

10/01065/FUL: USE OF LAND FOR ONE EXTENDED GYPSY FAMILY COMPRISING TWO RESIDENTIAL CARAVANS AND ONE FAMILY ROOM CARAVAN TO INCLUDE THE ERECTION OF A NOISE BARRIER (REVISED SCHEME) AT LAND OPPOSITE 3 HURN ROAD, WERRINGTON, PETERBOROUGH

VALID: 23 AUGUST 2010

APPLICANT: MR BROWN

AGENT: BARRY NICHOLLS

REFERRED BY: HEAD OF PLANNING, TRANSPORT AND ENGINEERING SERVICES

REASON: PUBLIC INTEREST IN THE APPLICATION

DEPARTURE: NO

CASE OFFICER: MIKE ROBERTS

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1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The principle of the proposed development on this site
- Landscape Impact
- Highways
- Drainage
- Archaeology
- Noise – Residential Amenity (occupiers)
- Residential amenities of the occupiers of close by existing residential properties.
- Access to local services

The Head of Planning, Transport and Engineering Services recommends that the application is **REFUSED**.

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Development Plan Policies

Relevant policies are listed below with the key policies highlighted.

The Peterborough Local Plan (First Replacement)

U1 Water supply, sewage disposal and surface water drainage
U9 Pollution of Watercourses and Groundwater
CBE2 Other areas of archaeological potential or importance
T1 New development should provide safe and convenient access to and from the site
H16 Residential design and amenity
DA2 The effect of development on the amenities and character of an area
DA13 Noise
LNE1 Development in the countryside
LNE9 Landscaping implications of development proposals
LNE10 Detailed elements of landscaping schemes
LNE19 Protection of species

U1 Water supply, sewage disposal and surface water drainage

Material Planning Considerations

Decisions can be influenced by material planning considerations. Relevant material considerations are set out below:

ODPM Circular 01/06 – Planning for Gypsy and Traveller Caravan sites

ODPM Circular 03/99 – Planning requirement in respect of the use of non mains sewerage incorporating sewerage tanks in new development

Designing Gypsy and Traveller Sites: Good Practice Guide May 2008

PPG24 Planning and Noise

Peterborough Core Strategy – Preferred Options May 2008

- Policy CS7 – Gypsies and Travellers. Which states (post submission of the Core Strategy):-

The criteria which will be used to consider planning applications for new Gypsy and Traveller Caravans and associated facilities are:-

- a) the site and its proposed use should not conflict with other development plan policies or national planning policy relating to issues such as flood risk, contamination, landscape character, protection of the natural and built environment or agricultural land quality
- b) the site should be located within reasonable travelling distance of a settlement which offers local services and community facilities including a primary school
- c) the site should enable safe and convenient pedestrian and vehicle access to and from the public highway and adequate space for vehicle, parking, turning and servicing
- d) the site should be served, or be capable of being served by adequate mains water and sewerage connections
- e) the site should enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of the occupiers of nearby properties or the appearance or character of the area in which it would be situated.

3 DESCRIPTION OF PROPOSAL

The proposal is seeking planning permission for the erection of two static caravans for residential occupation. The application details have stated that the lengths of the caravans would be between 6.42m and 7.95m (depending upon exact model chosen) and widths of 2.29m. A third caravan within the same length options and width are to be used as a shared family room facility. All three caravans are to be used by one extended family. A foul water treatment plant is also proposed with the surface of the site being of permeable materials. The site area is approximately 0.07 hectares and is 'L' shaped in plan form. The vehicular access is proposed directly opposite no.3 Hurn Road and is shown with a width of 8m. Entrance gates are to be set approximately 6m from the edge of Hurn Road. The two 'living' caravans are to be located approximately 27m from Hurn Road to the rear of a grass field. They are to be positioned at right angles to each other and immediately adjacent to each other. The family room caravan is to be located at the very rear of the site approximately 50m from Hurn Road. An underground water treatment plant is to be located towards the south east corner of the site. The surface water drainage of the site is to be via a soakaway. Parking provision is shown for 4 vehicles and a 6m diameter turning circle is identified within the access road. The 'living' caravans are proposed at a distance of approximately 44m from the nearest line of the London to Edinburgh mainline railway and the family room would be approximately 36m away from the same nearest mainline railway track.

The agent has provided evidence to demonstrate that the intended occupiers meet the definition of Gypsies and Travellers.

The original application for the development ref:- 10/00412/FUL was withdrawn by the applicant as a result of a refusal recommendation by the Head of Planning, Transport and Engineering Services. It was considered that the occupation of the site, in very close proximity to the mainline London to Edinburgh railway, would not provide for a satisfactory living environment for occupiers of the site given the

exposure to high noise levels from the passing trains. No measures were proposed in that application to mitigate against the noise from the trains. The current proposal includes a noise barrier along the south-west boundary of the site that would stretch for a length of 40m, beginning at a distance of 14m from the back edge of the highway, and would turn in a north-easterly direction for a further 14m. It is to comprise a 1m high earth bund with a 3.5m high acoustic fence on top. The overall height of the barrier would be 4.5m.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The sole vehicular approach to the site is via Hurn Road which is of a single carriageway width. The road has a mature hedge along its northern side whereas to the south there are clear views into the open countryside. The application site is located within a triangular shaped area of land. This land is generally overgrown with various vegetation including scrub type, shrubs, hedging and small trees. Immediately to the north of the application site is a row of 6 modest sized terrace houses the frontages of which are set back 9m from the vehicle carriageway. A detached dwelling is located very close to the railway line to the west of the terraced row. To the east/south east of the site is arable farmland. The nearest line of the East Coast mainline railway is approximately 35m from the western boundary of the application site. In total there are three mainline tracks with two further railway lines to the west that connect Peterborough with Leicester via Stamford. The Peterborough Green Wheel Footpath/Cycleway passes by the site along Hurn Road to connect Marholm to Werrington.

5 PLANNING HISTORY

Application ref:- 10/00412/FUL – Use of land for one extended gypsy family comprising two residential caravans and one family room caravan - WITHDRAWN

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Section 106 Officer – No financial contributions would be required from the development

Head of Building Control – Building Regulation approval would not be required.

Archaeology Officer – No objection - The site is surrounded by crop marks of uncertain interpretation, whilst some of these have in the past been found to represent geological features others could be of archaeological origin. Suitable archaeological mitigation should be attained through, should planning permission be granted, a condition requiring an archaeological investigation of the site prior to the commencement of the development.

Highways Officer – No highway objections. The proposal will not generate significant traffic volumes and the proposed access arrangements are acceptable.

Wildlife Officer – No objection - The site is close to the Marholm Crossing County Wildlife Site but the proposal would be unlikely to have an impact upon the features for which the site has been designated.

Environmental Health Pollution Control Team – Objection. The noise monitoring was undertaken at the site over a short 2 hour day time period. This established noise levels within the Noise Exposure Category (NEC) B for day time noise and on the boundary of NEC B and NEC C for night time noise as defined in Planning Policy Guidance Note 24 (PPG24) – Planning and Noise. The advice for NEC B is that “*Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.* The advice for NEC C is that “*planning permission should not normally be granted. Where it is considered that permission should be given, for example where there are no alternative sites available, conditions should be imposed to ensure a commensurate level of protection against noise*”.

Whilst the monitoring period was over a short time, it would take a doubling or halving of the train traffic to alter the noise levels by 3Db. Given the potential accuracy of the noise meter and monitoring and that PPG24 allows for the increase or decrease of the NEC's by 3dB (A), the monitoring period can be

accepted as adequately assigning the site NEC. In addition the noise assessment also concludes a similar noise environment to that established for a nearby site with similar characteristics at Arborfield Mill, Helpston. If the site is accepted as a reasonable location for the siting of a mobile home, suitable acoustic mitigation is required. A noise barrier and mobile home construction have been specified. The suitability, other than for acoustic purposes, of the proposed noise barrier in this location requires consideration. It should also be established that the provision of a mobile home to the specification stated can be adequately enforced and maintained. However whilst adequate noise insulation has been established there has been no consideration of ventilation provision whilst the windows remain closed for acoustic purposes.

A particular concern that has not been addressed is that there may be the resonant excitation of lightweight building elements (the mobile home shaking). Whilst the Environmental Health Officer has been unable to obtain any data to establish whether such an effect exists or otherwise nonetheless such a possibility should be considered since this could potentially have a serious impact upon the habitability of the caravan units.

Landscape Officer – No objections

EXTERNAL

Environment Agency – No objections. Any culverting of a watercourse requires approval of the Environment Agency. Consent would be required from the Environment Agency for any works/structures within 9 metres of the Brook Drain that runs close to the eastern boundary of the site.

Network Rail – No objection to the principle of the development but there are requirements that must be met, especially with the close proximity of the site to the electrified railway. Specifically all surface and foul water must be directed away from Network Rail property. Development for residential use adjacent to an operational railway may result in neighbour issues arising. Every endeavour should be made by the developer to provide soundproofing for each dwelling. The worst case scenario could be trains running 24 hours a day and sound proofing should take this into account. This can be secured in such cases by way of a condition to a planning approval.

Werrington Neighbourhood Council – Objection on the grounds that:-

The proposal would result in a significant loss of amenity to the properties overlooking the site, particularly nos.3 to 8 Hurn Road and it would have a significant adverse impact upon the appearance and character of the locality. The surrounding area is rural and notwithstanding the intermittent noise from passing trains the local environment is quiet and secluded. There is concern that as the applicant has indicated that he also owns adjoining land that these areas would be used for activities that may have an adverse impact upon the amenities of the occupiers of the adjacent residential properties. The site has not been identified by the City Council as one which has the potential to be suitable to accommodate a Gypsy family. ODPM Circular 01/2006 Planning for Gypsy and Traveller Caravan Sites advises that Local Planning Authorities should have regard, amongst other considerations to noise and other disturbance from the movement of vehicles to and from a site, the stationing of vehicles on the site and business activities. Residential development in the open countryside should only be permitted where there is an overriding need as stated in policy H13 of the Peterborough Local Plan (First Replacement). The proposal would also not meet the criteria of policy H22 of the Local Plan which relates to sites adjacent to Rural Growth or Limited Rural Growth Settlements. The proposal does not satisfy policy H27 (Development of Gypsy Caravan Sites) of the Local Plan as the development of the site would have a general adverse impact upon the amenity, appearance and character of the location with it being situated directly within the environs of existing residential properties. The proposal also does not satisfy the requirements of policy CS7 of the Peterborough City Council Submitted Core Strategy Document on the grounds the development of the site would have an adverse impact upon the amenities of the occupiers of the close by residential properties and would have a detriment impact upon the appearance and character of the area. The requirement to have to provide a 4.5m high barrier along two sides of the site just to make the site habitable demonstrates that the site is not suitable for residential use. There is doubt that the barrier proposal would successfully reduce noise levels day and night having regard to the use of the outside area for living purposes and as an exterior link between the day room and the main accommodation and the need to have open windows day and night at some times of the year. Further

the height of the barrier, at a close distance to the caravans would be unacceptably oppressive and overbearing for the occupiers.

NEIGHBOURS

Objections to the proposal have been received from the occupiers of the terraced row of residential properties immediately to the north of the application site on the grounds that:-

- The occupation of the site would affect the peace and quiet and the general character and appearance of the area
- Hurn Road is only a single lane no through road and cannot accommodate more traffic without it becoming congested at times. This could have implications for emergency service vehicles accessing the existing dwellinghouses and the application site.
- The proposed residential use of the site could lead to vehicles associated with the occupation of site the having to park in Hurn Road to the detriment of the free flow and safety of traffic/pedestrians
- The occupation of the site would lead to a reduction in property values of the residential properties in Hurn Road.
- The occupation of the site with caravans and ancillary structures/materials would detrimentally impact upon the outlook from the residential properties to the north of the site
- The occupation of the site would increase noise levels within an area that is generally quiet other than the long established noise generated by the passing trains on the East Coast Main Line Railway.
- The occupation of the site would give rise to a loss of privacy currently afforded to the residents of the dwellinghouses to the north of the site.
- The site has no mains water supply or sewerage facility. The emptying of the package treatment plant would be problematic
- The site is very close to the East Coast Mainline Railway and there are fears that any children on the site could be at risk were they to trespass upon the railway lines.
- The Greenwheel Cycle route passes the site and the presence of caravans and ancillary structures would detract from the enjoyment of the route by cyclists/walkers
- Hurn Road has no footpaths/pavement alongside it and hence no safe pedestrian route from the application site to the services in Werrington
- The large sized vehicles that are commonly owned by Gypsy's for business purposes would be unsuitable for use along Hurn Road due to its narrow width
- The accessibility to everyday services such as shops, medical facilities and schools is poor from the site.
- The proposal has not met the locational requirements in the Peterborough City Council Strategy for the Gypsy and Traveller population nor those of Central Government
- There have been sightings of Great Crested Newts on the site which are a protected species that should not be disturbed.
- There is the potential for attacks by the dogs of the occupiers of the site on people walking or cycling past the site.
- No mention has been made on with regards to the drainage of surface water off the site.
- There are more suitable sites within which Gypsy's could be located.
- The site is not vacant as stated in the application forms but has been used for agricultural purposes
- The access width would be out of character with the locality
- No petrol interceptor for the drive way/car parking areas
- Approval of the application would set a precedent for other Gypsy caravan sites in the area.
- The site is located adjacent to the mainline railway and the noise and vibration from the passing trains would provide for poor living conditions.
- The occupation of the site by caravans and the necessity for a 4.5m high noise barrier would adversely impact upon the character and appearance of the immediate rural location.

A petition has been submitted, by the occupiers of 8 residential properties in Hurn Road, Werrington objecting to the proposal on the grounds that:-

- The proposal would set a precedent for similar proposals in the area

- Impact upon the residents of the adjacent dwellinghouses
- The water pressure in the road cannot cope with more residential development
- There are no mains sewerage facilities in Hurn Road
- The proposal would devalue the dwellinghouses opposite the site
- The proposals would be inappropriate in view of the proposals for the larger development of the area
- Hurn Road is a single carriageway and cannot cope with more traffic particularly if other gypsy vehicles are attracted to the site
- Planning permission has previously been refused for the residential development of the site
- Would the Local Authority provide waste bins for the residents of the site
- Should fires be lit on the site the prevailing wind would tend to blow the smoke directly towards the occupiers of the dwellings opposite the site.
- The site is only 32 feet away from the boundary of dwellings opposite the site

A letter of support has been received from a member of the Travellers community.

Councillors

Cllr John Fox – Objects on the grounds that –

- a) The proposal is not conducive to the area and surrounding houses.
- b) The site is not suitable for caravan living accommodation due to the noise generated from the high speed trains operating along the very close by main line railway tracks which would provide for a poor living environment.
- c) The boundary fence would be too high and a danger in high winds.

7 REASONING

a) Principle of development

The application site is located within the countryside i.e. outside of a village envelope. The site was not one that had been allocated in the emerging Core Strategy. The application should be determined on the basis of the guidance in Government Circular 01/06 (which must be used instead of the superseded Local Plan policy H27) and emerging policy CS7 (a) to (e) of the emerging Core Strategy.

In terms of location, the proposal is considered to be within a reasonable travelling distance of the built up area of Werrington and that it is not so isolated as to be considered unsustainable. Circular 01/06 states that sites on the outskirts of built-up areas may be appropriate and that sites may also be found in rural or semi-rural settings. Rural settings, where not subject to special planning constraints are acceptable in principle. The key issues relate to detailed evaluation of the site in question and relationship to immediate surroundings and these are considered below;

b) Landscape Impact

The application site is not located in an area of the district that has been identified as having the best landscape value although the immediate area does have a rural quality that affords a pleasing visual amenity. The present condition of the site is somewhat overgrown but it has had a long history of agricultural use and has established itself by way of its hedging and trees such that its condition is considered compatible with the rural nature of the immediate area. This relationship with the immediate area would be significantly altered by the proposal, by the proposed caravans but more significantly by the proposed noise barriers. In seeking to reduce noise levels on the site to provide for a satisfactory living environment for the future occupiers the noise barrier solution is considered somewhat extreme and contrived and would by reason of its 4.5m overall height, its 54m overall length and siting, stand out as an incongruous, dominant and alien structure within the immediate landscape all of which would give rise to a structure that would have a detrimental impact upon the visual amenities and general character and appearance of the immediate area of countryside.

c) Access to Services

Criteria (b) of Policy CS7 - requires the site to be located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school.

The site is within approximately 1.1km from the nearest shops at the Loxley Centre, off Lincoln Road Werrington. The nearest Primary School is William Law School that is 1.5km away from the site. The Primary School in Glinton is approximately 2.6km away. However, the distances are far greater by car (due to the particular nature of the road connections leading to / from the site) which is considered to be the most likely form of transport used. It is considered that these distances are reasonable travelling distances to these services. Circular 01/06 states that issues of sustainability are important and should not only be considered in terms of transport mode and distances from services. Other considerations include the wider benefits of easier access to GP's, other health services and children attending school on a regular basis with the provision of a settled base that reduces the need for travel by car. On balance it is considered that the location of the site is sustainable. The site is locationally comparable to that of a Gypsy caravan site proposed off the A47 near to Wansford which the Local Planning Authority (PCC) refused planning permission. The applicant appealed the decision and whilst the Planning Inspectorate dismissed the appeal the Inspector was satisfied the location was sustainable in that the site was within walking distance and only a short car journey away from the services in Wansford which contains various shops and a health centre.

d) Highways

Criteria (c) of Policy CS7 – requires safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing.

The Highways Officers have raised no objection on the grounds that the proposal is for only one extended family which would not materially increase the number of vehicle movements along Hurn Road such that there would be minimal interruption in the free flow of traffic. The road also forms a part of the Peterborough Greenwheel Cycle Route the safe use of which should not be affected by the occupation of the site.

e) Drainage

Criteria (d) of Policy CS7 – requires the site to be served, or be capable of being served, by adequate mains water and sewerage connection.

The Environment Agency raises no objection to this application. The site could be serviced with mains water and the use of a small sewerage treatment plant would be acceptable. The latter could be secured by a planning condition. The proposed structures on the site would all be at least 9m away from the nearby drains.

f) Impact on surrounding sites

Criteria (e) of Policy CS7 – the site should enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of occupiers of nearby properties or the appearance or character of the area in which it would be situated.

It is considered that the proposed development would adversely impact on the amenities of any occupiers of nearby residential properties and the character and appearance of the immediate countryside location of the site by way of the proposed scale of the noise barrier that would stand out as an adversely incongruous, dominant and alien feature.

g) Archaeology

The Archaeological Officer has advised that the site may contain remains of interest but would not require an archaeological investigation prior to the determination of the planning application. A planning condition could be imposed that sought archaeological investigation works prior to the commencement of development.

h) The Residential amenities of the future occupiers of the caravans.

It is not desirable to locate residential caravans in close proximity to railway lines, particular close to high speed stretches of mainline railways, where noise levels are high and frequent from the passing trains.

Caravans are afforded limited insulation from these noise occurrences and would provide for a poor living environment in such cases. The submitted noise information and the proposed 4.5m high acoustic screen to be located along a length of the boundary of the site would reduce noise levels within the caravans to an acceptable level. However, this would only be the case provided that all of the doors and windows of the caravan remained closed. Should any be opened, for example, for ventilation purposes during warm weather, noise levels within the caravan would markedly rise to undesirable levels that would not be satisfactory for residential accommodation and could be expected to exceed the minimum advised levels as set out by the World Health Organisation (WHO). It cannot be expected that doors and windows would be closed at all times hence the noise from passing high speed trains would become a noise nuisance.

Further, given the close proximity of the mainline railway tracks to the application site, the construction materials of the caravans, the method by which the caravans would be secured on the ground and notwithstanding the presence of the noise barrier, the high speed passing trains would cause ground vibrations that could be expected to cause the caravans, being lightweight structures and any lightweight contents therein to have a strong potential to vibrate to the detriment of the residential amenities of the occupiers. The immediate noise environment is therefore not considered satisfactory for residential caravan living accommodation despite the mitigation measures proposed.

i) The impact of the proposal upon the amenities of the occupiers of close by existing residential properties.

Concern has been expressed from residents of Hurn Road that the occupation of the site would adversely impact upon their general amenities for example by way of the activities of the occupiers upon the site, increased vehicle movements to and from the site, many involving larger non domestic scale vehicles and by the necessity for a significantly sized noise barrier.

As the site is located directly opposite existing residential properties the use of the site could be expected to generate levels of activity either from within the site and as a result of vehicle movements to and from the site that could impact upon the general amenities of the occupiers of those properties. However, whilst there will be some impact, consideration has to be given as to whether such impacts would lead to conditions that would cause actual detriment to their amenities. It is anticipated, given the labouring types of trades that travellers are generally involved in, that the vehicles of the occupiers of the site could be generally larger than the private motor vehicle to include, for example, transit vans and small lorries. No objection has been raised by the Highways Officers who are satisfied that given the site is to be occupied by a single extended family would not generate a level of traffic along Hurn Road that would inconvenience existing users of the road either on foot or by vehicle. In addition there would be sufficient space within the application site to permit vehicles to enter and leave in a forward gear such that vehicles generated by the occupation of the site would not have to manoeuvre at the entrance to the site which could otherwise have inconvenience existing residents.

The existing dwellinghouses to the north of the site are to be located 38m away from the two residential caravans and would be located at a distance of 59m away from the family caravan. Given the separation distances the occupation/use of the caravans would be unlikely to have an adverse impact upon the amenities of the occupiers of the existing dwelling houses. Residents have also raised concerns about the possibility that land within and around the site, for example between the caravans and Hurn Road, could become a material store, something that is commonly associated with the travelling community and which could cause detriment to their general amenity and outlook. However, this is a matter that could be controlled by the imposition of a planning condition to prevent this from occurring.

The proposed noise barrier, whilst 25m away from the front of the nearest dwelling, would be clearly visible from the dwellings both from the front facing windows of the dwelling houses and the frontage areas. Given the scale i.e. the height and length of the barrier it would be very prominent and

incongruous in the rural setting to the existing residents and would provide a detrimental outlook and relationship to the dwellings.

j) **Miscellaneous**

Objectors have raised a number of other points and these are addressed below:

- The most likely noise source from the site would be that from a generator. Such noise levels could be controlled by the implementation of attenuation measures which could be secured by condition
- The privacy of the occupiers of the residential properties opposite the application site is already affected by the cyclists/walkers on the Peterborough Green Wheel Route that passes directly to the front of their houses and it is not envisaged that the occupation of the proposed site would compromise their existing privacy levels.
- Notwithstanding the latter it is considered that the enjoyment of those walkers/cyclists travelling along the Peterborough Green Wheel Route would be compromised by the presence of the caravan site and the noise barrier, particularly the noise barrier as an alien feature in the rural landscape.
- Concern has been expressed that the safety of children living at the site may be compromised through access to the mainline railway. However, the railway is secured by security fencing along its boundary to restrict access.
- A near neighbour to the site has mentioned that a Great Crested Newt has been seen on the application site although the Wildlife Officer has advised that no such sightings have ever been reported in the past and the environment is not best suited to such newts that tend to inhabit ponds rather than streams that flank the application property.
- Policy H22 of the Local Plan refers to rural exceptions sites for affordable housing and is not relevant to gypsy and traveller sites.

8 CONCLUSIONS

The proposed measures to mitigate against the noise from the high speed train movements, from the close by mainline railway, to secure a satisfactory residential environment for the occupiers of the caravans are considered detrimental to the general character and appearance of the immediate rural scene.

The noise barrier would not reduce noise levels from the high speed train movements to a satisfactory level were windows/doors of the caravan to be open such that the amenities of the occupiers of the caravans would be compromised.

The lightweight structure of the caravans and the method of fixing to the ground could be expected to give rise to incidents where the caravans would suffer from vibrations generated by the passing high speed trains to the detriment of the occupiers of the caravans.

9 RECOMMENDATION

The Head of Planning Services recommends that this application is **REFUSED** for the following reason:

R1 The application site is unsuitable for residential occupation by three residential static caravans as the occupiers of the caravans would, despite the provision of an acoustic noise barrier, suffer from significant incidents of noise, specifically at times when windows and doors of the caravans are open and from the vibration effects, from the passing of high speed trains on the adjacent mainline railway. The proposal is therefore contrary to policy H16(c) and (d) of the Peterborough Local Plan (First Replacement) which states:-

H16 Planning permission will only be granted for residential development (including changes of use) if the following amenities are provided to a satisfactory standard:

- a) daylight and sunlight; and
- b) privacy in habitable rooms; and
- c) noise attenuation; and

d) a convenient area of private garden or outdoor amenity space with reasonable privacy.

R2 The proposed acoustic noise barrier, due to its height, length and siting, would stand out an incongruous, dominant and alien feature within the immediate rural setting to the detriment of the character and appearance of the countryside. Therefore the proposal would be contrary to policy DA2 of the Peterborough Local Plan (First Replacement) which states:-

DA2 Planning permission will only be granted for development if, by virtue of its density, layout, massing and height, it:

- a) can be satisfactorily accommodated on the site itself
- b) would not adversely affect the character of the area; and
- c) would have no adverse impact on the amenities of the occupiers of nearby properties.

Copy to Councillors: Fower, Burton, Thacker