more intensive scale of development, would unacceptably harm the streetscene by eroding the transition within the Conservation Area when viewed from the south-east and south-west approached.

On this basis, the proposal would result in unacceptable harm to the character and appearance of the Park Conservation Area, thereby failing to preserve the special features for which it has been designated. Accordingly, the proposal therefore fails to preserve or enhance the character or appearance of the park Conservation Area and is contrary to Policy CS17 of the Peterborough Core Strategy DPD (2011), Policy PP17 of the Peterborough Planning Policies DPD (2012) and paragraph 131 of the National Planning Policy Framework (2012).

c) Trees

As detailed in Section 1 above, the application site contains dense and mature trees and hedgerow along both the Broadway and Huntly Grove frontages. By virtue of the location of the site, within the Park Conservation Area, these trees are subject to protections and cannot be felled without the prior approval of the Local Planning Authority. The City Council's Tree Officer has advised that owing to this protection, the trees are not subject to further protection by virtue of a Tree

Preservation Order (TPO) albeit some are worthy of this status.

The application has been accompanied by a detailed Arboricultural Impact Assessment, which has surveyed all trees within the site and the impact that the proposal would have. This document relates to the previously refused scheme from 2016 albeit the City Council's Tree Officer considers that it is sufficient, along with the revised drawings submitted, to assess the proposal. Further, the Tree Officer has confirmed that the tree survey findings and the quality and categorisation of the trees inspected are accepted however the conclusions contained therein are not.

In total, 7no. trees are proposed for removal which are a mixture of C1 category (trees of low quality and value) and B1/B2 (trees of moderate value). As a whole, the Tree Officer does not object to the removal of these trees as they are of low quality. The proposed retained Beech has significant future growth potential which would be suppressed by the adjacent Cedar and may become unstable. However, the impact upon the trees to be retained is not considered acceptable by the Tree Officer.

With regards to the driveway to serve the proposed dwelling, it is likely that the retained Yew tree will be adversely affected even in the event of the proposed 'no dig' as level changes will still result. The ground conditions and construction of the new driveway are not described in sufficient detail for a true understanding of the impact to be considered and as such, this could not be conditioned.

Furthermore, whilst the siting of the proposed dwelling has been set back by 0.8 metres from the previously refused scheme, it would still be sited in very close proximity to other retained trees, notably the large Cedar. The Tree Officer has advised that, contrary to the conclusions of the Arboricultural Assessment, the retained trees would result in such a level of overshadowing and loss of light, along with leaf litter and apprehension, that there would be pressure for significant pruning and future felling may be required. Given the prominence of the trees within the streetscene, the loss of amenity to the locality would be significant if the other trees were to be lost or heavily pruned.

Accordingly, the proposal would result in an unacceptable level of harm to trees of key amenity value and is therefore contrary to Policy PP16 of the Peterborough Planning Policies DPD (2012).

d) Neighbour amenity

The proposed dwelling would be sited immediately adjacent to the western boundary of the application site which is shared with Nos.1-6 William Nichols Court (residential flats). By virtue of its siting and size, the proposal would project approximately 3.3 metres beyond the rear elevation of this flat block. Within the rear elevation of the neighbouring building, are primary habitable windows to all floors with an outdoor amenity area beyond. The proposal would be set only 1.2 metres from the shared boundary and it is considered that this lack of separation, in combination with the level of projection and two storey nature of the proposal, would result in an unduly dominant and overbearing feature to neighbouring occupants. Furthermore, direct overshadowing would result for a large part of the day to the outdoor amenity area. Whilst the submitted drawings, and statement provided by the Agent through Councillor Nawaz, reference that the proposal would not break the '45 degree rule' (which is agreed), this is not the only means of assessing proposals and accordance with the rule does not necessarily mean that a proposal would not result in harm. In this instance, the proposal would extend 0.8 metres beyond the line of the previously refused scheme and it is considered that the degree of harm identified then is worsened as a result of this amendment. It is therefore considered that an unacceptable level of harm would result to the amenity of occupants.

In addition to this, the proposal would be sited only 10 metres from the shared boundary with No.162 Broadway, to the north (an increase in separation by 0.15 metres from the previously refused scheme). The facing rear elevation of the proposal would include primary habitable bedroom windows at first floor which would permit direct views into a large area of this neighbouring garden. This would therefore represent an unacceptable loss of privacy to neighbouring occupants given the context of the traditional built form of the area. Furthermore, whilst there is some separation distance to the shared boundary, the proposal would be clearly visible from this neighbouring gardening. This, in combination with the level of existing development, would result in a feeling of enclosure to the entire depth of the garden serving No.162 which would result in an unacceptably overbearing impact.

Finally, whilst it is noted that the host dwellinghouse (No.160 Broadway) is located within the confines of the application site boundary, due regard must be paid to the need to ensure that an acceptable level of amenity is afforded to occupants. The proposal would introduce two storey development in very close proximity to the primary habitable rear windows of the host dwelling. At its closest, the proposal would be sited only 13.2 metres from the rear double storey bay window with the facing side elevation largely blank and lacking relief (which, it should be noted is double the separation distance that was previously proposed). It is considered that this would still result in an unacceptable level of overbearing impact and would fundamentally reduce the outlook from those windows.

Accordingly, it is considered that the proposal would result in an unacceptable level of harm to the amenities of neighbouring occupants and is therefore contrary to Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

e) Future occupant amenity

As set out in part (c) above, the trees within the site which are to be retained, result in a considerable level of shading across almost the entire plot of the proposed dwelling. Furthermore, the proposal is sited in such close proximity to those retained trees that some primary habitable windows (main living rooms and bedrooms) would be underneath the canopy of the large Cedar tree and Yew tree. This significant overshadowing would result in an unacceptable level of light to both the internal rooms and the outside amenity space which would not afford future occupants an acceptable level of amenity. Whilst the same is true to a certain extent in relation to the host dwellinghouse, there are presently parts of the garden which are not shaded and the dwellinghouse is set a sufficient distance from the tree canopies so as to receive adequate natural daylight.

In addition to the above, the outdoor amenity area immediately to the rear of the proposed dwelling would be subject to overlooking from the host dwelling, set only 8.8 metres from the proposed new shared boundary. As such, it would not afford any privacy to future occupants and is therefore not considered an acceptable quality living space for future occupants. It is noted that the Applicant proposes that one extended family would occupy the entire site (existing and proposed dwellings) however this could not be secured in the long-term and is not sufficient justification to allow unacceptable development.

On this basis, the proposal would fail to provide an adequate level of amenity for future occupants and is therefore contrary to Policy PP4 of the Peterborough Planning Policies DPD (2012).

f) Parking, access and highway implications

The proposed dwelling seeks to reuse an existing vehicular crossing onto Huntly Grove albeit in a slightly altered position and with widening to a width of 3.5 metres. Furthermore, a new vehicular access to serve the host dwellinghouse is proposed from Broadway of 3.5 metres in width. The Local Highway Authority (LHA) has not raised any objections to this however they have made a number of comments in relation to the proposal.

Turning first to the new access onto Broadway, the LHA has advised that the presence of 2no. substantial Lime trees within the highway will cause problems for the vehicle-to-vehicle visibility of the access. These concerns are noted however there are other vehicular accesses within the immediate locality whereby trees impede the vehicle-to-vehicle visibility and accordingly, it is not considered that this could form a reason for refusal that could be sustained at appeal. In addition, the LHA has advised that insufficient turning has been shown to enable vehicles to enter the site of the host dwellinghouse, turn and exit in a forward gear. Amendments could be made to this arrangement to address this concern and as such, it is not felt that this could form a reason for refusal. Finally, with regards to the vehicle-to-pedestrian visibility (1.5 metres to either side of the proposed access), these are shown on the submitted drawings and would need to be kept clear of an obstruction above 600mm high (which could be secured by condition). Given the existing boundary (1 metre high fence with mature hedging), this would have to be removed to achieve the splay. This would give rise to unacceptable harm to the Conservation Area which is set out above in detail.

Turning next to the altered existing vehicular access from Huntly Grove, the LHA has advised that tracking diagrams are required to demonstrate that vehicles can readily turn within the proposed driveway area. This request is noted however it is considered that there is sufficient space provided to allow for turning. Even in the event that this was not sufficient, this part of Huntly Grove is a no through route which is lightly trafficked. If turning were not provided, it is not considered that Officers could sustain a reason for refusal on the basis of vehicles reversing into the highway as it would not pose a significant danger.

Taking into account the above, it is considered that the proposal would not pose an unacceptable danger to highway safety and is therefore in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

g) Ecology

The application has been accompanied by an Ecology Report which the City Council's Wildlife Officer has accepted. The existing garage to be demolished, and trees proposed for felling have been inspected and no evidence of bats found. Notwithstanding this, the submitted report recommends that a precautionary approach be taken to include removal of the garage roof by hand and under the supervision of suitably qualified ecologist; 'soft-felling' techniques be employed for the felling of the trees; and provision of a range of bat boxes or tiles. All of these could be secured by condition.

In addition, the Wildlife Officer has advised that the trees to be felled would result in the loss of vegetation which may support nesting birds. To mitigate this, it is considered that the provision of bird nesting boxes be secured, again by condition.

Subject to securing the necessary mitigation, it is not considered that the proposal would result in undue harm to protected species or the biodiversity of the site and accordingly, the proposal is in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011).

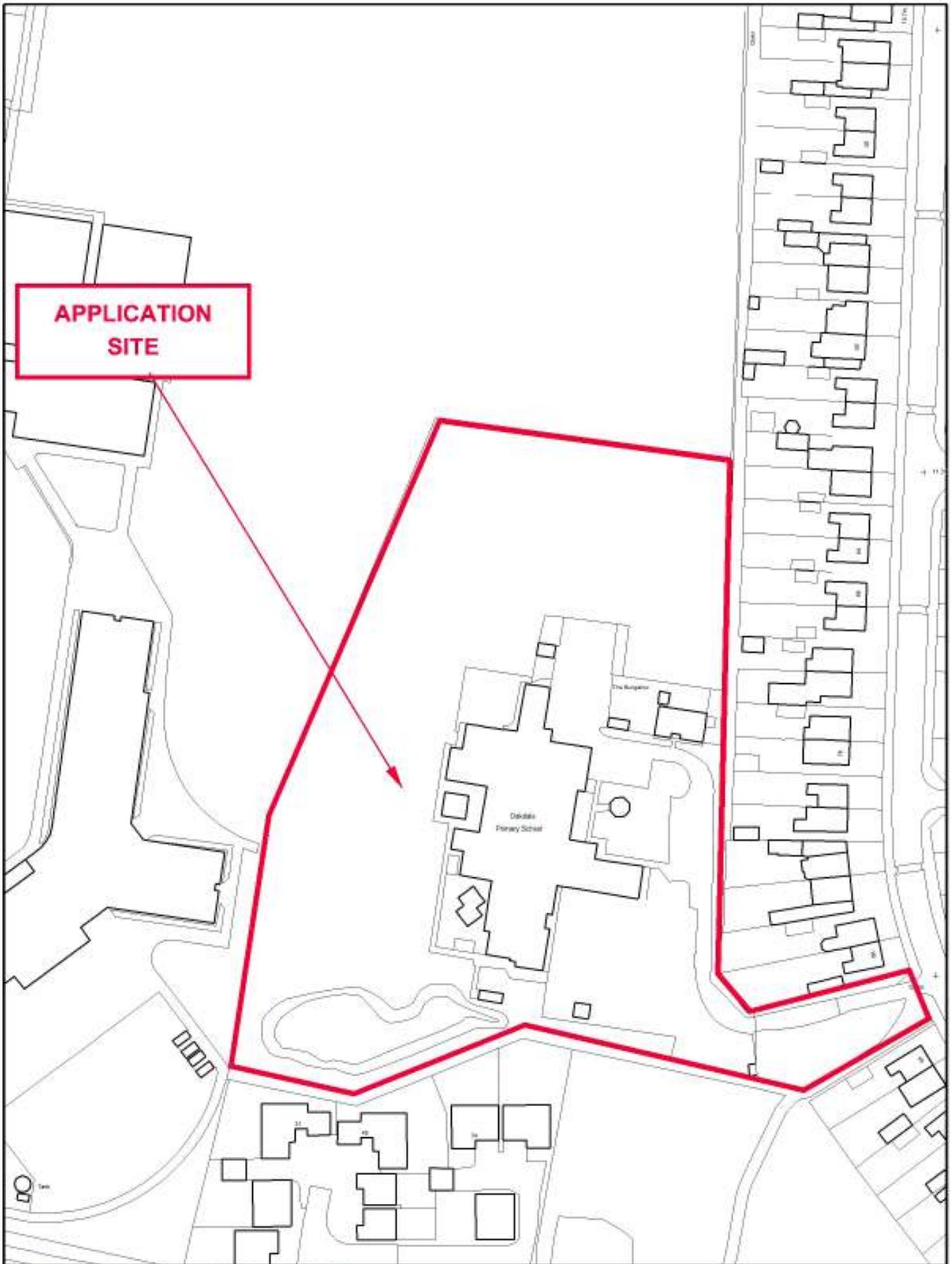
6 Conclusions

The proposal is unacceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and for the specific reasons given below.

7 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission is **REFUSED** for the following reasons:

- R 1 The proposed dwelling, by virtue of its size, scale and siting, would be wholly at odds with the established built form of the locality. The proposal would represent a cramped form of development which unacceptably detracts from the character of the area. Furthermore, by virtue of the design and appearance of the proposal, it would appear an incongruous element within the streetscene, failing to respect the appearance and architectural style of the surrounding properties. Accordingly, the proposal would result in unacceptable harm to the character, appearance and visual amenity of the surrounding area which is contrary to Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).
- R 2 The proposed dwelling and vehicular accesses, by virtue of their size, scale, loss of trees and siting would unacceptably erode the character and appearance of the Park Conservation Area. The proposal would appear an incongruous element within the streetscene, considerable width of the new vehicular access onto Broadway would erode the significant and mature verdant frontage which is a key feature of this part of the heritage asset. On this basis, the proposal would fail to preserve the special features for which the Conservation Area has been designated and moreover, would give rise to an unacceptable degree of harm. The proposal therefore fails to preserve or enhance the character or appearance of the Park Conservation Area and is contrary to , Policy CS17 of the Peterborough Core Strategy DPD 2011), Policy PP17 of the Peterborough Planning Policies DPD (2012), paragraph 131 of the National Planning Policy Framework (2012) and The Park Conservation Area Appraisal Report and Management Plan (2007).
- R 3 The proposed dwelling, by virtue of its siting, would result in unacceptable harm to mature trees within the site which are of key amenity value within the streetscene. The proposal has failed to adequately demonstrate that no harm would result to the root protection areas of the trees in the future when taking into account their likely growth potential. Furthermore, the proposed dwelling would be sited in such close proximity to key mature trees within the site that future pressure to prune or fell would result. Accordingly, the proposal is contrary to Policy PP16 of the Peterborough Planning Policies DPD (2012).
- R 4 The siting, height and scale of the proposed dwelling would result in an unacceptable relationship to the neighbouring residential properties. To the west, the proposal would result in an unacceptably overbearing and overshadowing impact to the primary habitable windows and private outdoor amenity area of Nos.1-6 William Nichols Court owing to the depth of projection and proximity to the shared boundary. To the north, the proposal would be sited so as to represent an unduly dominant feature, unacceptably enclosing the entire southern boundary of -the garden to No.162 Broadway. Furthermore, there would be insufficient separation which would result in direct overlooking and loss of privacy to the garden area. In addition, the proposed side flank elevation of the proposed dwelling would be sited only 13.2 metres from the primary habitable rear windows of the host dwellinghouse (No.160 Broadway) which would result in unacceptable overbearing and loss of outlook. Accordingly, the proposal would result in an unacceptable level of harm to the amenities of neighbouring occupants which is contrary to Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).
- R 5 The proposed dwelling would fail to afford future occupants an acceptable level of amenity owing to unacceptable levels of natural daylight to primary habitable windows and adequate privacy to the rear outdoor amenity area. The proposed dwelling would be sited such that significant shading and lack of natural daylight would result from trees within the site so that an inadequate level of natural daylight would occur to primary habitable rooms. In addition, the proposed rear outdoor amenity space would be directly overlooked by the host dwellinghouse (No.160 Broadway) which would have primary habitable first floor windows set only 8.8 metres away. Accordingly, the proposal is contrary to Policy PP4 of the Peterborough Planning Policies DPD (2012).



LOCATION PLAN 17/01422/R3FUL
Oakdale Primary School, Oakdale Avenue, Stanground

Scale NTS Date 5/10/2017 Name AA Department Planning Services



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Application Ref: 17/01422/R3FUL

Proposal: Proposed school expansion from 210 pupils to 420 pupils and 30 nursery spaces, including a single story classroom extension, refurbishment of the existing school building, realignment of school boundary, provision of new hard and soft landscaping and a new pick up and drop off area and car parking area

Site: Oakdale Primary School, Oakdale Avenue, Stanground, Peterborough

Applicant: Sharon Bishop
Peterborough City Council

Agent: Planning and Design Group (UK) Ltd

Referred by: Head of Development and Construction

Reason: This is a City Council application and a major application of wider public interest.

Site visit: 28.09.2017

Case officer: Mr M A Thomson

Telephone No. 01733 453478

E-Mail: matt.thomson@peterborough.gov.uk

Recommendation: **GRANT** subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

Site Description

Oakdale Primary School is an existing Local Authority school situated within the ward area of Stanground. The school provides education for 210 children aged 5-11years, and there is also Stepping Stones nursery, which caters for 17 pupils.

The character of the area can be split into three main areas. To the immediate east is Oakdale Avenue, which is host to predominantly two-storey semi-detached residential dwellings of a broadly uniform layout and appearance. The majority of these properties benefit from on-street parking, and a number of properties back onto the application site. To the south and south west is an area of open space with modern residential development beyond, known as South Stanground, or Cardea. To the west is Stanground academy, a two storey secondary school set in substantial grounds, surrounded by playing fields which extend north beyond the application site to Whittlesey Road.

The school has an existing vehicle access from Oakdale Avenue to the east, adjacent to which there is a zebra crossing that crosses Oakdale Avenue. The pedestrian access into the school is from a southern pedestrian gate, via a footpath which links Oakdale Avenue to Stanground Academy. This footpath is proposed to be widened to 2.8m. There is also a footpath link to South Stanground, also known as Cardea, to the south over an area of Public Open Space.

Pre-Amble

Peterborough City Council, as the Local Education Authority, has a legal responsibility to ensure the availability of a school place for children of school age. The City of Peterborough has experienced a significant increase in pupil numbers over recent years as it remains one of the fastest growing cities in the UK.

This proposed extension has been submitted as a response to the identified need to expand school places in order to cope with the increasing demand for primary education in this part of the City.

Proposal

The Applicant seeks planning permission to erect a single storey classroom extension and nursery extension, internal and external alterations to the school building and to re-align the north-west school boundary to provide new hard and soft landscaping (play areas). The scheme also proposes improvements to the existing vehicle access, the creation of an on-site pick up and drop off area, and the provision of on-site car parking. This would allow the school to expand from 210 pupils to 420 pupils, and increase the number of nursery spaces from 17 to 30.

To facilitate the proposed works a single storey extension (IT Suite) and the existing nursery buildings would be demolished.

The proposed classroom extension (north) would have a floor area of 33m x 25.8m proposing to stand at 5.1m in height, utilising two mono-pitch roofs with a central flat roof element. The extension would be linked by a single storey lobby. The extension would create 8x classrooms, changing facilities, a group area and lobby. Each classroom would be served by natural light and an access door linking to the outside.

A single storey extension is also proposed to the south-west to provide accommodation for 30x nursery spaces. This would have a floor area of 17m x 18.4m and proposes to stand at 3.2m, utilising a flat roof.

A further single storey extension is proposed to the west to round off a class room; this would have a floor area of 7.8m x 8.4m and proposes to stand at 3.2m, utilising a flat roof.

To facilitate the additional play area the western boundary would be amended with Stanground academy, taking some of their site. This would allow the provision of a junior football pitch, athletics track and a Multiple Use Games Area (MUGA). The MUGA is not for public use.

The existing access from Oakdale Avenue is proposed to be widened and an on-site car park and pick up / drop off area is proposed. 37x staff and 11x visitor spaces would be provided on site. Existing staff car parking areas to the north and east would be laid to landscaping.

Amendments

An amended site plan was received on the 28th September 2017 which has included part of the Stanground Academy playing field to the west and part of the public open space to south. The reason for this is to secure sport pitch re-provision once the site boundary has been repositioned, and a potential footway improvement. This plan has been sent out for consultation and expires on the 19th October 2017.

2 Planning History

Reference	Proposal	Decision	Date
10/00381/FUL	Construction of 6000 x 6000 gazebo with canvas roof	Permitted	09/06/2010
10/00291/R3FUL	Single storey flat roof extension to form food technology classroom	Permitted	08/04/2010
09/00799/R3FUL	Provision of Octagonal 5m wide timber gazebo	Permitted	11/09/2009
08/01616/FUL	Erection of 7 section pagoda over reception play area	Permitted	27/02/2009
08/00186/FUL	Proposed office extension and secure main entrance lobby	Permitted	09/04/2008
05/01957/R3FUL	Single storey extension to staff room	Permitted	07/02/2006
05/00703/R3FUL	Single storey rear link extension	Permitted	16/06/2005
03/01003/R3FUL	Single storey extension	Permitted	11/08/2003
01/01619/R3FUL	Single storey extension to provide new IT suite and enclosed access ramp	Permitted	01/02/2002
00/00446/R3FUL	Extension to form changing room and toilets	Permitted	06/06/2000

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 7 - Good Design

Development should add to the overall quality of the area; establish a strong sense of place; optimise the site potential; create and sustain an appropriate mix of uses; support local facilities and transport networks; respond to local character and history while not discouraging appropriate innovation; create safe and accessible environments which are visually attractive as a result of good architecture and appropriate landscaping. Planning permission should be refused for development of poor design.

Section 8 - Safe and Accessible Environments

Development should aim to promote mixed use developments, the creation of strong neighbouring centres and active frontages; provide safe and accessible environments with clear and legible pedestrian routes and high quality public space.

Section 8 - School Development

Great weight should be given to the need to create, expand or alter schools.

Section 8 - Open Space

Existing open space, sports and recreational buildings/land (including playing fields) should not be built on unless an assessment has been undertaken which clearly shows the open space is surplus to requirements; the open space would be replaced by an equivalent or better provision; or the development is for alternative sports and recreation provision, the needs for which clearly outweigh the loss.

Section 11 - Noise

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

Peterborough Core Strategy DPD (2011)

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS17 - The Historic Environment

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

CS22 - Flood Risk

Development in Flood Zones 2 and 3 will only be permitted if specific criteria are met. Sustainable drainage systems should be used where appropriate.

Peterborough Planning Policies DPD (2012)

PP01 - Presumption in Favour of Sustainable Development

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

PP20 - Development on Land affected by Contamination

Development must take into account the potential environmental impacts arising from the development itself and any former use of the site. If it cannot be established that the site can be safely developed with no significant future impacts on users or ground/surface waters, permission will be refused.

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document took place between December 2016 and 9 February 2017. The responses are currently being reviewed. At this preliminary stage only limited weight can be attached to the policies set out therein.

4 Consultations/Representations

PCC Peterborough Highways Services (29.9.17)

No objection - The Local Highway Authority (LHA) is content that the development can be safely accommodated subject to conditions with respect to the provision of on-site car parking and turning, cycle parking, the implementation of a parking management plan access improvements.

Archaeological Officer (07.08.17)

No objection - An aerial photographic assessment of land at Stanground College undertaken in 2008 identified remains of medieval ridge and furrow together with a series of undated short, parallel features of uncertain interpretation within the grounds of Oakdale Primary School. Archaeological investigations carried out between 2007 - 2009 in advance of the development of Stanground South recorded archaeological remains dating from the Bronze Age to the medieval period, pointing to intensive domestic occupation with associated agricultural activity and rural industry.

More recent investigations to the west of the proposed development site at Stanground College, Glebe Farm, Peterborough Road and Bunting Lane have produced negative evidence due to truncation, or evidence for the presence of medieval/post-medieval ridge and furrow associated with the historic open fields, and known from aerial photographs to have extended over the higher ground.

The paucity of earlier archaeological finds or features would suggest a landscape exploited during the later prehistoric and Romano-British periods, as at Stanground South, with dispersed areas of intensive settlement divided by generally clear hinterlands to the west where the land was primarily used as arable prior to modern developments.

The available evidence would indicate that late prehistoric and Roman remains may survive within the grounds of the proposed development site, notwithstanding the likely truncation of uppermost features and deposit due to ploughing and later disturbance caused by the construction of the school complex. In addition, within the school ground features visible on aerial photographs, which may or may not have an archaeological origin, would be affected by the proposed development.

I would recommend an evaluation by trial trenching secured by condition targeting the areas of major groundwork, with archaeological monitoring of the other groundwork operations.

Lead Local Drainage Authority (15.08.17)

No objections - The proposals provided as part of the drainage strategy and the inclusion of permeable surfacing to manage the quantity and quality of the runoff is welcomed.

7.18 of the drainage strategy makes reference to refining the details of the design. As such we would request the applicant provides those detailed designs for the surface water drainage proposals prior to commencement on site, the standard condition below would be adequate.

Sport England (08.08.17)

No objection - Sport England raises no objection to this application as it has no overall adverse impact on the playing field, and the proposed MUGA constitutes an indoor/outdoor sports facility where the benefit to the development of sport is considered to outweigh any loss of playing field.

Any planning consent granted is subject to the imposition of the following condition securing full details of the proposed MUGA.

PCC Open Space Officer (17.08.17)

No objection - my only concern is that any development/reconfiguration of the entrance into the school allows not only for pedestrian access (as is described on the development plan) but also for maintenance access into PCC's adjacent Oakdale Avenue Recreation Ground.

The minimum width that will be required for this is 1.8m. Security of the entrance/pavement is needed to be retained so it is suggested the use of a drop down bollard. The bollard would need to be powder coated black with a red reflective banding. The Key is to be cut to PCC/Amey's existing code.

PCC Wildlife Officer (22.08.17)

No objection - The application is accompanied by a Phase 1 Habitat Survey Report (Feb 2017) and Officers are satisfied with the report's assessment of impacts on protected species.

Nesting Birds: The proposal involves the removal of vegetation which may support nesting birds. It is therefore recommend that a standard bird nesting Informative be attached should the scheme be approved.

To mitigate for the loss of potential nesting habitat and to enhance the scheme for biodiversity, it is recommend that a range of nesting boxes are installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be secured by condition.

Landscaping: The Landscape Masterplan and Planting Plan appears broadly acceptable, including new boundary and hedgerow planting and a habitat area, however these plans currently lack details regarding species etc., which should therefore be provided via a suitably worded condition.

Subject to these recommendations being fully incorporated into the approved scheme the development would not result in a net loss to biodiversity.

PCC Tree Officer

No objection – Subject to amendments.

Supporting the application is a preliminary arboricultural impacts assessment which is written to outline the tree resource and help the project designers. A revised report is required.

To clarify, no assessment of the impact of the proposal on the trees and vice versa has been provided. However, the proposed planting plan indicates loss. This appears to be restricted to a row of B category Leyland Cypress on the southern boundary (G1) and the low quality Rowan (T7) and Silver birch (T8). There is no objection to the removal of these trees. Whilst the B Category Cypress provide screening they have little long term potential. The remaining trees will be retained including T9 Oak, T4 Silver birch and T5 Robinia which are all of good quality.

T9 Oak is a tree worthy of a Tree Preservation Order and is a severe constraint to the car parking/new footpath entrance arrangement. Based on the submitted layout the soil levels are such that a significant amount of roots may need to be removed potentially making the tree i) unstable ii) highly likely to decline.

The only arboricultural objection to the proposal is the footpath next to T9 Oak. The current layout is not feasible. I recommend that car parking and footpath are relocated so that:

- The existing edge of the playground becomes the new footpath – no ingress into the sloped soft bed area is undertaken;
- The entrance footpath runs adjacent to the site boundary then has an abrupt right angle roughly at a distance 2-3 trees along the Leyland cypress hedge; and
- One or possibly two parking spaces are lost (e.g. no. 24 &25) so that the path is located in this space.

Given the amendment to the proposal outlined above there are no further objections to the proposal as it is feasible without further detrimental impact if appropriate work methodologies are adopted.

There is also no objection the proposed planting plan in terms of species choice, however, their locations need to be firmed up. Moving forward, a finalised landscaping plan is required and to prevent unintentional construction damage to the trees the following condition is recommended.

Anglian Water (08.09.17)

No objections - The proposed method of surface water management does not relate to Anglian Water assets, therefore advice should be sought from the Council as the Lead Local Drainage Authority. A foul drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures; this can be secured by planning condition.

The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. A note to applicant is therefore requested in respect to this.

Local Residents/Interested Parties

Initial consultations: 28

Total number of responses: 3

Total number of objections: 3

Total number in support: 0

Three letters of representation have been received raising the following concerns;

- Lack of on-site parking available for staff
- Lack of pick-up and drop-off facilities to serve the existing school, let alone the additional pupils;
- Highway safety concerns due to increased vehicle movements and additional pupils;
- Noise, disturbance and smells generated by increased traffic;
- How will the pick up and drop off parking spaces be allocated and monitored;
- Credibility of the Transport Assessment given that a site visit was only taken on a single day (16.01.17);
- The zebra crossing should be re-considered to be sited south of the school vehicle access;
- The submitted Arboricultural Assessment does not take into account off-site conifer trees;
- Loss of privacy and peaceful enjoyment to neighbouring properties;
- Siting of bollards could prevent access to my property (88 Oakdale Avenue);
- Access and maintenance to neighbours boundaries;
- Boundary treatments;
- Traffic using the existing access causes damage to my property, this could be exacerbated by construction works, and construction/road traffic;
- Could a new access road not be considered from Peterborough Road through Stanground Academy?;
- Construction Traffic;
- Why was Cardea allowed to be built with only a small school?
- Oakdale Avenue should be residents parking only;
- History of issues of coaches and parents parking in front of residents driveways;

- Concerns with the Schools Organisation Plans; and
- Devaluation of property.

5 Assessment of the planning issues

Principle of Development

In support of this application a letter and a Needs Assessment has been received from the Schools Infrastructure team at the City Council. This demonstrates that there are significant pressures within primary schools. It has been demonstrated that within Stanground ward the number of 0-4 year olds there will be a rapid increase over the next 5 years with a general increase in the longer term. This increased number of this age group is the second fastest in the city behind Hargate and Hempsted ward.

Paragraph 72 of the NPPF (2012) states that 'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools...'

Sport England raises no objection to this application as it has no overall adverse impact on the playing field for either Stanground Academy or Oakdale Primary School, and the proposed MUGA constitutes an indoor/outdoor sports facility where the benefit to the development of sport is considered to outweigh any loss of playing field. Subject to a condition being appended securing full details of the proposed MUGA Sport England have raised no objection. A condition shall also be appended setting out that the playing pitches be brought into use at the first opportunity, on the application site but also the adjoining Stanground Academy site.

The Applicant has demonstrated there is a clear need for primary school places within the Stanground Ward over the medium to longer term. Further, the proposed works would not prejudice the school or adjoining Stanground Academy from providing sport pitches to serve existing or future students. As such the principle of development is accepted in this instance, subject to satisfactory assessment against the following matters.

Design and Layout

To facilitate development a historic extension (ICT suite) and a number of smaller outbuildings, which includes the existing nursery building, would need be demolished. These structures are of no historic or architectural merit and their loss is accepted.

The main extension, which would provide an additional 8 classrooms, would be single storey utilising a mono pitch roof design which steps up allowing the integration of clerestory openings, and would be of an appropriate scale and appearance given the design of the existing school buildings. Whilst large, given the boundary changes proposed it is considered that the site can accommodate the proposal. The extension is set back from the road, and whilst it may be visible from the public realm, such as the open space to the south or Whittlesey Road to the north, given these distances the proposal is not considered to harm the character or appearance of the area.

The proposed nursery building and additional extension on the western boundary would be similar in size, scale and proportion to the host building and would not result in harm to the character or appearance of the host building or area.

There are a number of internal and external changes proposed, however these changes in isolation or combination would not harm the character or appearance of the host building or area.

To facilitate development, the scheme would realign the north and western boundaries to include a MUGA and associated sports pitches. A lighting scheme has been submitted for the car park and school itself, and is discussed further below, however should the MUGA require any external lighting details of this shall be secured separately.

As part of this proposal the access road would be widened and the car parking would also be created for staff. There is no desire for children to walk into the site using this access point and it is understood that this would be managed by the school. Pedestrians are directed to a new pedestrian access at the south of the site. The pedestrian link from Oakdale Avenue would be 2.8m wide, and is considered to be of sufficient width. A new weld mesh fence (1.8m) is proposed along the southern boundary, the design of which is visually permeable and therefore would not be visually enclosing, and is accepted.

The Council's Open Space Officer has reviewed the proposal and raised no objection to the removal of green space at the front of the site for car parking, however he has requested a condition be appended with respect to maintaining access to the public open space to the south of the site. This shall be in the form of a drop down bollard.

Whilst some external materials have been set out within the supporting statement, on-site samples shall be secured by condition, as shall full details of hard and soft landscaping. Details of the MUGA and any external lighting shall also be secured by condition, as shall the drop down bollard. Subject to these conditions the proposal would not result in unacceptable harm to the character or appearance of the host building or the wider area, and a satisfactory pedestrian access can be provided into the site. The proposal would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (2012).

Access, Parking and Highway Safety

The Transport Assessment submitted with this application includes the traffic modelling of the existing highway network, assessments of the potential junction capacity into the site, parking assessments, tracking diagrams of appropriately sized vehicles and mitigation measures proposed.

The Local Highway Authority (LHA) is content that the development can be safely accommodated, subject to conditions.

The applicant has shown an increased amount of parking within the site and the LHA are content that a suitable amount of parking has been provided for the 37 FTE staff and 11 spaces for the visitor / drop off parking. The parking on-site would need to be managed by the school.

The parking management plan is generally acceptable as it follows the same lines as previous parking management plans at other school sites. The LHA would however make the comment that the lack of on-site allocated drop off parking may mean that the school will have to manage the AM and PM peaks. The LHA are content that the parking management plan does address these concerns but the Plan itself should be regularly audited to ensure that it is still current.

The pedestrian route through the school site is somewhat convoluted however it is suitably sized for the amount of foot traffic that would use it. The LHA has, through discussions with the applicant, requested a raised table across the access road near the pedestrian access; this will provide future capacity to alter the pedestrian route through the site if desired. However the raised table will act as a traffic calming for vehicles travelling around the site.

The existing access road is approximately 3.6m wide and is not suitable for 2 vehicles to pass, therefore, the LHA require the access width to be increased to a minimum of 5.5m wide to allow 2 vehicles to pass each other.

The applicant has shown the junction access arrangement along with the footway alterations to the adopted highway, however, at this stage, the LHA are not content that the dimensions and the layout shown can be accommodated. The new junction should have an uncontrolled pedestrian crossing point over the new junction within the adopted highway.

The applicant has 6x cycle parking spaces for the FTE staff and visitors and 72 cycle / scooter parking spaces for the pupils. The LHA are content that a suitable number has been provided.

The applicant has submitted a Travel Plan which demonstrates through the use of postcode data the current modal share of the pupils and staff. The applicant has suggested improvements to their existing travel plan to encourage the use of sustainable transport such as walking, cycling and scootering. The LHA are content with the Travel Plan.

Concerns have been raised by neighbours with respect to a lack of parking, pick up and drop off facilities, highway safety, the management of on-site parking, the credibility of the Transport Assessment, the zebra crossing should be relocated and bollards could prevent access to a neighbouring property (No. 88 Oakdale Avenue), however for the reasons set out above the Local Highway Authority have raised no objection. The relocation of the zebra crossing was reviewed, however if it was situated further south of the existing school entrance this would limit visibility of approaching traffic and cause vehicles to brake on a bend. A bollard is sought with respect to preventing vehicles from diving over the zebra crossing, however this would not prevent access onto this property.

Therefore subject to conditions securing details of access, turning, car parking, cycle and scooter parking, lighting arrangement, a demolition and construction plan and a parking management plan the proposal would not constitute a highway safety hazard, and would accord with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

Neighbour Amenity

The proposed extensions would be sited 25m and 50m from the southern and eastern boundaries respectively; as such these structures in themselves would not result in any unacceptable overbearing impact that would result in an adverse loss of light, outlook or privacy.

Concerns have been raised by neighbours with respect to noise, however this is an established school and break periods are typically short, during the day between Monday to Friday. The school is not, for example, seeking to operate outside of these hours and the site boundary is being extended to the north-west where there are no houses. Therefore whilst there would be an increase in the number of pupils outside during play time, or during pick up and drop off, these would be for short periods of the day and will be managed accordingly.

Officers acknowledge that there would be an increase in vehicle movements adjacent to No's 88 and 94 Oakdale, however these would again be during the daytime, Monday to Friday, and the busiest times would be limited to morning and afternoon. Officers recognise that this would be an increase over and above the existing levels of activity that currently take place, however with an increased access width and on-site parking managed by the school this is not considered to result in unacceptable adverse levels of noise and disturbance.

Concerns have also been raised with respect to residents parking in front of peoples driveways, and associated conflict, however this is a civil matter between the two parties, and Officers have secured on-site pick up and drop off facilities, something that the school would not have otherwise provided were the school not being extended.

The scheme does propose to install new extraction equipment (plant), however conditions will be agreed with the Council's Environmental Health Officer within the update report.

In support of the application a lighting plan has been submitted, illustrating the light spillage created by different types of lighting across the site. For the avoidance of doubt a condition shall be appended ensuring that this lighting scheme is in accordance with the Institute of Lighting Engineers for sky glow; this is to prevent unnecessary light pollution. An informative shall also be appended seeking to ensure the lighting is turned off when not required for use.

For the reasons set out above the proposed works and associated activities would not result in an unacceptable adverse loss of amenity to neighbouring properties, and the proposal would accord with Policies CS16 of the Peterborough Policies DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

Biodiversity

Wildlife - The Council's Wildlife Officer has raised no objection. The application is accompanied by a Phase 1 Habitat Survey Report (Feb 2017) and Officers are satisfied with the report's assessment of impacts on protected species. The proposal involves the removal of vegetation which may support nesting birds; it is therefore recommended that a standard bird nesting informative be attached.

To mitigate for the loss of potential nesting habitat and to enhance the scheme for biodiversity, it is recommended that a range of nesting boxes are installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be secured by condition.

With respect to landscaping the Landscape Masterplan and Planting Plan appears broadly acceptable, including new boundary and hedgerow planting and a habitat area, however these plans currently lack details regarding species etc., which should therefore be provided via a suitably worded condition.

Trees – The Council's Tree Officer has reviewed the submitted information and visited the site, and has highlighted that an Oak tree is worthy of a tree protection order. A new pedestrian footway and two parking spaces (No's 24 and 25) are proposed within the root protection area of this tree, thereby having the potential to make this tree unstable and likely to decline.

It has been discussed that a single car parking space may need to be omitted and the footpath diverted slightly to allow for a sufficient root protection area to this tree. It is considered that the protection of this tree outweighs the omission of one or two car parking spaces and a slight diversion of the new pedestrian access.

In light of this, conditions shall be attached with respect to tree investigation and protection, bird boxes, a detailed landscaping plan and an informative with respect to nesting birds. Subject to these matters the proposal would not result in a net loss of biodiversity, and the proposal would accord with Policy PP16 of the Peterborough Policies DPD (2012).

A letter of representation has raised concerns of the impact of the proposal on an adjacent row of conifers and verge, however there does not appear to be any change to this boundary, and if there were any off-site requirements separate to the planning process this would be a civil matter between the two parties. For the avoidance of doubt the reference to reviewing off-site trees relates to trees that are protected by way of a Tree Preservation Order (TPO), or are protected in a Conservation Area, for example. These conifers have been reviewed by the Council's Tree Officer and for the avoidance of doubt are not considered worthy of a Tree Preservation Order.

Archaeology

The Council's Archaeologist has raised no objection to the proposal, however it has been recommended that an evaluation by trial trenching is secured by planning condition targeting the areas of major groundwork, with archaeological monitoring of the other groundwork operations. Subject to this condition the proposal would protect known/unknown archaeological features, and accord with Policies CS17 of the Peterborough Core Strategy DPD (2011) and PP17 of the Peterborough Policies DPD (2012).

Drainage

The Council's Drainage Officer has raised no objection to the principle of the proposed works subject to securing details of surface water drainage by way of planning condition. Anglian Water have raised no objections, however details of foul drainage have been sought by planning condition. Subject to these matters being incorporated the proposal would accord with Policy CS22 of the Peterborough Core Strategy DPD (2011).

Other Matters

- Access and maintenance to neighbours boundaries - Maintenance access is a civil matter between the two parties, and is separate to the planning process. That said the School have confirmed that the existing arrangement would be unchanged;
- Traffic using the existing access causes damage to my property (88 Oakdale Avenue), this could be exacerbated by construction works, and construction/road traffic - This is a civil matter between the two parties, and is separate to the planning process;
- Construction Traffic - Any construction traffic would be for a temporary period, and the demolition and construction management plan would ensure contractors park on site;
- Why was Cardea allowed to be built with only a small school? – The Local Education Authority are responsible for the delivery and focus of school provision and expansion, and Officers defer to them with this respect. This is not a material planning consideration;
- History of issues of coaches and parents parking in front of residents driveways – Officers understand that residents are advised of when coaches will park on-street by way of a letter drop, and the school has advised they will continue to work with Coach operators to ensure that they do not arrive too early to avoid waiting on-street.
- Concerns with the Schools Organisation Plans; The education team held a public consultation inviting school, parents, neighbours, Ward Cllrs etc., regarding the proposals and how they evolved prior to a planning app being submitted;
- Devaluation of property - This is not a material planning consideration and cannot legally be considered.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The proposed extensions and associated works would not have an unacceptable adverse impact on the character or appearance of the host building or area, it would maintain and improve levels of sporting provision for the school, as such the proposal would accord with Policies CS16 of the Peterborough Core Strategy DPD (2011), PP2 of the Peterborough Policies DPD (2012) and Paragraph 72 of the NPPF (2012);
- The extension and associated works would not have an unacceptable harmful impact to neighbouring amenity and would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012);
- There are no Highway safety concerns and satisfactory parking can be accommodated on site, in accordance with Policies PP12 and PP13 of the Peterborough Policies DPD (2012); and
- The proposal would preserve and enhance the biodiversity value of the site, and would therefore accord with Policy PP16 of the Peterborough Policies DPD (2012).

7 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission (Regulation 3) is **GRANTED** subject to the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

- C 2 No development shall take place until a detailed design and associated management strategy and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. Thereafter the drainage system shall be implemented in accordance with the approved details prior to the use of the building hereby approved and thereafter maintained in accordance with the approved strategy and plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, and to accord with Policies CS16 and CS22 of the Peterborough Core Strategy DPD (2011). This is a pre-commencement condition as these details need to be submitted to and agreed before work can commence on site.

- C 3 No development other than groundwork's and foundations shall take place until details and samples used for walling, roofing, openings and surface of the car park have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C 4 Prior to the occupation of the main classroom extension hereby approved details of bird (House Sparrow, Starling & Swift) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the bird and bat boxes shall be implemented in accordance with the approved details and thereafter retained in perpetuity.

Reason: In the interest of preserving the biodiversity value of the site, in accordance with Policy PP16 of the Peterborough Policies DPD (2012).

- C 5 Notwithstanding the submitted details no development shall take place above slab level until a scheme for the hard and soft landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Levels
- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments only)
- Details of any boundary treatment

The approved hard landscaping scheme shall thereafter be carried out in accordance with the approved details prior to the occupation of the main classroom extension. The soft landscaping shall be carried out within the first available planting season following completion of the development or first occupation (whichever is the sooner) or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape scheme.

Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of visual amenity and then enhancement of biodiversity in accordance with Policy PP16 of the Peterborough Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed prior to development commencing on site.

C 6 Prior to the commencement of any development a Demolition and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include (but not exclusively the following):-

- a noise management plan including a scheme for the monitoring of construction noise;
- a scheme for the control of dust arising from building and site works;
- a scheme of chassis and wheel cleaning for construction vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;
- a scheme of working hours for construction and other site works;
- a scheme for construction access from the Parkway system, including measures to ensure that all construction vehicles can enter the site immediately upon arrival, adequate space within the site to enable vehicles to load and unload clear of the public highway and details of any haul routes across the site;
- a scheme for parking of contractors vehicles;
- a scheme for access and deliveries including hours.

The demolition and construction shall thereafter shall take place in accordance with the approved details.

Reason: In the interests of the amenity of the area and highway safety in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed in writing before development commences.

C 7 Within 6 months of first occupation of the building to which this application relates a travel plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the travel plan shall be implemented in accordance with the approved details.

Reason: To encourage the use of sustainable modes of transport, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C 8 Prior to the occupation of the building hereby approved details of the MUGA shall be submitted to and approved in writing by the Local Planning Authority. The MUGA shall thereafter be implemented in accordance with the approved details before the occupation of the building hereby approved, shall be retained and maintained in perpetuity, and shall not be available for hire by members of the public.

Reason: In the interest of providing suitable play, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C 9 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, a Method Statement detailing how this unsuspected contamination shall be dealt with. The approved Method Statement shall thereafter be implemented in accordance with the approved details

Reason: To ensure that the development complies with approved details in the interests of the protection of human health and the environment, in accordance with Policies PP3 and PP20 of the Peterborough Policies DPD (2012).

- C10 Lighting shall be arranged so that no danger or inconvenience is caused to users of the adjoining public highways. Details of the proposed lighting shall be submitted to the Local Planning Authority and approved in writing prior to its first use and thereafter implemented in accordance with the approved details. For the avoidance of doubt the lighting scheme shall accord with Zone E2 of the Institute of Lighting Engineer Guidance (2012).

Reason: To avoid glare/dazzle which could lead to danger to highway users, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C11 Prior to the occupation of the building hereby approved details of secure cycle parking shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking shall be implemented in accordance with the approved details and laid out in accordance with Drawing OP-PL-DR- A-066 P2 (Site Plan), and thereafter retain and maintained as such in perpetuity.

Reason: In order to promote the use of sustainable modes of transport, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

- C12 The development shall not be occupied until the revised means of access for pedestrians and cyclists has been constructed in accordance with the approved plans.

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C13 No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. Thereafter the extensions shall not be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

C14 In accordance with the submitted details the nursery building hereby approved shall cater for no more than 30 full time equivalent nursery places.

Reason: For the avoidance of doubt, and to ensure that the site has sufficient on-site parking to accommodate the proposed use, in accordance with Policy PP12 and PP13 of the Peterborough Policies DPD (2012).

C15 Prior to the occupation of the development hereby approved details of a drop down barrier and its location, to be situated between Oakdale Avenue and the area of Public Open Space to south, shall be submitted to and approved in writing by the Local Planning Authority. The bollard shall be powder coated black with red reflective banding, and the key cut to PCC/Amey's existing code. Thereafter the bollard shall be implemented in accordance with the approved details and key made available to the relevant body, and thereafter retained and maintained as such in perpetuity.

Reason: In the interest of providing maintenance access and preserve the character of the area, in accordance with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012)

C16 The sports pitches shall be provided and relocated in accordance with Drawings OP-GR-DR-A-063A-P2 and OP-GF-DR-A-063B-P2 at the first available opportunity following the occupation of the building hereby approved, and thereafter maintained in perpetuity.

Reason: In the interest of ensuring satisfactory sport provision for the school, and for the avoidance of doubt, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011)

C17 No demolition, development or other work shall commence until an archaeological mitigation strategy, including a Written Scheme of Investigation (WSI), has been submitted to, and approved by, the Local Planning Authority in writing. Thereafter, the demolition/alteration, development or other work shall not take place except in complete accordance with the approved strategy. The approved strategy shall be implemented in full.

The mitigation strategy shall include a WSI detailing a programme of archaeological work which shall at least include the following elements:

i. Details of archaeological strategy to undertake fieldwork and/or preservation in situ of archaeological remains with timetable for undertaking such work, including any phasing of works

ii. If excavation is undertaken a post-excavation assessment and report; and

iii. Post-excavation analysis report, preparation of site archive ready for deposition at a store (approved by the Local Planning Authority), completion of an archive report, and submission of a publication report.

The post excavation assessment and report (ii above) shall be submitted to the Local Planning Authority within 2 months of the completion of the fieldwork. The post excavation analysis report etc. (iii above) shall be submitted to the Local Planning Authority within one year of the completion of the fieldwork. This condition shall only be fully discharged when each required element as set out above has been approved in writing by the Local Planning Authority

REASON: To secure the requirement of the planning applicant or developer to mitigate the impact of their scheme on the historic environment, and to ensure the proper and timely preservation and/or investigation, recording, reporting and presentation of archaeological heritage assets affected by their scheme, in accordance with paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

This is a pre-commencement condition: the approved strategy must be implemented before any demolition, development or other work take place. (However, subsequent work may be required during the course of the proposed development where previously obscured/undetected, heritage assets are exposed by such development.)

- C18 Details of a re-directed footway link to the new pedestrian school access over the area of Public Open Space to south shall be submitted to and approved in writing by the Local Planning Authority. The footway link shall be implemented in accordance with the approved details, and thereafter retained and maintained in perpetuity.

Reason: In the interest of improving pedestrian accessibility into the site, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C19 No work shall take place on the application site (including soil stripping, preconstruction delivery of equipment or materials, the creation of site accesses, positioning of site huts) until a site specific Method Statement and/or Tree Protection Plan to BS5837:2012 *Trees in relation to design demolition and construction – Recommendations* methodology has been submitted to and approved by the Local Planning Authority that identifies (not exclusively) the following:

- Trees to be retained and those to be removed;
- Location and specification of protective tree measures in addition to appropriate ground protection within the Root Protection Areas of all retained trees within the application site;
- Details of **all** Root Protection Area infringement during the construction and landscaping phases with details on how the impact will be minimised. This includes the location and specification of 'no dig' constructions (where applicable);
- Details of facilitation pruning;
- Location for access, material storage, site office, mixing of cement, welfare facilities etc;
- Specification of landscaping prescriptions (including fencing/walls and changes in soil level) within the Root Protection Area of retained trees;

The scheme shall be implemented strictly in accordance with the agreed details/plans. The tree protection shall be erected according to the specification and locations shown on the agreed Tree Protection Plan. Signs will be placed on the tree protection emphasising that it is not to be moved, nor the area entered into until the end of development without written permission from the Local Planning Authority's Tree Officer.

REASON: In order to protect and safeguard the amenities of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP16 of the Peterborough Planning Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed before development commences on site.

- C20 Development shall not commence before details of access to the site including changes to the Adopted Highway, mitigation measures to restrict vehicles passing over the Zebra crossing, highway construction, highway drainage and street lighting have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details prior to the occupation of the development hereby approved, and thereafter retained and maintained in perpetuity.

Reason: In the interests of Highway safety and to ensure that the new highways are adequately constructed, drained and lighted, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 of the Adopted Peterborough Planning Policies DPD. This is a pre-commencement condition as these details need to be agreed prior to development commencing on site.

- C21 The car parking and turning areas as shown on drawing DR-A-061-P4 shall be provided prior to the occupation of the development hereby approved, and shall thereafter remain available for these purposes and retained and maintained in perpetuity.

Reason: In the interests of Highway safety and to provide satisfactory parking, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C22 No new buildings shall be brought into use until space has been laid out within the site for bicycles / scooters to be parked, and that area shall not thereafter be used for any purpose other than the parking of cycles.

Reason: In order to promote the use of sustainable modes of transport, Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C23 Lighting shall be arranged so that no danger or inconvenience is caused to users of the adjoining public highway. Details of the proposed lighting shall be submitted to the Local Planning Authority and approved in writing prior to its first use. The development shall thereafter be implemented in accordance with the approved details prior to the occupation of the development hereby approved, and thereafter retained and maintained in perpetuity.

Reason: To avoid glare/dazzle which could lead to danger to highway users, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 of the Adopted Peterborough Planning Policies DPD.

- C24 Parking within the development area should be managed as set out within the approved Parking Management Plan. This plan should be audited on a regular basis (no less than annually) to ensure that the parking / drop off facilities are suitable and are being promoted by the school.

Reason: In order to promote the use of sustainable modes of transport, Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

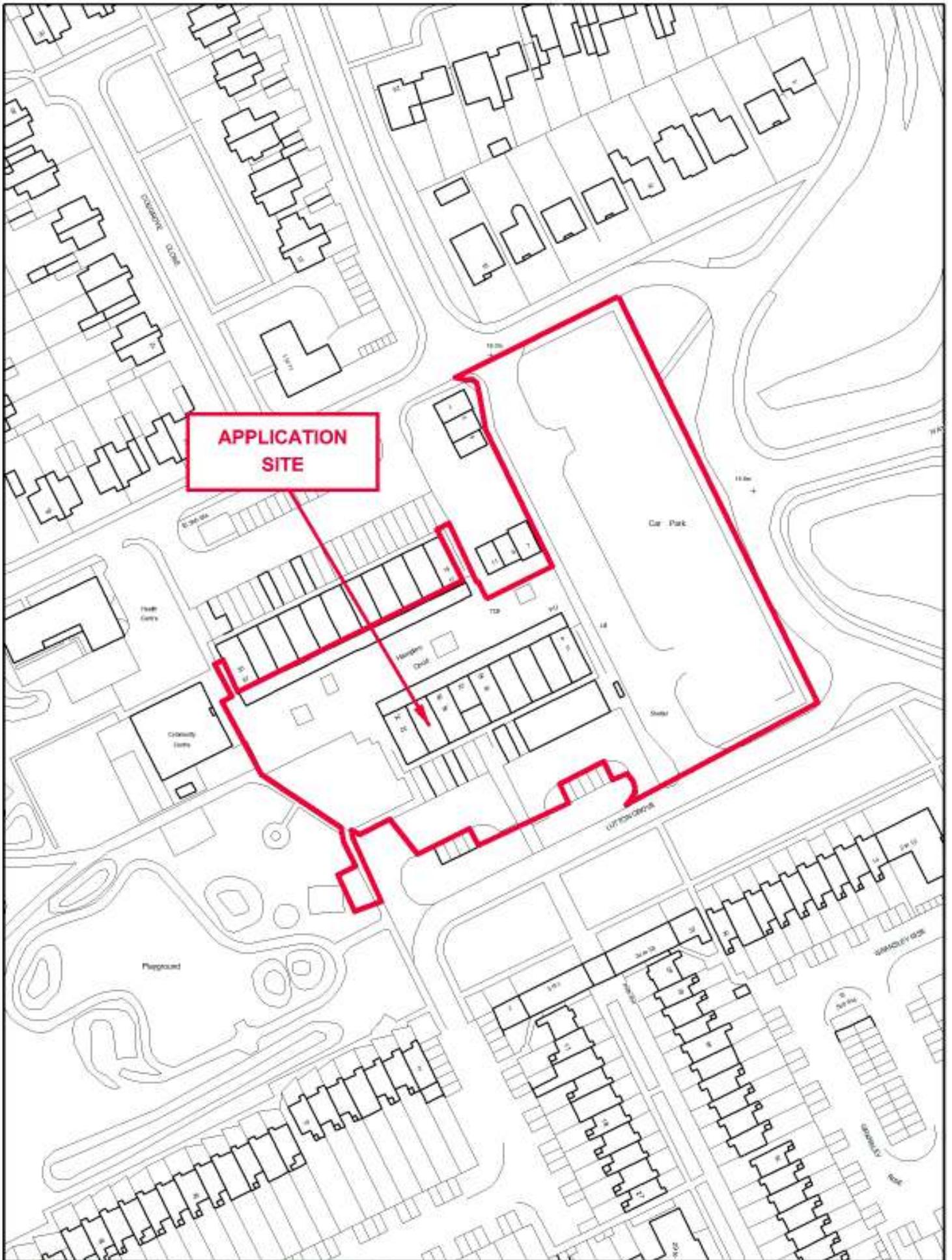
- C25 The development hereby permitted shall be carried out in accordance with the following approved plans:

- OP-GF-DR-A-060-P1 – Existing Site Plan
- OP-PL-DR-A-061-P1 – Site Location Plan Proposed
- OP-PL-DR-A-062A-P1 – Boundary relocation and associated pitch works
- OP-GF-DR-A-062A-P1 – Boundary relocation and associated pitch works (existing winter)
- OP-GF-DR-A-062B P1 – Boundary relocation and associated pitch works
- OP-GR-DR-A-063A-P2 – Boundary relocation and associated pitch works (winter as proposed)
- OP-GF-DR-A-063B-P2 – Boundary relocation and associated pitch works (summer as proposed)
- OP-GF-DR-065-P1 – Existing Site Plan
- OP-GF-DR-A-066-P2 – Proposed Site Plan
- OP-GF-DR-A-067-P2 – Project phasing enabling and phase 1

- OP-PL-DR-A-068-P2 – Project Phasing
- OP-GF-DR-A-070-P1 – Existing Ground Floor plan
- OP-GF-DR-A-071-P1 – Proposed Ground Floor
- OP-RF-DR-075-P1 – Existing Roof Plan
- OP-RF-DR-A-076-P1 – Proposed roof plan
- OP-EL-DR-A-080-P1 – Existing Elevations
- OP-EL-DR-A-080-P1 – Existing Elevations
- OP-EL-DR-A-081-P1 – Proposed Elevations
- OP-EL-DR-A-081-P2 – Proposed Elevations
- OP-SE-DR-A-090-P1 – Existing sections
- OP-SE-DR-A-091-P1 – Existing Sections
- OP-SE-DR-A-092-P1 – Proposed Sections
- OP-SE-DR-A-093-P1 – Proposed Sections
- OP-PL-DR-L-860-P2 – Proposed Landscape Master plan
- OP-PL-DR-L-861-P2 – Proposed Planting Plan
- OP-PL-DR-L-862A-P2 – Boundary treatment 1-2
- OP-PL-DR-L-862B-P2 – Boundary treatment 2-2
- 17-8-1076-HBS-XX-A-095-P1 – Proposed Schedule of Materials
- HBS-OP-00-DR-M-(57)-101 – Ventilation Details
- HBS-OP-SI-DR-E(63)-104-P3 – Proposed External Lighting

Reason: For the avoidance of doubt and in the interest of proper planning.

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LOCATION PLAN 17/01834/NONMAT

Car Park, Hampton Court, Westwood, Peterborough

Scale NTS Date 5/10/2017 Name AA Department Planning Services



PETERBOROUGH



CITY COUNCIL

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Application Ref: 17/01834/NONMAT

Proposal: Non-material amendment (removal of condition C15 to no longer re-provide the recycling 'bring' facilities) of planning permission 16/02184/R4FUL

Site: Car Park, Hampton Court, Westwood, Peterborough
Applicant: Burmor Construction

Agent: Mr Anthony Richardson, The Design Partnership (Ely) Ltd

Referred by: Director of Growth and Regeneration
Reason: Wider public interest

Case officer: Mrs Louise Simmonds
Telephone No. 01733 454439
E-Mail: louise.simmonds@peterborough.gov.uk

Recommendation: **Approve** non-material amendment

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The application site comprises the Westwood Local Centre, known as Hampton Court, situated at the key junction of Wicken Way, Lutton Grove, Ivatt Way and Hartwell Way which serves the wider Westwood area. The centre is formed by two parades of retail units running east-west with a central hard surfaced concourse between. The concourse is interspersed with mature trees surrounded by metal railings.

Above the retail units are two storeys of residential flats which are accessed by a number of stairwells and ramps throughout the centre.

Parking is provided within a large publicly accessible but private car park to the eastern-most extent of the site which is separated from the Local Centre by the adopted Hartwell Way, and within garages accessed from service roads to the rear of the two parades of buildings. The main car park is fully hard surfaced with a recycling 'bring' point to the south-eastern corner.

The site is bound to the north and south by residential dwellings, and to the west by a Community Centre, Health Centre and area of designated Public Open Space (POS). To the east of the site, is the junction of Ivatt Way with Hartwell Way which benefits from considerable open green space.

Proposal

This application seeks, by way of a non-material amendment, to remove condition C15 of planning permission reference 16/02184/R4FUL. This 'parent' permission relates to the redevelopment of the Hampton Court local centre car park to provide 16no. affordable residential units, along with the creation of a new 22 space car park on existing Public Open Space and other associated external changes to the local centre and its parking areas.

Condition C15 relates to the re-provision of the existing recycling 'bring' point within the current local centre car park and states:

Notwithstanding the approved drawings and prior to the commencement of development, details (a timetable for the installation) of the location, form and finish of the re-provided 'bring' (recycling) point shall be submitted to and approved in writing by the Local Planning Authority. The 'bring' site shall be installed in accordance with the approved details and within a timetable to be submitted to and agreed in writing by the Local Planning Authority.

2 Planning History

Reference	Proposal	Decision	Date
16/02184/R4FUL	Construction of 16 affordable dwellings consisting of 4 x 1 bed flats and 8 x 2 bed flats for rent and 4 x 3 bed houses for shared ownership with associated external works and parking; refurbishment and alterations to Hampton Court shopping area; and proposed new parking area - resubmission	Permitted	22/02/2017

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

Cambridgeshire & Peterborough Mineral and Waste Core Strategy DPD (2011) **CS28 - Waste Minimisation, Re-use and Resource Recovery**

Waste minimisation, re-use and resource recovery will be encouraged by requiring: a waste management audit and strategy; submission of a completed RECAP Waste Management Design Guide Toolkit Assessment; new development to contribute towards the provision of bring sites; and temporary waste recycling facilities in strategic development areas.

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document took place between December 2016 and 9 February 2017. The responses are currently being reviewed. At this preliminary stage only limited weight can be attached to the policies set out therein.

4 Consultations/Representations

Waste Management (03.10.2017)

In addition to comments previously provided to the Developer, further clarification is provided in respect of whether the 'bring' site would have been removed by the Council had the development not been granted permission.

The original removal of bring sites were for other materials (e.g. glass, mixed co-mingled material, small WEEE etc.) however textile sites remained across the city as these are managed by individual charities. The undergrounds were originally positioned for the flats but became defunct as a 'kerbside' service for the residents as they gradually got their own bins, however historically remained. As a result of this application, no new locations were sought for either the textiles banks or the undergrounds. If the proposals had not gone ahead the textile and underground banks would likely remained. It is just the case of we do not look to re-position or relocate the ones that remain (which, on the whole consist of textile banks).

Local Residents/Interested Parties

Initial consultations: 37
Total number of responses: 0
Total number of objections: 0
Total number in support: 0

Ordinarily, a non-material amendment application (in line with Government guidance) is not subject to public consultation as the changes proposed are not deemed to materially alter the impacts of the development permitted. Officers consider that the same is true of the current proposal however, following discussion with Ward Councillors and in light of the strength of public feeling in respect of the 'parent' permission, it has been considered appropriate in this instance to undertake public consultation. Accordingly, any person who submitted representations in relation to the 'parent' permission.

Owing to the relatively short time period given for determination of this type of application (28 days), it has not been possible for Officers to await the end of the consultation period before writing this report and at present, no public representations have been received. However, the consultation period will expire prior to the date of the Committee meeting and any public representations received during the intervening period will be fully presented within the Update Report.

5 Assessment of the planning issues

The only consideration in respect of this application, is whether or not the removal of condition C15 of planning permission reference 16/02184/R4FUL can be considered as 'non-material'.

Condition C15 requires that the existing recycling 'bring' site within the Hampton Court local centre car park, which is permitted to be redeveloped to provide residential dwellings, be re-provided in accordance with a timetable and details to be submitted to the Local Planning Authority. This was a pre-commencement condition, required prior to implementation of the planning permission in order to comply with the requirements of Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (2011). The reasoning for the condition related to the need to ensure that existing recycling facilities within the locality were not lost.

Following the grant of planning permission, the Applicant (Cross Keys Homes) has been liaising with the City Council's Waste Team to try and bring about the re-provision and meet with the requirements of condition C15. The final position of the Waste Team is set out in the attached letter at Appendix A and, as Members will see, the Council does not support the re-provision of the existing 'bring' site. In light of this, the Applicant is now seeking the removal of the condition as they cannot meet with its requirements.

Had Officers been aware of this position during the consideration and determination of the 'parent' permission, the requirement to re-provide the 'bring' site would not have been proposed. As Members will be aware, for a planning condition to be imposed, in line with paragraph 206 of the National Planning Policy Framework (2012), it must meet six key tests, including being necessary to make the development acceptable, and reasonable in all other respects. Given that the City Council no longer provides such facilities and will not adopt any coming forward, and that the existing facility would have been removed (by the Developer, not the Council) irrespective of the development which has been granted permission, it is considered that the permitted development does not result in any harm to resident amenity as adequate recycling facilities are provided. Accordingly, Officers do not consider that the condition is necessary to make the development acceptable, or reasonable in light of this.

On this basis, it is considered that the removal of condition C15 would not materially alter the impacts of the development and therefore can be considered as a non-material amendment to the planning permission granted.

6 Recommendation

The Director of Growth and Regeneration recommends that, under Section 96A of the Town and Country Planning Act 1990 (as amended), the removal of condition C15 be **ACCEPTED as a non-material amendment** to the development approved under planning permission reference 16/02184/R4FUL. All other conditions attached thereto would remain in place and in force.

Appendix A – Correspondence from Emily Brown, PCC Waste Officer

Telephone: 07966 570561
E-Mail: emily.brown@peterborough.gov.uk
Please ask for: Emily Brown



Peterborough City Council
Resources
Town Hall
Bridge Street
Peterborough
PE1 1HG

Azhar Ahmed
Business Development Manager
Shrewsbury Avenue
Peterborough
PE2 7BZ

Thursday 27th April 2017

Re: 16/02184/R4FUL – Construction of 16 affordable dwellings, Car Park Hampton Court, Westwood

Dear Mr Ahmed

On behalf of the Waste Management Team, I would like to provide further comments on the below condition in relation to the planning application stated above.

C15 *Notwithstanding the approved drawings and prior to the commencement of development, details (a timetable for the installation) of the location, form and finish of the re-provided bring' (recycling) point shall be submitted to and approved in writing by the Local Planning Authority. The 'bring' site shall be installed in accordance with the approved details and within a timetable to be submitted to and agreed in writing by the Local Planning Authority.*

Reason: To ensure no loss of community recycling facilities as a result of the development, in accordance with Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (2011). This is a pre-commencement development to ensure that a timetable for re-provision is secured before the existing facility is lost.

As part of budget proposals in 2015 a decision was made to remove all bring sites from the public realm. Although some bring sites remain across Peterborough, these in the most consist of textile banks which are managed by individual charities.

Hampton Court car park hosts a number of charity textile recycling banks for ERC shoes, Wilcox & Helping Your Future. This area also has two Peterborough City Council (PCC) underground co-mingled recycling units. These underground recycling units were originally installed for flats above the adjacent shops, however these dwellings have since received separate recycling bins to use. The removal of the underground recycling units would not result in the removal of any waste collection service from residents within Peterborough, and discussions with CKH are in progress as to whether these underground units could be reused for the dwellings on this site.

To dispose of additional recyclables, residents can place these alongside their recycling bin in a clear bag or take it to the Household Recycling Centre (HRC) in Dogsthorpe. Similarly, if residents have old textiles these can be taken to other textile banks found across Peterborough or again, to the HRC.

In conclusion, as the Council no longer provide 'bring sites' for residents and therefore result in no loss of community recycling facilities, a replacement location does not need to be found.

If you require any further information on this matter, or need to discuss this further, then please do not hesitate to contact me.

From: Emily Brown [mailto:emily.brown@peterborough.gov.uk]
Sent: 14 August 2017 10:34
To: Azhar Ahmed [REDACTED]
Subject: Hampton Court

Hi Azhar,

Peterborough City Council have previously taken the decision to remove all bring sites from across Peterborough, however as textile banks are not managed by PCC but by individual charities there are some locations where these banks still remain. The land at Hampton Court was sold off with some undergrounds part of the site, but also as a location for a number of textile banks. As PCC would not look to relocate any textile banks to PCC land, we asked the relevant charities to remove their banks.

As part of my response to condition 15 for planning application 16/02184/R4FUL, it was noted that the removal of the textile banks would not result in the removal of any recycling service for residents. These textile banks are also not highly used, I receive monthly reports with tonnages from two of the charities who had banks on the Hampton Court site, ERC and Wilcox. Across the total of 9 banks (including Hampton Court) that ERC and Wilcox operate across Peterborough, in 16/17 the total tonnage collected was only 4.96t. This is only 0.02% of all the recycling collected across the city and 0.01% of all the household waste collected. In some months the charity reports show that the banks aren't even emptied, so the demand for textile banks in the Hampton Court area is extremely low. Bring sites also bring about a lot of anti social behaviour, particularly fly tipping which falls on the land owner to clear at their cost.

With this in mind, there is no requirement to re-position the textile banks elsewhere.

If you need any further information from me, please do not hesitate to get in touch

Kind regards,

Emily Brown
Waste Technical Support Officer