

NOTICE OF MEETING

MEETING	PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE
DATE:	TUESDAY 11 OCTOBER 2011
TIME:	1.30 pm
VENUE:	BOURGES/VIERSEN ROOMS - TOWN HALL
CONTACT:	Gemma George; Senior Governance Officer Telephone: 01733 452268 e-mail address: gemma.george@peterborough.gov.uk
<i>Despatch date:</i>	<i>3 October 2011</i>

AGENDA

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There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Gemma George on 01733 452268.

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MEMBERS OF PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

Councillor North (Chairman), Councillor Serluca (Vice Chairman), Councillor Casey, Councillor Hiller, Councillor Simons, Councillor Stokes, Councillor Todd, Councillor Lane, Councillor Harrington and Councillor Martin

Subs: Councillors Winslade, Ash and Shabbir

CASE OFFICERS

Planning and Development Team: Nicholas Harding, Lee Collins, Andrew Cundy, Paul Smith, Mike Roberts, Louise Lewis, Janet MacLennan, Astrid Hawley, David Jolley, Louise Lovegrove, Vicky Hurrell, Amanda McSherry, Sam Falco, Matt Thomson, Chris Edwards, Michael Freeman

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 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 a Meeting of the Planning and Environmental Protection Committee
held at the Town Hall, Peterborough on 6 September 2011

Members Present:

Councillors – North (Chairman), Serluca (Vice Chairman), Hiller, Simons, Stokes, Todd, Harrington, Lane, Martin and Winslade

Officers Present:

Nick Harding, Group Manager, Development Management
Richard Kay, Group Manager, Strategic Planning & Enabling
Emma Latimer, Strategic Planning Officer
Julie Smith, Highway Control Manager
Kim Sawyer, Head of Legal Services
Gemma George, Senior Governance Officer

1. Apologies for Absence

Apologies for absence were received from Councillor Casey.

Councillor Winslade attended as a substitute.

2. Declarations of Interest

5.4 Councillor Lane declared that he knew a resident of Figtree Walk, which backed onto Welland Road, but that he did not have a personal or prejudicial interest.

5.4 Councillor Simons declared that he had been aware of this particular application for a long period of time, however this would in no way affect his decision.

5.5 Councillor Todd declared that she was Ward Councillor for the item but that she did not have a personal or prejudicial interest.

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

There were no declarations of intention from any Member of the Committee to make representation as Ward Councillor on any item within the agenda.

4. Minutes of the Meetings held on:

4.1 5 July 2011

4.2 26 July 2011

The minutes of the meetings were approved as true and accurate records.

The Chairman addressed the Committee and stated that a request had been received to allow item six, the Draft National Planning Policy Framework, to be taken as the first item of business. Members agreed to take item six as the first item of business.

6. The Draft National Planning Policy Framework

The Committee received a report which presented a summary of the draft National Policy Framework (NPPF) which was currently out for consultation.

The purpose of the report was to provide a summary, highlighting the proposed key changes to the planning system which would arise once the NPPF had been finalised. The Council would be submitting a formal response to the Department for Communities and Local Government following approval by the Cabinet Member for Housing, Neighbourhoods and Planning via a Cabinet Member Decision Notice.

The Committee was informed that as part of Government's continuing reform of the planning system through the Localism agenda, the NPPF intended to replace all existing national Planning Policy Statements (PPSs), all Planning Policy Guidance Notes (PPGs) and some Circulars into one single national planning policy document.

It would be important for Members of the Planning and Environmental Protection Committee to be fully aware, and understand the contents of the NPPF because it would be a key material planning consideration in the determination of planning applications. At the same time, the Council would no longer be able to rely on the existing detailed set of national guidance once this had been superseded by the NPPF.

The publication of the draft NPPF stemmed from the Coalition Agreement, which committed the Government to preparing a clearer, simpler, more coherent national planning policy framework that was intended to be easier to understand and easier to put into practice.

The Committee was advised that the consultation was ongoing and if Members had any comments they were to relay them to officers.

Members questioned why they had not received a full copy of the document and in response Members were advised that an email with a pdf version of the document would be circulated in due course.

The Cabinet Member for Housing, Neighbourhoods and Planning addressed the Committee and positively commented on the clear and concise manner in which the changes had been outlined within the report.

RESOLVED: the Committee noted the contents of the draft National Planning Policy Framework, its potential use as a material planning consideration and the intention of the Cabinet Member for Housing, Neighbourhoods and Planning to approve a response to the consultation via a Cabinet Member Decision Notice.

5. Development Control and Enforcement Matters

5.1 11/00795/FUL – Construction of 138 dwellings and highway infrastructure (allocated as employment land), land to the south of Oakdale Avenue, Stanground, Peterborough

The proposal was to develop the site with 138 dwellings, including 129 houses and 9 flats, with associated streets and parking. The type and character of development, the layout and house styles would be similar to the rest of the South Stanground development.

The South Stanground Urban Extension (SSUE) known as Cardea was situated between Oakdale Avenue to the north and the Stanground Bypass to the south; and the new Horsey Toll roundabout to the east and Peterborough Road to the west. There was a small length of dual carriageway heading off the new bypass into Cardea, which was referred to as the Entrance Avenue. At the end of this is a smaller roundabout leading to the various parts of

Cardea. The layout would be a predominantly shared surface layout; therefore there would be no footways within the road structure.

Immediately to the east of the Entrance Avenue was an area of land that would be playing fields, to the north of that was the Local Centre site including a supermarket, pub, local shops and, eventually, some other facilities. There would also be a primary school within the development; the remainder would be housing parcels, with a grid of public open space including a Sustainable Drainage System.

The application site had the bypass and a drainage pond to the south, the Entrance Avenue to the east, and to the south and north would be strips of open space then more housing.

The estate as a whole would be constructed on former agricultural land, with open countryside to the south. There was no open space to be provided on the development due to there being strategic areas of open space provided elsewhere within the development.

The Planning Officer addressed the Committee and gave an overview of the proposal. Members were advised that the main issues for consideration were the principle of development on allocated employment land, connections with other developments within South Stanground, the layout and amenity standards of the proposed housing, highway safety and parking and Section 106. The recommendation was one of approval.

The loss of the employment land was considered to be justified given the lack of interest in the site for these purposes. There were high levels of empty, better quality, employment floor space throughout the city and it was therefore considered that there was no justification for its retention. There would still be 2.6 hectares of employment land left in South Stanground following the loss of this land.

There was some outstanding design work to be undertaken on the shared highway design, but this work only incorporated a number of small scale changes. Authority was therefore sought to approve the proposal subject to those minor changes being received and to them being satisfactory.

As well as the application being a departure from planning policy due to the proposed use of the employment land, it was also proposed to depart from the normal Council Planning Obligation and Implementation Strategy (POIS). Given the pressing need for school places in this part of the city, it was recommended that only two areas of contribution were made by this proposal, those being a contribution of £1.076m towards education and a further £394k towards affordable housing.

Members' attention was drawn to additional information contained within the update report. A numbering error had been highlighted within condition nine in the report therefore a new condition nine had been proposed. An additional condition was also proposed for a Construction Management Plan to be provided.

A query was raised with regards to whether there would be designated disabled parking on site and in response it was advised that designated disabled parking would only be provided on a commercial site.

Members further commented that there appeared to be a lack of trees on site and would bird boxes be taken into consideration. Members were advised that condition four outlined that a detailed landscaping plan would need to be submitted for approval and a condition requiring a scheme of bird boxes could also be added.

A motion was put forward and seconded to approve the application subject to the amended condition nine and additional conditions in relation to the provision of a Construction Management Plan and bird boxes. The motion was carried unanimously.

RESOLVED: (Unanimously) to approve the application, as per officer recommendation subject to:

1. The prior satisfactory completion of an obligation under the provisions of Section 106 of the Town and Country Planning Act 1990 for a financial contribution towards education provision (£1,075,825) off site affordable housing (£394,175) plus monitoring costs
2. The submission and approval of a revised layout plan addressing the highways issues outlined in the committee report
3. The conditions numbered 1 to 17 as detailed in the committee report
4. The amended condition nine as detailed in the update report
5. The additional condition in relation to the submission of a Construction Management Plan as detailed in the update report
6. An additional condition in relation to the provision of bird boxes on the site
7. If the S106 had not been completed by the 12 September 2011 without good cause, the Head of Planning Services be authorised to refuse planning permission for the reason R1 as detailed in the committee report

Reasons for decision:

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

- It had been demonstrated that the site was unlikely to come forward for its allocated employment use and therefore a departure from plan policy was justified. Such a justified departure was supported by para 75 of the Draft National Planning Policy Framework. In addition, the development of the site for housing would assist in the Council achieving the delivery of housing in accordance with the Core Strategy's trajectory.
- In terms of connection with local services and facilities; foot, bus, cycle and road connections with the City and beyond; and residential amenity, the application site and the proposed layout was suitable as required by Policies H16 of the Local Plan and CS16 of the Core Strategy.
- Highway access and parking was in accordance with Policies T9 and T10 of the Local Plan, and Policy CS14 of the Core Strategy.
- The proposed change of use would have no detrimental impact on the drainage system, and the development would not be at unacceptable risk of flooding. The proposal was therefore in accordance with Policy U1 of the Local Plan.
- Suitable landscaping, and provision for the enhancement of biodiversity, would be provided in accordance with Policy LNE9 of the Local Plan and Policy CS21 of the Core Strategy.
- Section 106 contributions had been sought for education and affordable housing provision. Whilst normally contributions would be sought toward a wider range of physical and social infrastructure, a bias towards education provision could be justified due to the level of need.

5.2 11/00910/FUL – 2.4m high post and wire stock enclosure fencing at rabbit farm at land to the west of Uffington Road, Barnack, Stamford

The proposal sought permission to erect seven stock enclosures. The enclosures would each be 2.4 metres high. Whilst each enclosure would not have a traditional roof, wires (with balls affixed to keep birds away) would be strung parallel to each other every 2 metres to form a semi open wire roof. The enclosures would have the capacity to hold 900 rabbits.

The site was comprised of a field situated in open countryside with a width of 100 metres and depth of 350 metres. The field was set at the beginning of a rise in the landscape, with

the lowest part of the field adjoining Uffington Road. Currently there were two small access points through the hedged boundary to the road.

The site was situated in excess of 250 metres North-West from the edge of Barnack Village.

The Planning Officer addressed the Committee and gave an overview of the proposal. Members were advised that the main issues for consideration were the impact on landscape character and the impact on neighbour amenity. The recommendation was one of refusal as officers had concerns that the structure would look alien within its setting. Members were further advised that the land could be used for livestock purposes and this did not require any permissions, therefore any issues raised should be in relation to the proposed structure only.

Members' attention was drawn to additional information contained within the update report and it was highlighted that comments had been received from Ward Councillor Over in objection to the application.

Councillor June Woollard, the Chairman of Barnack Parish Council, addressed the Committee on behalf of the Parish Council and local residents. In summary the concerns highlighted to the Committee included:

- This was the third application for this particular piece of land
- The applicant was not a farmer but a property developer who had purchased the field as part of a land bank for future housing development
- Some trees had originally been planted on the site and it had been described as a tree stock nursery, yet nothing further had ever come of this
- Derelict trailers had been dumped in the field
- The first application had been for a stable, and this had been granted with conditions stating that no housing could be built on site and only one entrance was to be allowed. No stables had been built, but a second entrance had been created on the bend of the road which was dangerous
- This new second entrance gave the impression that the site was being prepared for housing development
- The second application was made for a rabbit farm with a barn and was rejected
- The Parish Council was not opposed to suitable housing within the village envelope, but was strongly opposed to development within greenfield farmland
- The Parish Council strongly objected to the planning application
- The field was in open farmland, well outside the village envelope on land marked as best landscape in the Peterborough Local Plan
- The land sloped up and was visible from the East, West and North approaches to Barnack
- The application would create an eyesore at the entrance to the historic conservation village of Barnack
- The proposed site ran along the narrow Uffington Road which was too narrow for lane markings and was unsuitable for industrial traffic or large vehicles
- The new entrance was completely hidden from traffic in both directions and was a severe hazard
- The fields were overrun with wild rabbits suffering from myxomatosis and the caged rabbits could become infected
- Rabbits were burrowing animals and wire fencing would not restrain them
- Rabbits from the site would escape and eat surrounding crops and attack local residents gardens
- Other scavenging animals would be attracted to the pens
- The structures would create a scar on the land, the wires and balls would not prevent birds attacking the animals

- There was no water on site and there was no mention of how this was to be provided or stored
- No details of food storage or shelter had been provided
- This application was reminiscent of one in Helpston, where a riding stables had been placed on greenfield land with temporary structures. There were now brick buildings in place and the residents of Barnack and the Parish Council did not want the same thing to happen on this land
- If permission was granted, then conditions should be put in place to stop any houses being built on the site in future and to prevent mobile water trailers being dumped on the site
- There were no building structures in the immediate area of this land. This landscape should not be lost

Members commented that the development would be an enormous blight on the landscape and the countryside needed protection against this kind of development.

A motion was put forward and seconded to refuse the application. The motion was carried unanimously.

RESOLVED: (Unanimously) to refuse the application, as per officer recommendation and:

1. The reason R1 as detailed in the committee report

Reasons for decision:

The proposed enclosures were considered unacceptable as;

- The enclosure would have an appearance of a solid structure;
- Given Point one above and the density of the enclosures, the proposal would be at odds with the landscape; and
- Planting would take many years to mitigate the visual harm of the proposal; any intensification of planting would detract from the attractive landscape character and form.

5.3 11/01018/R3FUL – Demolition of existing stand, construction of new stand with education centre and energy centre, together with access and parking, Moys End Stand (east stand) at Peterborough United Football Club, London Road, Peterborough

The application related to the existing Moys End Stand (East Stand) at Peterborough United Football Club and formed the first phase in the redevelopment of the stadium. The proposal sought the demolition of the existing stand of a standing capacity of 3,495 which no longer met the demands of the football club, as well as removal of the existing floodlighting column to the north-eastern corner of the site. Following demolition, the scheme sought the erection of a new 2,500 capacity all seated stand and connected education centre for Science, Technology, Engineering and Mathematics. The education centre would cater for approximately 300 students aged 14 to 19 years and provide laboratories, IT suites, flexible teaching spaces and a refectory. The stand would result in an overall loss of capacity of 995 albeit the overall floorspace of the building would increase by some 4,000 square metres. The footprint of the building would be approximately 9 metres deeper however the main bulk would not be sited any closer to the Glebe Road properties.

The Peterborough United Football ground was situated on the corner of London Road and Glebe Road with the main vehicular access taken from London Road along Cripple Sidings Lane. To the south of the site was a row of residential properties along Glebe Road, with rear gardens bounding the ground site. To the north and east was situated the area

recently approved for the Carbon Challenge Housing Scheme and beyond this to the north was the railway line and to the east, the Frank Perkins Parkway.

At the current time, parking for 198 cars was provided informally to the north and east on an area of rough hardstanding. Emergency access was taken to the south eastern corner of the site onto Glebe Road. The site was affected by contamination

Associated to this, there was a proposed Renewable Energy Centre which would generate economically viable heat and/or power and be fed by mains gas through Biomass boilers. The energy generated would feed both the football ground facilities and the adjacent Carbon Challenge housing scheme to the north and east. The energy centre would consist of one off 220kWe Biofuel CHP unit, one off 200kWe Natural Gas CHP unit, one off 330kW Pellet Boiler, two off 1.0MW Natural Gas Boilers and four off Thermal Storage Vessels. Also associated with the application were alterations to the access from London Road, and internal changes to the car parking areas. At present there were 198 car parking spaces on the site, which would be reduced to 168 as a result of the proposal, a loss of 30 spaces. There would no longer be parking provided on site for football supporters. The existing Glebe Road access was to be altered so that it was for emergency use only. A coach turning and drop off area was to be provided using Cripple Sidings Lane as the access.

The Planning Officer addressed the Committee and gave an overview of the proposal. Members were advised that the main issues for consideration were the principle of development, the design and impact upon the character and appearance of the surrounding area, highways implications, the impact of the development on neighbour amenity (air quality, noise disturbance and overlooking/lack of privacy), ecology, ground contamination and remediation, crime prevention and community safety and drainage and flood risk. The recommendation was one approval.

The Planning Officer addressed each of the issues in turn and the main points were highlighted as follows:

- A chimney stack was included as part of the energy centre and this was 19 metres in height and 0.9 metres in width. Only the top four metres would not be enclosed by the proposed structure;
- Access to the site would be via Cripple Sidings Lane with a bus turning area and drop off area. The buses would park off site and the location of this site would be a matter dealt with as part of the crowd management of the site. Negotiations were currently ongoing;
- The site had an existing access onto Glebe Road. This access would only be utilised in emergencies going forward;
- Due to the stand taking up more space, a number of car parking spaces would be lost;
- Highways Officers had requested tracking diagrams to be provided for the turnaround area and the junction and this information had been provided with the maximum length of coach currently provided, that being 15 metres. The information submitted outlined that further design changes were required to this area and approval was therefore sought to issue consent subject to revised tracking plans being submitted and being satisfactory;
- Highways Officers had also indicated that a yellow box junction be implemented ensuring free flow traffic in and out of the ground. Secondly, it had been noted that two 15 metres coaches could not pass each other at a certain point. A Car Parking Management Plan had been requested for submission and this could identify marshals and stewards to be in place to ensure that two coaches would not be at the same point at any time. This was considered to be acceptable by officers;
- The energy centre would have a maximum of two deliveries per week;

- The energy centre would be a biomass boiler with the potential to run 24/7. This would have the capability of providing energy to the adjacent carbon challenge site and the football ground itself and any other new development in the locality;
- A technical document had been submitted which had identified the existing levels of background noise on the site currently. It ranged from 62db during the day down to 34.5db at night;
- The proposed plant technical information provided indicated that the equipment could run below the background noise levels;
- There was a planning condition to restrict noise levels;
- A technical report had also been submitted with regards to pollution issues and this demonstrated that the gases coming out of the chimney would be within regulated levels and would not worsen pollution in the area;
- With regards to concerns which had been highlighted about ash coming from the chimneys and falling onto people's properties, the plants were designed to operate at very high temperatures and therefore the amount of ash would be minimal. The plant would also have filtration systems within it;
- There would be safety features in the plant in case of a malfunction, where the plant would close itself down automatically;
- The existing stand was 10.3 metres to the ridge and the proposed new stand would be 12.5 metres to the highest point of the roof;
- The new stand would come no closer to the existing adjacent residential property than the current Moys End stand.

Members' attention was drawn to additional information contained within the update report and was highlighted that there had been revisions made to condition C8 in relation to the levels of noise emitted from fixed plant and equipment. There had also been a letter received from Natural England stating that they had no objections to the application.

Further comments had also been received from local residents and these were outlined in full in the update report.

Councillor Fran Benton, Ward Councillor, addressed the Committee, on behalf of local residents and Councillor Matthew Lee, and responded to questions from Members. In summary the concerns highlighted to the Committee included:

- The application should have been split into two. The Energy Centre and the Education Centre;
- The Education Centre was a vast improvement on existing provision on the site and residents welcomed this;
- The Energy Centre did however cause grave concerns including the height of the chimney and the emissions;
- The noise from the Energy Centre was of concern;
- Further information was required on both the emissions and the noise levels;
- The responses received from the Planning Department had been vague on these issues;
- Residents views should be taken into serious consideration;
- A large chimney was to be built next to residents gardens;
- The energy was to be fed to the Carbon Challenge site, but the original homes needed to be looked after too;
- Why had the Energy Centre not been built on the railway side?;
- Could assurance be given that Cripple Sidings would not become congested with coaches. Not having enough room for two coaches to pass would cause problems;
- Could the application be split into two now?;
- It was requested that the application be deferred until clear information had been provided on the emissions and noise from the Energy Centre;

- There were no recommendations on these issues and this was an important decision that Members were being asked to make without the proper information having been provided to them;
- There had been no concrete decisions made as to the type of energy unit to be implemented;
- Residents were extremely concerned and due to this lack of information it was felt that this was not good enough.

The Committee was advised that Mr Vincent Perna, a provisional speaker, was not in attendance.

Mr David Shaw the Agent, Mr Neil Farnsworth the Architect and Mr Gareth Dawkins the Capital Projects Officer addressed the Committee jointly in support of the application and responded to questions from Members. Mr Richard Hodgeson, a listed speaker, was not in attendance. In summary the issues highlighted to the Committee included:

- The officers had produced a detailed and comprehensive report;
- There had been numerous discussions over the years regarding whether the football club should move or stay where it is;
- The proposal confirmed that the ground would stay in its current location as part of the South Bank development;
- Development of further stands were expected in due course;
- Peterborough was in great need of educational resources and this development would add to those resources in a central location;
- The Energy Centre would help Peterborough fulfil its aim to be environment capital;
- The Centre would provide renewable energy in line with the specific policies in the Peterborough Core Strategy;
- The concerns over the Energy Centre and its flue had been noted;
- With regards to noise, there would be very little perceptible noise outside the buildings. All equipment would be inside, where there would be soundproofing;
- A comparison would be a large domestic hot water boiler. This would be something similar as you would not hear it outside of the building;
- A condition would restrict the amount of noise that was able to be made by the Centre;
- The Consultants who had been brought in were one of the largest in the country and they would be under duty to produce a design to meet the specific criteria;
- The noise would not exceed 42db, as contractually obliged;
- A detailed report on pollution had been submitted with the application. The report had been fully accepted by the Environmental Health Officer;
- The air quality in the area would remain well below the allowable limits;
- There was regular monitoring of air quality in Peterborough already and no specific monitoring had been put in place for the site. If future monitoring for this site was required specifically, this could be done and results provided;
- The proposed chimney was fairly narrow, and its tallest point was lower than the tallest point of the steel work on the existing south stand;
- It would not tower above the scheme and from Glebe Road, it would be hardly visible;
- The building would create modern, light and airy space. It would make innovative use of the space under the football stand;
- The fully glazed three storey atrium would provide a focal point for the entrance to the educational facility;
- Sustainable materials and technologies would be incorporated into the building, acting as a teaching aid to students;
- The football facilities would be of high quality;
- The stand would provide enhanced provision for disabled spectators;

- If the building had been put on the north side of the site it would mean that the buildings would have been closer to residential properties. Noise from the college would also have been closer to the adjacent residential properties;
- It was key for the entrance to the education facility to be in the corner proposed. It needed to have a profile from the entrance to the ground;
- The final layout of the Energy Centre would not usually come at this stage;
- Further details could be submitted to the planning authority of a similar site prior to installation if it was required;
- Aesthetically, it was felt that this was the best location for the Energy Centre.

A number of concerns were highlighted by the Committee, in summary these were the lack of specific information provided as to the method of Energy Centre provision, the reasons as to why the Energy Centre and Education Centre had been placed where they had on site, the noise and pollution emissions and the lack of an expert being present in order to highlight the different options available for the Energy Centre.

In response, the Planning Officer advised that the noise would not be able to be heard over the existing background noise, it was conditioned to be below those already audible and although there were no specific outlines of what was to be placed inside the Energy Centre, the technical report produced stated that no noise levels would be produced over and above existing levels. This was to the satisfaction of the Environmental Health Officer. Refusal could therefore not reasonably be undertaken on this point.

With regards to the emissions, a technical report had also been submitted stating that the emissions would meet government standard for air pollution and the equipment would have the necessary filters in place. The plants had to comply with national regulations, therefore the imposition of an additional condition to monitor the output of the plant would be met with reluctance by the Planning Officer but as had been previously stated by the applicant, they would be happy to accept an additional condition for such monitoring.

With regards to the lack of detail of the equipment, Members were advised that usually there would be a normal boiler system fuelled by wood pellets, biofuel or gas. Wood pellets and biofuel were categorised as being carbon neutral, hence the reason for the site being able to provide energy to the adjacent Carbon Challenge site. Gas was used as a backup for the biofuel.

It was commented that the football stand looked good, with a good design, however there were still concerns around the Energy Centre and the lack of information provided.

Further comments were made that the emissions and noise levels issues had been adequately covered in the address by both the Planning Consultant and the Planning Officer as had the reasons for the location of the Energy Centre and Education Centre. The proposal was welcomed, being a well designed building that would replace a tired looking structure.

The lack of consultation with residents, in order to allay their fears in the first instance about the site, was highlighted as still being of concern to a number of Members and it was commented that a deferral should be sought until the residents had had an opportunity to view such a site. In response to this point the Planning Officer advised that following the consultation, five letters had been received in response and letters had been written in response to those five residents and all residents in Glebe Road outlining the situation with regards to the noise and pollution concerns. This gave an overall perspective into the number of objections received.

The Planning Officer further advised that he would have concerns with proposals for visiting a similar site for a number of reasons, those being that there was not much to see in the first instance and also guarantee could not be given that the plant being visited was

constructed to the same specification as the proposed plant. The Committee had received a great deal of information with regards to the pollution and noise and this information had been proven satisfactory to the relevant officers. Because of these reasons it would be difficult to justify a deferral.

It was commented that although some Members believed a visit to be necessary, some Members believed this proposal to be unnecessary. Not comparing like for like could provide a false impression of the proposed development and could therefore possibly place further unfounded fears into the minds of local residents.

A motion was put forward and seconded to approve the application, subject to revised on site tracking being undertaken, the implementation of an additional condition requiring the emissions of the site to be monitored and a update on these emissions to be provided at a later date and the revised condition C8 in relation to the levels of noise being emitted as detailed in the update report. The motion was carried by 6 votes, with 4 voting against.

Members were advised that as a courtesy, details of the equipment to be installed inside the site would to be provided to Members at a later date.

RESOLVED: (6 For, 4 Against) to approve the application, as per officer recommendation subject to:

1. The conditions numbered C1 to C20 as detailed in the committee report
2. The revised condition C8 as detailed in the update report
3. An additional condition requiring the emissions from the site to be monitored and an update on these emissions to be provided at a later date
4. Revised on site tracking being undertaken and provided

Reasons for decision:

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

- The proposed Moys End Stand and education centre would provide a mixed use development of high quality, in a sustainable location which adhered to the general principles for the redevelopment of the South Bank Opportunity Area and the City Centre in accordance with PPS1 (2005), Policy CS4 of the Peterborough Core Strategy DPD (2011) and Policy CC11 of the Peterborough Local Plan (First Replacement);
- The design of the proposed development was innovative and of high quality which would not appear unduly incongruous within its setting in accordance with PPS1 (2005) and Policy CS16 of the Peterborough Core Strategy DPD (2011);
- The Energy Centre would offer low-carbon on-site renewable energy and would contribute towards the City's Environment Capital agenda in accordance with PPS22 (2004) and Policies CS10 and CS11 of the Peterborough Core Strategy DPD (2011);
- The proposal would not result in any detrimental impact upon the amenities of occupants of neighbouring properties in accordance with PPG24 (1994) and Policy CS16 of the Peterborough Core Strategy DPD (2011);
- Suitable remediation could be carried out on contaminants found within the soil in accordance with PPS23 (2004);
- There would be no harmful impact upon ecology as a result of the proposal in accordance with PPS9 (2005) and Policy CS21 of the Peterborough Core Strategy DPD (2011); and
- The proposal would have no detrimental impact upon the flood risk of the surrounding area in accordance with PPS25 (2010) and Policy CS22 of the Peterborough Core Strategy DPD (2011).

The meeting was adjourned for ten minutes.

5.4 11/01023/FUL – Construction of bungalow (part retrospective – part amendment) at land rear of 78 Welland Road, Dogthorpe, Peterborough

The application related to an existing three bedroom bungalow which had not been built in accordance with the approved plans. The as-built dwelling differed from the approved scheme (01/01585/FUL) in the following ways:

- Footprint of dwelling increased;
- Dwelling built 0.5 metres closer to the southern boundary;
- Dwelling built one metre closer to northern boundary;
- Garage built 1.5 metres closer to southern boundary;
- North-western corner of the dwelling ‘filled out’ and dwelling constructed five metres closer to the southern boundary;
- Arrangement of rooms internally altered to increase the number of primary habitable rooms facing Nos.46-50 Figtree Walk;
- 2.5 metre boundary breeze block wall;
- Alterations to front elevation design;
- Number of windows to the southern elevation increased and size of windows increased also; and
- Ridge height increased by 0.7 metres.

This application included a series of proposed amendments, which the applicant believed would address the concerns raised by Offices, Members and residents.

This revised scheme had been submitted following extensive discussion between the applicant, officers, Ward Councillors and local residents of Figtree Walk albeit it was accepted that the proposal may not overcome all concerns raised by local residents.

The revisions to the dwelling included a reduction in the ridge height of the roof to that approved under application reference 01/01585/FUL, construction of a 1.8 metre high close boarded boundary fence, alterations to the glazing of the rear elevation and restriction to the outdoor lighting. The scheme proposed replacement of all four no. double patio doors with fixed standard glazed windows and insertion of a 400mm strip of obscure glazing.

There had been several applications submitted to regularise the situation however none had been successful and at the current time, the dwelling had no planning permission. Furthermore, an Enforcement Notice requiring the dwelling to be amended in line with the approved plans under application reference 01/01585/FUL was served upon the owner on 3 August 2010. This Notice was appealed and upheld, with the period of compliance extended to 6 December 2011.

The site was previously part of the rear private gardens to Nos. 78 and 80 Welland Road, a pair of semi-detached dwelling houses. The site was bound to the north east by part of the side wall and the rear garden to No.82 Welland Road and to the south east by the rear gardens of properties along Figtree Walk.

The dwelling itself was situated to the rear of the plot, at its narrowest approximately two metres from the rear boundary wall and at its widest 3.2 metres. The form was roughly ‘L-shaped’ with the main amenity area to the front of the dwelling. A detached garage was situated close to the boundary on the south-west side and access to the highway was provided via a driveway along side No.78 Welland Road. The driveway had not been completed.

The Planning Officer addressed the Committee and gave an overview of the main issue for consideration, that being the impact of the development on neighbour amenity. The recommendation was one of approval.

Members were advised that the Inspector had upheld the refusal of the Council and he had also upheld the enforcement notice. A number of comments had also been made by the Inspector, including a recommendation that all parties involved should meet to try and resolve matters between themselves rather than bringing the issue back to the inspectorate for determination. The Inspector had also identified a number of changes which he believed would address the concerns of the neighbours, those being the use of a boundary fence instead of a wall, changing the patio door windows in the bungalow from full length to a more modest window size, planting to mitigate the appearance of the house/fence and the lowering of the ridge height to match the approved scheme. This would be a reduction of 0.7 metres.

The applicant had taken note of these points raised from the Inspector and submitted the application which was before the Committee.

The Planning Officer advised that the only element he believed was missing was that of landscaping but given the limited amount of space available between the rear of the bungalow and the property boundary there was no realistic prospect of getting purposeful landscaping into that space.

Members' attention was drawn to additional information contained within the update report. Additional comments had been received from Councillor Chris Ash and Councillor Adrian Miners, Ward Councillors, urging resolution of the issue.

Councillor Bella Saltmarsh, Ward Councillor, addressed the Committee, on behalf of those residents of Figtree Walk directly concerned with the application and responded to questions from Members. In summary the concerns highlighted to the Committee included:

- This was a case that could have benefitted from simplification
- It was not believed that the development on the back land was successfully accommodated on the site
- The development harmed the amenity of local residents as per policy DA6, as it had been built too close to the boundary fences at the rear
- If the building had not been built so close, the original screen of trees and shrubs could have remained in situ and the problems of invasion of space/proximity of walls fences etc would not have been so acute
- The new proposals to reduce the height of the bungalow and to insert obscure glazed windows still did not alter the fact that the bungalow had been built larger and closer to the properties in Figtree Walk and not as per original specification
- The bungalow had also been built in the knowledge that no planning permission was granted and the applicant had been warned that the building was continuing at his own risk. This showed a complete disregard for planning rules
- Every application had been refused or dismissed after the original application was approved in 2002
- The original application would have been acceptable to the residents of Figtree Walk
- Building on the site did not start until 2007
- The application had caused unnecessary stress to the directly concerned residents of Figtree Walk

Mr John Dadge, the Applicant's Planning Consultant from Barker Storey Matthews, addressed the Committee and responded to questions from Members. In summary the issues highlighted to the Committee included:

- The application was a difficult one for the Committee to decide
- A remedy, inline with the comments made by the Planning Inspector in his report, was sought

- Various ways to mitigate against the impact of the development, as built, had been looked into
- It was believed that reducing the height of the building would reduce its visual impact
- It was believed that the measures proposed in relation to the windows would overcome the issue of loss of privacy
- There was always some element of overlooking from first floor windows in urban areas, however people did not tend to spend time looking out of those windows into their neighbours gardens
- The measures imposed would achieve a positive result, and officers considered the proposals as policy compliant
- The conditions attached to the proposal addressed all the matters
- The applicant was keen to make sure that the necessary remediation was undertaken at the earliest opportunity
- The works could be completed within three months, and in relation to the window works specifically, this could be undertaken within six weeks of the granting of planning approval
- Suggested conditions had been offered to take away permitted development rights in order to offer some reassurance for the future
- Authority had been given by the applicant that the matter not be dealt with via a S106 but by a unilateral undertaking
- It was hoped that the neighbours would be happier once the revisions to the property had been undertaken

Members sought clarification from the Planning Officer as to whether the revised arrangements with regards to the unilateral undertaking were acceptable to officers. In response, Members were advised that planning consent would not be issued until such time as the legal agreement was entered into. If the way forward was by unilateral agreement, a payment was usually made at the time of the signing of that agreement. A contribution of £6k would be required.

In response to a number of queries raised by Members, the Planning Officer advised that the reduction in the ridge height was to be 0.7 metres. With regards to the proposals for the new windows, obscure glass would be used rather than the application of a film on part of the windows.

Following comments with regards to possible justification for refusal, it was highlighted that the application, as long as it was enforced, appeared to be acceptable.

Members questioned what the next steps would be if the works were not completed within the three month allocated timescale. The Planning Officer advised that a breach of condition would be served, which would go straight to court. Secondly, a normal enforcement notice would be served stating that the planning permission should be complied with during a set timescale.

It was commented that if approval was given, a precedent would possibly be set for future developments. The Inspector had commented in his report that it would be better for all parties to resolve the situation between themselves. This application had not done that.

Following further brief comments, a motion was put forward and seconded to approve the application subject to receipt of an S106 agreement or unilateral undertaking for the sum of £6k and additional conditions relating to the height of the roof ridge and the specifications of the patio windows. The motion was defeated by 6 votes, with 4 voting for.

A further motion was put forward and seconded to refuse the application due to the proximity of the bungalow to the boundary and its overbearing nature in relation to the adjacent properties. The motion was carried by 6 votes, with 4 voting against.

RESOLVED: (6 For, 4 Against) to refuse the application, contrary to officer recommendation.

Reasons for the decision:

The proposed reduction in the ridge height of the bungalow inadequately compensated for the fact that the property had been built closer to the boundary with the residential properties in Figtree Walk than was previously approved under 01/01585/FUL. The proximity was such that the bungalow would still have an overbearing appearance when viewed from those properties. The proposal was therefore contrary to Policy CS16 of the Peterborough Core Strategy DPD (2011).

5.5 11/01058/FUL – Extension and installation of new shop window and roller shutter and change of use of shop from A1 to A5 hot food takeaway at 93 Eastfield Road, Peterborough

The application sought planning permission for the change of use of an existing A1 retail shop which currently sold wigs and hair accessories to an A5 hot food takeaway. According to the applicant this unit was soon to be vacated. No details had been provided of the proposed occupant however it was proposed for the unit to have a kitchen to the rear, a servery and shop area with five seats for waiting customers.

In addition permission was sought for an extension of the shop front including new shop window and security roller shutters. The proposed extension measured 1.2 metres in width to incorporate an additional door. The proposed roller shutters were to have perforations of no less than 150mm x 150mm and would extend across the entire of the new shop front.

The application site was comprised of a two storey mid-terraced Victorian building located along Eastfield Road, close to the junction with Padholme Road and opposite the cemetery. The site was located within an identified Local Centre within the Peterborough Local Plan (First Replacement) (2005) albeit there was no primary retail frontage.

The properties either side of the application site were of A1 retail use (specifically a convenience store/off license and a former domestic appliance store that was now vacant). There was also an existing hot food takeaway within the Local Centre. There was no off road parking provided at the site and Eastfield Road was restricted by double yellow lines preventing parking immediately to the front of the site. Parking was provided on-road to the south and north of the site albeit this is restricted.

The Planning Officer addressed the Committee and gave an overview of the application. The main issues for consideration were outlined and these included the principle of development, the design and impact upon the character and appearance of the area, the impact of the development on neighbouring amenity (crime and anti social behaviour), noise and fumes from extraction equipment and highways implications. The recommendation was one of refusal.

Members were advised that the police had been consulted for two reasons, the first being due to the issue of crime and disorder in the area. In response, the police advised that the area had a high level of anti social behaviour and it was felt that changing the premises to a late night hot food takeaway would exacerbate this situation further. The police had also been consulted due to the proposal having a metal roller shutter on the shop front. This would only usually be allowed on a premises where there was a history of criminal damage to the property. Whilst there was anti social behaviour in the area, there did not tend to be criminal damage done to properties in the area, therefore fitting external shutters would

have a detrimental impact on the streetscene. The Planning Officer further advised that he would be happy for internal mesh rollers to be fitted which did not need planning consent.

A proposal was put forward and seconded to refuse the application as per officer recommendation. The motion was carried unanimously.

RESOLVED: (Unanimously) to refuse the application, as per officer recommendation, and:

1. The reasons R1 and R2 as detailed in the committee report

Reasons for decision:

It was considered that the proposed change of use from A1 retail unit to A5 hot food takeaway was unacceptable and contrary to the relevant development plan policies against which any proposal must be assessed. Particularly, the proposal would result in an increase in the levels of crime and anti-social behaviour in the area which in turn, would lead to a detrimental impact upon the amenities of surrounding residential properties by virtue of noise and general disturbance. This was contrary to Planning Policy Statement 1: Delivering Sustainable Development (2005), Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy R9 of the Peterborough Local Plan (First Replacement) (2005).

Furthermore, the applicant had failed to satisfy the City Council's requirement that there was a clear need for security roller shutters as a result of crime and vandalism affecting the property. As such, it was considered that the proposal would result in the unnecessary proliferation of roller shutters within the area, resulting in harm to the character, appearance and visual amenity of the locality.

13.30 – 16.42
Chairman

PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE	AGENDA ITEM No. 5
11 OCTOBER 2011	PUBLIC REPORT

Cabinet Member responsible:	Councillor Peter Hiller - Cabinet Member for Housing, Neighbourhoods and Planning	
Contact Officer(s):	Simon Machen - Head of Planning, Transport and Engineering Services Harj Kumar – Senior Strategic Planner	Tel. 453475 Tel. 863852

PETERBOROUGH LOCAL DEVELOPMENT FRAMEWORK: PETERBOROUGH PLANNING POLICIES DEVELOPMENT PLAN DOCUMENT (PROPOSED SUBMISSION VERSION)

R E C O M M E N D A T I O N S	
FROM: Head of Planning, Transport and Engineering Services	Deadline date: Cabinet 7 November 2011
That Committee offers any comments on the draft Peterborough Planning Policies DPD (Proposed Submission Version) before it is presented to Cabinet and then Council, for subsequent approval by Council for the purposes of public consultation and submission to the Secretary of State.	

1. ORIGIN OF REPORT

1.1 This report is submitted to Committee following approval of the Consultation Draft version of the Peterborough Planning Policies DPD for the purposes of public participation in February 2012, and following the ensuing public participation and further evidence gathering since that date.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is to enable the Committee to comment on the Planning Policies DPD (Proposed Submission Version) (hereafter referred to as the 'Planning Policies DPD') before it is presented to Cabinet on 7th November. Cabinet will then be asked to recommend the document for approval by Full Council for the purposes of public consultation and submission to the Secretary of State.

2.2 The draft of the Planning Policies DPD is attached at Appendix A.

2.3 A brief summary of comments received during the Consultation Draft consultation in February 2011 and officers' response to these comments is attached at Appendix B.

2.4 This report is for the Committee to consider under its terms of reference No. 2.5.1.5 of part 3, section 2, of the Constitution "To be consulted by, and comment on, the Executive's draft proposals for Local Development Documents within the Local Development Framework at each formal stage in preparation".

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	YES	If Yes, date of relevant Council Meeting	7 December 2011
		Date of Submission to Government Dept	Spring 2012

- 3.1 A table below shows the dates and events that have taken place so far in the preparation of this DPD, and those likely in the future.

MAIN STAGES		DATE	
	Evidence gathering	Meetings, workshops with internal and external stakeholders to identify main issues	July 2007 - Oct 2008
	Issues and Options	Public consultation on Issues and Options	Oct 2008 - Nov 2008
	Consultation Draft	Public consultation on the Council's draft policies	Feb 2011 - March 2011
Current Stage→	Proposed Submission	Final opportunity for formal representations on the proposed planning policies	Jan 2012- Feb 2012
	Submission and Examination	Planning Policies Document submitted to government along with all public comments received during the proposed submission consultation period	April 2012
		Independent Examination by a Planning Inspector	July 2012
	Adoption	Council adopts Final Plan	Dec 2012
	Monitoring and Review	Each year, identified targets are monitored	

4. PETERBOROUGH LOCAL DEVELOPMENT FRAMEWORK: PETERBOROUGH PLANNING POLICIES DPD (PROPOSED SUBMISSION VERSION)

- 4.1 The Planning and Compulsory Purchase Act 2004 introduced a system of plan-making, which is known as the Local Development Framework (LDF). One of the documents that the Council must produce as part of the LDF is the Planning Policies DPD, which itself sits beneath (and takes its lead from) the 'Peterborough Core Strategy'.
- 4.2 The Core Strategy, which Members will recall was adopted in February 2011, sets out the vision, objectives and overall strategy for the development of Peterborough up to 2026, together with a limited number of policies that are core to achieving or delivering that strategy. The Core Strategy is accompanied by a 'key diagram' which shows pictorially some of the key elements of Peterborough's development strategy, but it does not have a 'proposals map' drawn on an Ordnance Survey base.
- 4.3 The Planning Policies DPD is intended to provide detailed policy statements to help in determining planning applications. The policies in the Planning Policies DPD will help in delivering the overarching principles established in the Peterborough Core Strategy. At the

end of each policy we have referred to the appropriate Core Strategy policy (or policies) and objectives which it supports.

- 4.4 Recognising the important role of the City Centre, a document that focuses specifically on this area is being prepared, known as the Peterborough City Centre DPD. Although policies in the Planning Policies DPD will apply throughout Peterborough (unless clearly stated otherwise in the policy), there will be additional specific policies for the city centre in the City Centre DPD.

Consultation Draft

- 4.5 The Consultation version of the Planning Policies DPD was approved by Cabinet in December 2010. It included full draft wording for each proposed policy. The six-week consultation on this version of the document took place in February/March 2011.

Summary of the Proposed Submission Version

- 4.6 All the comments made at Consultation Draft stage have been analysed and taken into consideration in formulating policies in this Proposed Submission version document. It is a statutory requirement that policies must be subject to formal sustainability appraisal (incorporating strategic environmental assessment), and, if necessary, Habitats Regulations Assessment, and this is a continuing, iterative process that also contributes to decisions on the final version. In summary, the outcome of all of this work is a Planning Policies DPD which stems from the Core Strategy agreed by the Council.
- 4.7 All of the policies in the Planning Policies DPD are summarised in a table below. This table provides a flavour of each policy and Members can then investigate any policy in detail in the document.

Draft Policy	Policy information
PP1 – Design Quality	This is a generic policy covering all types of new development. The objectives of the policy are to improve design standards and the sustainability of new development.
PP2 – Impacts of New Development	This policy aims to ensure that all development takes into consideration the impact that it will have on the occupiers and/or users of properties nearby
PP3– Amenity Provision in New Residential Development	The aim of this policy is to ensure adequate amenity provision is provided for future residents in all new development.
PP4 – Prestigious Homes	The policy seeks to prevent the loss of top-of-the market housing in order to enable business leaders to live locally.
PP5 – Conversion and Replacement Dwellings in the Countryside	This policy recognises the potential for conversion of redundant rural buildings to dwellings and sometimes the need to replace existing dwelling in the countryside. The policy specifies criteria that have to be met before planning permission can be granted.
PP6 – The Rural Economy	This policy sets out criteria that have to be met for tourism, leisure, cultural and employment development in villages and the countryside.
PP7 – Development for Retail	This policy outlines what would be permitted in the

and Leisure Uses	Primary Shopping Areas and within the boundary of the District and Local Centres. It also defines the edges of the Primary Shopping Areas and the District centre boundary.
PP8 – Primary retail frontages in District Centres	The policy allows for the provision of a controlled number of non-A1 uses within primary frontages but prevents any proliferation that would adversely affect the amenity of neighbouring properties or the character of District Centres.
PP9 – Shop frontages, security shutters and canopies	This is a generic policy to improve the appearance of all shops.
PP10 – The Transport Implications of Development	This policy addresses all transport issues such as the effect of development on road safety, traffic congestion, access and circulation, parking, and the design of new infrastructure. These are all material considerations in determining a planning application.
PP11 – Parking Standards	Maximum car/van parking standards (except for C3 - dwelling houses and C4 – houses in multiple occupation where minimum parking standards apply) have been devised to reflect the approach to local parking standards in Planning Policy Statement (PPS) 4. Minimum parking provision for cycle, powered two wheelers and spaces for disabled users are included in the parking standards. We have also included a need to provide a charging point for an electric vehicle where appropriate.
PP12 – Open Space standards	The primary purpose of the open space standards is to secure adequate provision of open space for all new residential development. The standards set out a hierarchy of open space which builds up to a total requirement of open space per 1,000 population and which will be applied to all relevant development proposals.
PP13 – Nene Valley	The Nene Valley is viewed as an important asset for Peterborough; its use should be encouraged in some locations near the city centre but protected in more rural locations.
PP14 – The Landscaping and Biodiversity implications of Development	The policy deals with provision for landscaping and biodiversity in connection with new development and elements and provision to include when submitting a scheme.
PP15 – Heritage Assets	A generic policy designed to protect any heritage assets including their settings.
PP16 – Buildings of Local Importance	This policy is included to protect a number of buildings of 'local importance', which are considered to make a positive contribution to the character of the area in which they are situated or have local significance.

PP17 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees	The policy protects these areas from development that would adversely harm these areas.
PP18 – Habitats and Species of Principal Importance	We are required by law to protect Habitats and Species of Principal Importance in Peterborough. Any development proposal that would cause demonstrable harm to a legally protected species or habitat will be refused permission.
PP19 - Flood and Water Management	All proposals will be required to address issues of drainage and flood risk management in accordance with the policy unit approach to be explained in a subsequent Supplementary Planning Document.

- 4.8 The Planning Policies DPD is less sensitive than other statutory planning documents for Peterborough, such as the Core Strategy and Site Allocations DPD, for the simple reason that it does not include new land allocations for development. Rather, it is something which, in general terms, is usually of greater interest and scrutiny by the ‘professional’ industry of planners, architects and developers. Members of the public do get involved but these tend to be those who are already familiar with the planning system and/or have made representations on other planning documents.
- 4.9 Despite this likely low profile whilst in preparation, the policies themselves, once adopted, become extremely important when determining planning applications. They give the Council the powers and justification to either refuse or grant planning applications, especially on detailed design matters (which can be very sensitive in local communities). It is important that the Council gets these policies right otherwise it could be storing up problems for the future, making life very difficult when determining planning applications.
- 4.10 In 2008, as part of the preparation for the Planning Policies DPD, we provided residents, landowners, developers, agents and parish councils with an opportunity to suggest changes to any village envelope. A number of changes were put forward for consideration. These were considered and the criteria along with the result of the assessments are included in the ‘Village Envelopes in Peterborough - A Report into Suggested Changes’ document. This is a background document that has been used in preparing the Planning Policies DPD and will be made available for inspection on Peterborough City Council’s website.

5. CONSULTATION

- 5.1 In preparing this Proposed Submission Planning Policies DPD, we consulted on the Consultation Draft document (February--March 2011). All the comments made at this stage have been analysed and taken into consideration in formulating policies in this Proposed Submission document. A summary of the comments made and our response to these is attached at Appendix B.
- 5.2 After this meeting, the Proposed Submission version of the document will be considered by the Sustainable Growth Scrutiny Committee on 13 October 2011. Any changes arising from comments made at this meeting will be incorporated into the version presented to Cabinet.
- 5.3 When approved by the Cabinet and the Full Council, the document will be published for 6 week public consultation, starting in February 2012.

6. ANTICIPATED OUTCOMES

- 6.1 It is anticipated that the Committee will offer comments on the Proposed Submission Draft document, with such comments presented to Cabinet. Cabinet will then be requested to recommend the Full Council to approve the Planning Policies DPD for public consultation in spring 2012.

7. REASONS FOR RECOMMENDATIONS

- 7.1 Committee is recommended to make its comments known to assist Cabinet in reaching its decision.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 It is a statutory requirement to produce the Planning Policies DPD therefore the alternative option of not producing this document was rejected.

9. IMPLICATIONS

- 9.1 The Planning Policies DPD will have implications for all sectors of the community throughout the Local Authority area.

- 9.2 **Legal Implications** - The Council must follow due Regulations in preparing the Planning Policies DPD. Eventually, once the final document is adopted in 2012, the Council has a legal duty to determine planning applications in accordance with those policies.

- 9.3 **Financial Implications** - There are some immediate direct financial implications flowing from the approval of the Planning Policies DPD (Proposed Submission), and these relate to consultation costs and, in due course, paying the Planning Inspectorate for their services in examining the submitted document. However, these are items that have been anticipated and planned for, and budgets are set aside for this purpose.

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985)

- Peterborough Planning Policies DPD - Issues and Options (Oct/ Nov 2008).
- Peterborough Planning Policies DPD – Consultation Draft (Feb/ Mar 2011)
- Reports on Comments Received and responses to the Key Issues (April 2010).
- Village Envelopes in Peterborough - A Report into Suggested Changes (November 2010).



**PETERBOROUGH LOCAL DEVELOPMENT
FRAMEWORK**

**PETERBOROUGH PLANNING POLICIES
DEVELOPMENT PLAN DOCUMENT**

Draft for:

*Planning and Environmental Protection Committee –
11 October 2011*

*Sustainable Growth Scrutiny Committee –
13 October 2011*

PETERBOROUGH CITY COUNCIL
Stuart House East Wing
St John's Street
Peterborough
PE1 5DD

Tel: (01733) 863872

September 2011

www.peterborough.gov.uk

Preface

This is the proposed submission version of the Peterborough Planning Policies Development Plan Document (DPD).

It has been published by Peterborough City Council to enable anybody to submit comments ("representations") before it is submitted to the Secretary of State for Communities and Local Government.

It represents the City Council's final version of policies after considering all other alternatives, views and relevant matters. Any representations made on the policies will be taken into account by a Planning Inspector appointed by the Secretary of State to conduct a Public Examination into the DPD. This will be your final opportunity to influence any changes to policies.

Should you wish to make representations on the soundness of the document, you **MUST** submit your representations within the consultation period - **13 January to 23 February 2012 by 5.00pm**. Only those who have submitted their representations within this 6 week period have the statutory right to have their representations considered.

Any representations made at this stage must relate to the legal compliance and soundness of the document and how it meets (or not) the tests of soundness. The Inspector will first test to ensure that the Planning Policies DPD meets legal requirements before moving on to test for soundness. The tests for soundness relates to how the document and policies have been prepared. In order for the Planning Policies DPD to be found sound, it should be justified, effective and consistent with national policy.

The public consultation period takes place from 13 January to 23 February 2012. You can respond to the consultation in any of the following ways:

We prefer electronic responses to the consultation via the website as this greatly helps us in analysing responses and preparing for the next stage. Our online consultation website address is <http://consult.peterborough.gov.uk/portal/planning/peterborough/pp/ppcd/ppcd?pointId=1577791>

OR Complete a comments form, which can be downloaded at: http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_framework/planning_policies_dpd.aspx

You can email your comments form or other correspondence to us at:

planningpolicy@peterborough.gov.uk.

You can post your comments form or other correspondence to:

Strategic Planning & Enabling
Operations Directorate
Peterborough City Council
Stuart House East
St John's Street
Peterborough
PE1 5DD

The closing date for representations (comments) is **23 February 2012 at 5.00pm**.

Remember: only those who have submitted their representations before the closing date have the statutory right to have their representations considered.

Preface

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Introduction and Context

1.1 Introduction

- 1.1.1** The Peterborough Planning Policies Development Plan Document is one of the documents that make up Peterborough's Local Development Framework (LDF).
- 1.1.2** The LDF is not a single plan, but an overall term for a package, or portfolio, of separate planning policy documents. The most important documents in the LDF are known as Development Plan Documents (DPDs). The separate documents in the LDF may be prepared at different times and each one must pass through a number of stages before it can be adopted by the City Council as part of its LDF.
- 1.1.3** The determination of planning applications will be based on the collection of plans and policies in the LDF, together with national planning policy, such as the National Planning Policy Framework.
- 1.1.4** The Peterborough Core Strategy DPD was adopted on 23 February 2011. The Peterborough Site Allocations DPD is due to be adopted in early 2012. The Peterborough Planning Policies DPD and the Peterborough City Centre DPD will be adopted in 2012 or 2013. Collectively, all of these DPDs will eventually replace or delete all of the saved Peterborough Local Plan (2005) policies.

1.2 Peterborough Planning Policies DPD – Preparation Stages

- 1.2.1** There have been a number different stages involved in the production of this Planning Policies DPD and these are summarised below.

MAIN STAGES			DATE
	Evidence gathering	Meetings, workshops with internal and external stakeholders to identify main issues	July 2007 - Oct 2008
	Issues and Options	Public consultation on Issues and Options	Oct 2008 - Nov 2008
	Consultation Draft	Public consultation on the Council's draft policies	Feb 2011 - March 2011
Current Stage →	Proposed Submission	Final opportunity for formal representations on the proposed planning policies	Jan 2012- Feb 2012
	Submission and Examination	Planning Policies Document submitted to government along with all public comments received during the proposed submission consultation period	April 2012
		Independent Examination by a Planning Inspector	July 2012
	Adoption	Council adopts Final Plan	Dec 2012
	Monitoring and Review	Each year, identified targets are monitored	

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- 1.2.2** In the early stages of preparation we consulted on an 'Issues and Options' document (October - November 2008). This identified possible issues to be addressed and alternative policy approaches for each one. All the comments made at that stage were analysed and taken into consideration in formulating policies for a Consultation Draft document. A report containing a summary of the comments made and options selected can be seen at: <http://consult.peterborough.gov.uk/portal/planning/peterborough/pp/ppcd/ppcd?tab>
- 1.2.3** We included draft policies in the Consultation Draft version of the DPD (February 2011). This gave everyone an opportunity to comment on them before they were refined, in the light of those comments and new evidence, for the next, and more formal, Proposed Submission stage.
- 1.2.4** This 'Proposed Submission Version' is your final chance to make formal representations (comments) before the document is submitted to the Secretary of State. After it is submitted, he will appoint a planning Inspector to carry out an examination into the soundness of the document taking account of all representations made.

1.3 Sustainability Appraisal

- 1.3.1** The Council is required to undertake a Sustainability Appraisal of this DPD. This process enables the social, economic and environmental implications of the Council's policies to be fully considered. This is a continuous process from the first stage through to adoption of the DPD. The process began with the publication of a Sustainability Appraisal Scoping Report by consultants in June 2006.
- 1.3.2** Sustainability Appraisal for each policy in the document has been carried out and a Sustainability Appraisal report is published along with this document. Each policy was assessed against a number of sustainability criteria to assess its impact. Where it was necessary, policies were modified to reduce their negative impact, before inclusion in the document.
- 1.3.3** The outcome of the sustainability appraisal process is a DPD which supports the overall presumption in favour of sustainable development contained in the National Planning Policy Framework.

1.4 Habitats Regulations Assessment

- 1.4.1** A Habitats Regulations Assessment (HRA) is required for any land-use plan which is considered likely to have a significant effect on any European (Natura 2000) site of nature conservation importance. The purpose is to assess the impact of the plan against the conservation policies of the protected site.
- 1.4.2** There are three designated sites of European importance in Peterborough and others nearby. The process of assessment of this DPD in relation to those sites has been carried out in parallel with the Sustainability Appraisal.
- 1.4.3** A Habitats Regulations Assessment Screening Report has been produced for this DPD and it concluded that its policies are not likely to give rise to any significant effect on any European site either alone or in combination.

1.5 Planning Policies DPD and its relationship to other documents

Peterborough Sustainable Community Strategy

Introduction and Context

1.5.1 The Peterborough Sustainable Community Strategy (2008 - 2021) sets out a vision and overall strategy for the future of our city and the surrounding villages and rural areas. The vision for Peterborough is:

A bigger and better Peterborough that grows the right way - and through truly sustainable development and growth:

Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings;

Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.

1.5.2 There are four priorities for areas of work which are needed in order to achieve the vision and each of these is supported by four high level outcomes. By establishing clear policies for the determination of planning applications, this Planning Policies DPD has an important part to play in delivering many of these outcomes, in particular:

- Making Peterborough cleaner and greener
- Conserving natural resources
- Increasing use of sustainable transport
- Creating a safe, vibrant city centre and sustainable neighbourhood centres
- Building the sustainable infrastructure of the future
- Creating better places to live
- Making Peterborough safer
- Regenerating neighbourhoods

Peterborough Core Strategy DPD (Adopted 2011)

1.5.3 The Core Strategy is the overarching document for the Peterborough LDF. It is a strategic document which sets out the "core" principles for the future of Peterborough, establishing a strategic vision, objectives and policies that guide development and broad locations of where new development can go. However, it does not identify individual parcels of land for future development or set out detailed planning policies. This level of detail is provided through the Peterborough Site Allocations DPD, the Peterborough City Centre DPD and this Peterborough Planning Policies DPD, all of which must be in general conformity with the Core Strategy.

1.5.4 The primary purpose of this DPD is to provide detailed policy statements to help in determining planning applications, and so it will contribute to delivering the overarching principles established in the Core Strategy. At the end of each policy we have made reference to the appropriate Core Strategy policy (or policies) and objectives which it supports.

1.5.5 The table below shows which Core Strategy policies are supported by the detailed policies in this DPD.

Core Strategy Policy	Supported by Policies in this Planning Policies DPD
CS1: The Settlement Hierarchy and the Countryside	PP5 – Conversion and Replacement Dwellings in the Countryside PP6 –The Rural Economy

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Core Strategy Policy	Supported by Policies in this Planning Policies DPD
CS2: Spatial Strategy for the Location of Residential Development	PP1 – Design Quality
CS3: Spatial Strategy for the Location of Employment Development	PP1 – Design Quality
CS8: Meeting Housing Needs	PP1 – Design Quality PP4 – Prestigious Homes PP5 – Conversion and Replacement Dwellings in the Countryside
CS13: Developer Contributions to Infrastructure Provision	PP12 – Open Space Standards
CS14: Transport	PP10 – The Transport Implications of Development PP11 – Parking Standards
CS15: Retail	PP7 - Development for Retail and Leisure Uses PP8 – Primary Retail Frontages in District Centres PP9 – Shop Frontages, Security Shutters and Canopies
CS16: Urban Design and the Public Realm	PP1 – Design Quality PP2 - Impacts of New Development PP3 - Amenity Provision in New Residential Development PP9 – Shop Frontages, Security Shutters and Canopies
CS17: The Historic Environment	PP15 – Heritage Assets PP16 – Buildings of Local Importance
CS19: Open Space and Green Infrastructure	PP12 – Open Space Standards PP13 – Nene Valley PP14 – The Landscaping and Biodiversity Implications of Development
CS20: Landscape Character	PP13 – Nene Valley
CS21: Biodiversity and Geological Conservation	PP13 – Nene Valley

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Core Strategy Policy	Supported by Policies in this Planning Policies DPD
	PP14 – The Landscaping and Biodiversity Implications of Development PP17 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees PP18 – Habitats and Species of Principal Importance
CS22: Flood Risk	PP19 – Flood and Water Management

Peterborough City Centre DPD

1.5.6 Recognising the important role of the City Centre, the City Council is preparing a document that focuses specifically on this area, known as the Peterborough City Centre DPD. It will allocate sites that will enable the regeneration and enhancement of the centre of the city. It has to be generally in line with the Core Strategy's vision, objectives and policies. Although policies in the Planning Policies DPD will apply throughout the local authority area of Peterborough (unless clearly stated otherwise in the policy), there will be additional specific policies for the city centre in the City Centre DPD.

Peterborough Site Allocations DPD

1.5.7 The Site Allocations DPD, as the name suggests, allocates land for various uses such as housing, employment and retail throughout the local authority area, other than the city centre. It is not the role of that DPD to give permission to particular proposals – this will be completed through the planning application process. However, it establishes the principle that a suitable form of development can be located on a particular site. The intention is to provide developers, the local authority and residents with some certainty about what sites will be developed in the future and for what purpose. The allocation of a site does not necessarily mean that it will be developed straight away. One of the roles of this Planning Policies DPD is to ensure that high quality development takes place on the sites identified in the Site Allocations DPD.

Supplementary Planning Documents (SPDs)

1.5.8 SPDs are part of the LDF that might cover a range of issues, thematic or site specific, and provide further detail about policies and proposals in a related DPD. This Planning Policies DPD indicates where we will produce an SPD to provide further guidance to accompany a policy.

Proposals Map

1.5.9 The Proposals Map for Peterborough is a separate Local Development Document which shows, on an Ordnance Survey base, the boundaries of specific allocations and designations set by planning policies. This includes the identification of areas to which policies in this DPD apply. It will be updated each time that the Council adopts a DPD which has policies for specific geographic areas.

Introduction and Context

2.1 PP1 – Design Quality

Policy PP1

Design Quality

Planning permission will only be granted for development where the layout, design and appearance of the proposal:

- (a) would make a positive contribution to the quality of the natural and built environment (in terms of its location, size, scale, massing, density, proportions, materials and design features); and**
- (b) would not have a detrimental effect on the character of any immediately adjoining properties or the surrounding area; and**
- (c) would be sufficiently robust to withstand and adapt to the predicted impacts of climate change; and**
- (d) would be designed and constructed with longevity as a key objective, especially if materials with a high embodied energy are to be used. In cases where a building needs to be designed for a shorter life span, additional environmental features should be included in line with Core Strategy policy CS10 to compensate for the relatively short life of the proposed building.**

- 2.1.1** Peterborough has a growth agenda and considerable development will take place in the next 15 years and beyond. As built development lasts for many years, it is important that all new developments are not just designed to high standards but are built to meet the needs of end-users. New development also needs to be sufficiently flexible and adaptable to cater for any future needs.
- 2.1.2** All new development should relate well to its surroundings, resulting in a scheme that is coherent and interesting in character. For most proposals, this should be clearly outlined in the Design and Access Statement as to how the design was developed and what the scheme is trying to achieve. This policy establishes the basic principles as to the design elements that should be considered when proposals are developed. Considerable design advice is available from external bodies such as the Design Council which includes CABI's building for life criteria <http://www.designcouncil.org.uk/>. Where appropriate, the assessment of the development proposal against 'Building for Life' criteria is supported and could assist the Council in deciding whether the requirements of policy PP1 have been met.
- 2.1.3** In association with the above policy, and policy CS10 'Environment Capital' in the adopted Peterborough Core Strategy, developments are encouraged to use sustainable building materials and methods, including the use of locally sourced materials where possible. Designs should maximise the use of renewable energy and passive solar gain, and take advantage of opportunities for natural ventilation, cooling and shading. All new proposals will need to be designed to withstand and adapt to the predicted impacts of climate change such as high temperatures, increased risks of flash-flooding and changing ground conditions, to ensure that the building is practical and comfortable for all users during its lifespan. This could include the use of measures such as the installation of green roofs and grey water recycling, and materials which will reduce heat gain in summer and maximise natural ventilation.

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2.1.4 Developments make a considerable impact on the environment through the use of natural resources and the energy used to extract, create and transport building materials. Some of these impacts are captured by the phrase ‘embodied energy’ of a building. It is important to avoid the use of materials with unnecessarily high embodied energy, especially in buildings with an anticipated short life. Two useful reference guides are the nationally recognised BRE Green Guide to Specification <http://www.bre.co.uk/greenguide/podpage.jsp?id=2126> and GreenSpec: <http://www.greenspec.co.uk/>.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy: CS16 - Urban Design and the Public Realm

Core Strategy objectives: OB3 - Urban and Rural Character and Distinctiveness; OB9 - Housing Quality and Density; OB25 - New Development; OB26 - Urban Fabric and Public Realm

2.2 PP2 - Impacts of New Development

Policy PP2

Impacts of New Development

Planning permission will not be granted for development which would result in unacceptable:

- (a) loss of privacy for the occupiers of any nearby property; or**
- (b) loss of public green spaces and/or private amenity space; or**
- (c) noise and/or disturbance for the occupiers or users of any nearby property or land; or**
- (d) loss of light to and/or overshadowing of any nearby property; or**
- (e) overbearing impact on any nearby property; or**
- (f) odour and/or pollution (including light pollution); or**
- (g) opportunities for crime and disorder.**

2.2.1 This policy aims to ensure that all development takes into consideration the impact that it will have on the occupiers and/or users of properties nearby. It also aims to secure basic levels of amenity for all new developments. It will be particularly important in the case of residential development, including the construction of alterations and extensions to existing dwellings.

2.2.2 A development’s impact on visual privacy, overlooking, overshadowing, outlook, access to daylight and sunlight and disturbance from artificial light can be influenced by its design and layout, the distance between properties, the vertical levels of onlookers or occupiers and the angle of views. These issues will also affect the amenity of the new occupiers. These elements will be considered at the design stage of a scheme to prevent any negative impacts of new development on occupiers and neighbours.

- 2.2.3** The layout of the proposed development, the aspect of individual dwellings, and the relationship of a dwelling with adjacent properties will all be factors to be taken into account in meeting the requirements of the policy.
- 2.2.4** We always encourage development to be designed in such a way to minimise opportunities for crime and disorder. Developers should seek advice from the police and other organisations, at the design stage, to help design out crime. Any crime prevention measures would have to be in place before any property is occupied.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy: CS16 - Urban Design and the Public Realm

Core Strategy objectives: OB9 - Housing Quality and Density
OB25 - New Development
OB26 - Urban Fabric and Public Realm

2.3 PP3 - Amenity Provision in New Residential Development

Policy PP3

Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that the needs of future residents are provided for and should include:

- (a) adequate internal space for the living and storage needs of prospective occupiers, capable of being adapted as those needs change over their lifetime; and**
- (b) adequate daylight and natural sunlight, privacy and noise attenuation for prospective occupiers, commensurate with the nature of the intended use; and**
- (c) well designed and located private amenity space commensurate with the development; and**
- (d) adequate provision for segregated waste, well designed and located bin storage and collection areas to serve the development.**

- 2.3.1** The policy aims to secure "livability" for all new residential development. This includes residential extensions as well as new dwellings. In the context of this policy, this involves the provision of adequate internal space to a consistent minimum standard irrespective of tenure. The Council's policy for Lifetime Homes appears in policy CS8 of the Peterborough Core Strategy.
- 2.3.2** "Livability" also involves adequate garden space in the case of individual dwellings, for sitting out, children's play, drying clothes and plant/vegetable cultivation, commensurate with the size of the dwelling and the nature of the built form of the locality. The livability area should not be compromised by high levels of shading or overlooking. In the case of flats, private amenity space might be achieved by the provision of ground floor patios and upper floor balconies.

Planning Policies

2.3.3 Finally, the "Livability" concept covers a good level of amenity provision for prospective occupiers, in terms of daylight, sunlight and privacy. Further advice on satisfying parts (a), (b) and (c) of the policy will be given in a separate Supplementary Planning Document.

2.3.4 Within residential developments, developers will be required to provide adequate space for internal and external segregation and storage of waste. The RECAP Waste Management Design Guide Supplementary Planning Document details the waste segregation, storage and collection requirements that designers and developers will need to satisfy. The Guide applies to new commercial developments too. The Guide offers a significant opportunity for innovation in waste management design and effective alternative waste management solutions are welcomed.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy: CS16 - Urban Design and the Public Realm

Core Strategy objectives: OB9 - Housing Quality and Density
OB25 - New Development
OB26 - Urban Fabric and Public Realm

2.4 PP4 – Prestigious Homes

Policy PP4

Prestigious Homes

Planning permission will not be granted for development which would involve the loss of a dwelling (whether by demolition, redevelopment, conversion or change of use) which meets the need for prestigious, top-of-the market housing, unless either:

**(a) the proposed development would itself create one or more prestigious dwellings;
or**

(b) there is clear evidence that the dwelling that would be lost has been marketed at a realistic price for an appropriate period of time without genuine interest in its purchase and occupation as a dwelling.

Part (a) does not apply if the development that is proposed would be contrary to policy SA19 (Special Character Areas) of the Peterborough Site Allocations DPD.

2.4.1 If Peterborough's economic development strategy of growth based on the attraction of new and expanding companies in the environmental and knowledge-based industries is to succeed, there will be a need for large, top-of-the range houses that will enable business leaders to live locally. Provision has been made for the development of new properties in this sector of the market in the Peterborough Core Strategy and the Peterborough Site Allocations DPDs. However, large existing houses in generous plots, including older properties and those in conservation areas, will also help to meet this particular need. The policy therefore seeks to prevent their loss.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy: CS8 - Meeting Housing Needs

Core Strategy objective: OB7 - Balanced Mixed Housing

2.5 PP5 – Conversion and Replacement Dwellings in the Countryside

Policy PP5

Conversion and Replacement Dwellings in the Countryside

Conversion of an agricultural building

In the countryside, planning permission for the conversion of an existing agricultural building to residential use will only be granted if:

- (a) there is no reasonable prospect of the building being used for employment purposes; and
- (b) the agricultural use of the building has ceased; and
- (c) the building is not in such a state of dereliction or disrepair that significant reconstruction would be required; and
- (d) the building is of traditional character and appearance, and conversion can be undertaken without extensive alteration and rebuilding.

Replacement of an existing dwelling in the countryside

Planning permission for the replacement of an existing dwelling in the countryside with a new dwelling will only be granted if:

- (e) the residential use of the original dwelling has not been abandoned; and
- (f) the original dwelling is not a temporary or mobile structure such as a caravan; and
- (g) the original dwelling is not worthy of retention because of its design or negative contribution to the landscape.

Provided that criteria (e) to (g) can all be met, any replacement dwelling should be:

- (h) of an appropriate scale to the plot and its setting in the landscape; and
- (i) of a design appropriate to its rural setting; and
- (j) located on the site of the original dwelling, unless an alternative suitable site exists within the existing residential curtilage, in which case the existing dwelling will be required to be completely removed immediately after the new dwelling is first occupied.

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- 2.5.1** Areas outside the urban boundary and the village envelopes are considered as countryside for the purpose of policies in the LDF. National policy restricts residential development in the countryside in order to protect its character and to prevent the unnecessary development of rural greenfield sites. Policy and guidance for development within the village envelopes is discussed in the Core Strategy (policies CS1 and CS2) and Site Allocations DPD (policy SA4).
- 2.5.2** This policy recognises the potential for conversion of redundant rural buildings in the open countryside to dwellings. Given that new housing in the countryside is subject to strict control, applications for residential conversions will be examined with particular care and will only be acceptable where all the criteria of policy PP5 can be met and the development complies with all other relevant policies of the LDF.
- 2.5.3** The replacement of an original dwelling, in certain circumstances, with a new dwelling on a one-for-one basis may be acceptable and policy PP5 sets out the criteria to be applied. Where a building is of historic or traditional nature or is otherwise worthy of retention, redevelopment will be resisted and proposals for restoration and renovation will be encouraged.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies: CS1 - The Settlement Hierarchy and the Countryside;
CS8 - Meeting Housing Needs

Core Strategy objectives: OB3 - Urban and Rural Character and Distinctiveness
OB7 - Balanced Mixed Housing
OB12 - Local Trade and Traditional Business

2.6 PP6 – The Rural Economy

Policy PP6

The Rural Economy

In villages and the countryside, planning permission for development for tourism, leisure and cultural uses will be granted, provided that the development:

- (a) would be consistent in scale with its rural location, without unacceptable environmental impacts; and**
- (b) would help to support existing local community services and facilities; and**
- (c) would be compatible with, or would enhance, the character of the village or the landscape in which it would be situated; and**
- (d) would not cause undue harm to the open nature of the countryside or any site designated for its natural or cultural heritage qualities; and**
- (e) would be easily accessible, preferably by public transport; and**
- (f) if it would involve the construction of a new building in the open countryside, is supported by a robust business plan that demonstrates (i) the demand for the development and (ii) that the facilities to be provided would constitute a viable business proposition on a long-term basis.**

In the countryside, development involving the expansion of an existing employment use on its current site or the conversion of an existing agricultural building (particularly if it is adjacent to or closely related to a village) will be acceptable for employment uses within Use Classes B1 to B8 or tourism-related uses, provided that the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.

- 2.6.1** In both urban and rural areas, tourism and related leisure and cultural facilities can provide jobs, bring visitors to the area and enhance the quality of life for local residents. However, tourism in rural areas would need to be limited to avoid undue harm to the open nature of the countryside. Where accessibility is poor, proposals would need to be limited to small-scale development such as conversion of existing rural building for tourism/leisure use.
- 2.6.2** In all cases where a tourism, leisure or cultural facility is proposed in the open countryside and requires the construction of a new building, the Council will require a robust business plan, appropriate to the proposed scheme. The business plan must demonstrate the demand and viability of the scheme on an on-going basis. This requirement will help prevent development being permitted in the open countryside, which quickly fails as a business and leads to pressure on the Council to permit the conversion of the failed development to another use (e.g. conversion to residential) which the Council would not have permitted on that site in the first instant.
- 2.6.3** The main focus of development in rural areas will be within village envelopes. Guidance is provided in the Core Strategy (policy CS1) and Site Allocations DPD (policy SA4). However, the re-use of buildings outside villages for employment purposes can play an important role in meeting the need for employment in rural areas. It can provide jobs, give renewed use to

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vacant buildings and reduce the demand for new buildings in the countryside. The re-use of buildings for tourist accommodation and attractions is generally supported because of the contribution to rural diversification and the wider economic benefits for Peterborough.

2.6.4 Successful rural enterprises located in the open countryside, where new development is closely controlled, may need to expand on their current site. This can protect existing jobs and create additional employment in rural areas. However, such development needs to be highly sensitive to its surroundings. Policy PP6 allows such expansion but ensures that it will be carried out in a way which does not cause significant harm to the countryside or amenity.

2.6.5 In order to maximise opportunities for rural working it is also necessary to retain land which provides existing employment. This will be achieved by preventing use for other purposes unless continued employment use is not viable or would be unsuitable for other planning reasons.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies:	CS1 - The Settlement Hierarchy and the Countryside CS18 - Culture, Leisure and Tourism
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB4 - Local Services OB12 - Local Trade and Traditional Businesses

2.7 PP7 - Development for Retail and Leisure Uses

Policy PP7

Development for Retail and Leisure Uses

The boundaries of the District Centres of Bretton, Hampton, Millfield, Orton and Werrington, and the extent of their Primary Shopping Areas, are shown on the Proposals Map.

The boundaries of Local Centres are shown on the Proposals Map. For each Local Centre, the boundary of the Primary Shopping Area is identical to that of the Centre.

The Council will apply a sequential approach to the consideration of applications for retail and leisure development, with the levels of the sequence being:

- **First Level - within the Primary Shopping Area for retail development; within the District or Local Centre for leisure development (subject to policy PP8)**
- **Second Level - edge of centre**
- **Third Level - out of centre**

An integral part of the sequential approach, in the case of development proposed in a First Level or Second Level location, is whether the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the role and function of the centre within the hierarchy of centres and the catchment that it serves.

Planning applications for retail or leisure development outside any Primary Shopping Area will be refused planning permission unless:

- (a) the requirements of policy CS15 of the Peterborough Core Strategy have been satisfied; and
- (b) the applicant has demonstrated compliance with the requirements of the sequential approach.

All applications for retail or leisure development which would result in an increase of over 2,500 sq metres gross floorspace, and which would not be located in a centre, will be required to be accompanied by an impact assessment. Planning permission will be refused if the proposed development is likely to lead to a significant adverse impact on any matter specified in national planning policy (or any accompanying guidance).

2.7.1 The boundaries of all District Centres, Local Centres and Primary Shopping Areas are defined on the Proposal Map in accordance with the Core Strategy policy CS15.

2.7.2 The meaning of 'edge-of-centre' for the purpose of retail development is a location that is well connected to and within easy walking distance (i.e. up to 300 metres) of the boundary of a Primary Shopping Area. For leisure development, the term means a location within 300 metres easy walking distance of the boundary of a District or Local Centre. In determining 'easy walking distance', the Council will take into account barriers to pedestrian movement, such as the need to cross major roads or car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the centre.

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2.7.3 Other uses such as libraries, medical centres and community facilities should be located in or on the edge of centres where possible, but will not be restricted to those locations if they would be unsuitable or inappropriate in relation to the community that they would serve.

2.7.4 The City Centre DPD will establish the boundary of the Primary Shopping Area for the city centre and any specific policies applying to it.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS15 - Retail
Core Strategy objectives:	OB4 - Local Services OB14 - District Centres

2.8 PP8 – Primary Retail Frontages in District Centres

Policy PP8

Primary Retail Frontages in District Centres

Within the ground floor of the primary retail frontages of Bretton, Hampton, Millfield, Orton and Werrington District Centres as shown on the Proposals Map, planning permission for any non-A1 use will only be granted if:

- (a) the development would maintain or enhance the vitality and viability of the centre and appearance of the frontage; and**
- (b) the proportion of the retail frontage in class A1 use would not fall below 50%, or be further reduced where it is already below 50%; and**
- (c) the development would not result in more than three non-A1 uses adjacent to one another.**

2.8.1 The main retail areas within District Centres are designated as Primary Shopping Areas and primary retail frontages as shown on the Proposals Map. Government policy requires that the City Council define the extent of the primary shopping area where A1 use would be the predominant use. In line with Core Strategy policy CS15, the primary shopping areas in the District Centres are defined in order to direct retail developments to these locations in accordance with the retail hierarchy. The primary shopping area can also be used to determine edge of centre locations (i.e. up to 300 metres of the primary shopping area) in the District Centres. Within the District Centre boundary outside the primary shopping area, other 'District Centre uses' will be directed.

2.8.2 The designation of primary retail frontages apply only to the ground floor level. Although predominantly in retail use, primary frontages within District Centres can contain a variety of other uses. It is essential that some retail uses within primary frontages are retained to maintain the attractiveness and convenience of District Centres as shopping destinations and to preserve their character and vitality. In particular, without a reasonable proportion of class A1 retail units, the pedestrian flow in the daytime could fall below a viable level.

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- 2.8.3** Some non-A1 uses, such as banks and building societies (A2), restaurants (A3), pubs (A4) and hot food take-aways (A5) may be beneficial to retail areas, either by increasing activity or by providing complementary services. However, the character and economic well-being of a centre can be adversely affected by too many, or poorly located, non-A1 uses.
- 2.8.4** Policy PP8 allows for the provision of a controlled number of non-A1 uses within primary frontages but prevents any proliferation that would adversely affect the character of District Centres. It prevents any use which would be inappropriate by virtue of its impact on the vitality and viability of its surroundings.
- 2.8.5** PP8 relates to the ground floor of shop units only. The use of upper floors above shops for non-retail uses is encouraged, particularly for residential, provided it is in accordance with relevant LDF policies.
- 2.8.6** For criteria (b) the percentage of non-retail uses along a frontage will be calculated along the length of a continuous parade of shop units (without any significant break or corner) as shown on the Proposals Map. When granting permission for a non-retail use, the City Council will normally attach a condition requiring a window display and/or views into the interior of the premises to be provided and maintained, where this is practicable.
- 2.8.7** The Council may be prepared to depart from the provisions of the policy, and allow a non-A1 use which would normally be unacceptable, if there is clear evidence that the property has been marketed as an A1 retail shop at a realistic price or rental for an appropriate period of time without genuine interest in its purchase and/or occupation, and there would otherwise be the prospect of a long-term vacancy.
- 2.8.8** The primary shopping frontages in some District Centres (Orton and Werrington in particular) are likely to change due to regeneration of these with further development. When the regeneration of a District Centre is completed, the primary shopping frontages will then be revised to reflect the new layout. Any changes to the primary shopping frontage will be finalised after it has been through the statutory process.
- 2.8.9** Please note that any detailed retail policy for frontages in the City Centre will be set out in the City Centre Area DPD.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS15 - Retail
Core Strategy objectives:	OB4 - Local Services OB14 - District Centres

Planning Policies

2.9 PP9 – Shop Frontages, Security Shutters and Canopies

Policy PP9

Shop Frontages, Security Shutters and Canopies

Planning permission for any new, replacement or altered shop front, including signage, will only be granted if:

- (a) its design would be sympathetic in size, architectural style/proportion, materials and architectural detailing to the building to which it would be fitted; and
- (b) it would not detract from the character or appearance of the street as a whole; and
- (c) any advertising material is incorporated as an integral part of the design.

Planning permission for the installation of an external security shutter will only be granted where:

- (d) it is demonstrated that there is a persistent problem of crime or vandalism affecting the property which cannot be satisfactorily and reasonably addressed by an alternative measure; and
- (e) the property is not a listed building or situated in a conservation area; and
- (f) the shutter is designed to a high standard, taking account of the design features of the frontage into which it would be installed; and
- (g) the design is open mesh/perforated in style.

A proposal for the installation of a canopy will only be acceptable on the ground floor of a shop, cafe, restaurant or public house, and only if it can be installed without detracting from the character of the building or surrounding area.

2.9.1 Shop fronts can make a substantial and positive contribution to the visual interest of an area if sympathetically designed, but a degree of control is required if the character of buildings or the overall appearance of a street is not to be destroyed by poor design. Open shop fronts can create visually unacceptable voids and proposals for their development will generally be resisted. Particular care is necessary in the design of shop fronts in conservation areas, and on listed buildings, or where the shop front would straddle buildings of different designs.

2.9.2 The experience and fear of crime in some areas has led to a general desire for improved shop front security and owners are increasingly considering the installation of security shutters. However, many such shutters (especially if solid) can be visually unattractive and create a 'dead', hostile appearance, which can reduce natural surveillance and thereby encourage other crime. This can also affect the commercial viability of an area. There are other means of improving the security of shop fronts, such as the use of laminated glass, improved lighting, internal security grilles or natural surveillance, that have a less detrimental impact. The City Council will strive to achieve a balance between the security requirements of individual shops and the impact on the wider area.

- 2.9.3** Canopies are not traditional on most buildings in this country and are frequently not compatible with their style or character. Because of their shape, design, materials and colours, they can be visually very dominant and discordant. It is important, therefore, that they should be used sensitively.
- 2.9.4** Subject to resources, the Council may prepare an SPD to offer further guidance on how policy PP9 can be met.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies:	CS15 - Retail CS16 - Urban Design and the Public Realm
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB25 - New Development OB26 - Urban Fabric and Public realm

2.10 PP10 – The Transport Implications of Development

Policy PP10

The Transport Implications of Development

Planning permission for development that has transport implications will only be granted if:

- (a) appropriate provision has been made for safe, convenient and sustainable access to, from and within the site by all user groups, taking account of the priorities set out in the Peterborough Local Transport Plan; and**
- (b) the development would not result in an unacceptable impact on any element of the transportation network including highway safety.**

- 2.10.1** The Core Strategy (policy CS14) sets out the overall policy approach to transport issues and would need to be taken into account when considering a development proposal. This DPD addresses transport issues such as the effect of development on road safety, traffic congestion, access and circulation, parking, and the design of new infrastructure, which are all material considerations in determining a planning application. Advice should be sought from the Local Highways Authority to establish the current guidance used.
- 2.10.2** When assessing development proposals the City Council will give consideration to the needs of transport user groups in the order of priority as set out in the Transport User Hierarchy (see Glossary).
- 2.10.3** Accessibility for user groups and the transport impact of a development proposal can be addressed through the design of a scheme, the imposition of planning conditions, or the developer agreeing to enter into a planning obligation - or all three, depending on the circumstances. Where appropriate, the City Council will negotiate with developers to secure

Planning Policies

on and/or off-site transport infrastructure improvements that are necessary to enable the development to proceed, as part of its overall approach to developer contributions, as set out in policy CS13 of the Core Strategy.

- 2.10.4** The City Council will require a Transport Statement or Transport Assessment to be submitted for all development that meets the criteria as set out in current guidance at that time. Contact should be made with the Local Highway Authority to establish the criteria levels. The purpose of a Transport Statement and Transport Assessment is to identify the traffic impact of a proposal and, where necessary, propose measures to improve accessibility for the relevant user groups, reduce parking and mitigate transport impacts. The nature of the proposed measures will depend on the outcome of the Transport Statement or Transport Assessment. In addition, a Travel Plan should form an integral part of any Transport Assessment, promoting sustainable transport choices and thus reducing the impact of a proposal.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS14 - Transport
Core Strategy objectives:	OB15 - Bus Services and Congestion OB16 - Walking and Cycling

2.11 PP11 – Parking Standards

Policy PP11

Parking Standards

Planning permission will only be granted for development if the proposal makes appropriate and deliverable parking provision for all modes of transport in accordance with the standards in Appendix A ‘Parking Standards’.

Developers are encouraged to share parking spaces with other developments where the location and pattern of use of the spaces makes this possible. If there is a realistic prospect of sharing spaces, the Council will be prepared to relax the requirement for provision accordingly.

All residential development should be designed, where practical, to incorporate facilities for electric plug-in and other ultra-low emission vehicles.

- 2.11.1** The parking strategy of the Peterborough Local Transport Plan (LTP) aims to encourage modal shift away from single occupancy private cars for commuter travel and to reduce the growth of private non-residential parking throughout the City. Maximum car/van parking standards (except for C3 - dwelling houses and C4 – houses in multiple occupation where, minimum parking standards apply) have therefore been devised to reflect the approach to local parking standards in the National Planning Policy Framework. Minimum parking provision for cycle, powered two wheelers and spaces for disabled users are also included in the parking standards.

Planning Policies

- 2.11.2** The parking standards can therefore be used as a demand management tool and to encourage the use of public transport in accordance with Peterborough's status as a Sustainable Travel Demonstration Town. For all new developments within the Core area (as defined in the LTP), parking provision should be restricted to operational use only which is use referring to servicing, delivery and maintenance.
- 2.11.3** For new residential development within the City Centre area (as defined in the LTP), residential parking may be reduced below the standard set out in Appendix A where measures will restrict/discourage car ownership by the use of parking controls and/or the use of Residential Travel Planning. For all new non-residential development within the City Centre, parking levels should be reduced from maximum standards by the means of Travel Planning and enhancement of public transport/walking/cycling facilities.
- 2.11.4** For all new residential development within the City Peripheral and Outer areas (as defined in the LTP), residential parking will accord with the minimum standards set out in Appendix A. For all new non-residential development within the City Peripheral and Outer areas, parking levels should be reduced from maximum standards by the means of Travel Planning and enhancement of public transport/walking/cycling facilities.
- 2.11.5** Applications for development that will result in a level of car parking provision in excess of any maximum set by the standards in Appendix A will be refused, unless an overriding need for additional spaces can be demonstrated. The City Council recognises that the specific working practises of businesses can occasionally justify a level of parking above maximum standards, but only where all alternatives have been fully explored by a Transport Assessment.
- 2.11.6** Transport Assessments (which are required for all development with significant transport implications – see Core Strategy policy CS14 for details) should always seek to minimise parking provision, below the maximum standards in Appendix A. Provision below the maximum standards is likely to be feasible in locations highly accessible by public transport and where there are opportunities for shared or on-street parking. In addition, when assessing an application for any type of land use, the Council may occasionally require a minimum level of parking to be provided if there is no other way of avoiding a road safety hazard.
- 2.11.7** In applying the parking standards in Appendix A, and determining the precise amount of parking appropriate for a development, account will be taken of the scale and nature of the proposals; the accessibility of the site, particularly by public transport; and the proximity of services and facilities. In determining the amount of parking appropriate for a particular housing scheme, account will be taken of the need to produce a well-designed and safe residential environment.
- 2.11.8** The Council will normally require parking facilities to be hard surfaced with permeable or porous materials (except where there is a risk of groundwater contamination) and/or appropriately drained (which may include the use of SuDS), with individual parking spaces marked out. Car parks should be well lit and their location/design should minimise the opportunity for crime, for example, through the use of natural surveillance.
- 2.11.9** As an Environment City, Peterborough is part of the 'Plugged-in Places' programme, which supports the early development of an electric car charging point infrastructure. Many charging points via this programme would need to be accessible to the public, based with businesses. However, if electric vehicles are to become mainstream, it is essential that the infrastructure is available at a domestic level. This infrastructure is far cheaper and easier to implement at the construction stage of a new home, rather than being retro-fitted to an existing dwelling. As such, the policy requires the provision of a plug-in point on all new-build dwellings, where practical.

Planning Policies

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS14 - Transport
Core Strategy objectives:	OB15 - Bus Services and Congestion OB16 - Walking and Cycling OB18 - Mixed use development

2.12 PP12 – Open Space Standards

Policy PP12

Open Space Standards

All residential development within Use Classes C3 and C4 will be required to provide open space in accordance with the minimum standards set out in Appendix B. The precise type of on-site provision that is required will depend on the nature and location of the proposal and the quantity/type of open space needed in the area. This should be the subject of discussion/negotiation at the pre-application stage. If there are deficiencies in certain types of open space provision in the surrounding area, the City Council will seek variations in the component elements to be provided by the developer in order to overcome them.

Proposals will be acceptable in the following circumstances, if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified open space needs of the proposed residential development off-site:

- (a) if the proposed residential development would be of insufficient size in itself to make the appropriate provision (in accordance with Appendix B) feasible within the site; or
- (b) if, taking into account the accessibility/capacity of existing open space facilities and the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.

Where appropriate, the Council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the open space provision, before granting planning permission.

2.12.1 The primary purpose of the open space standards is to secure adequate provision of open space for all new residential development. The City Council will apply the standards to all proposals including housing sites within the City Centre boundary as shown on the Proposals Map (although here, a financial contribution to provision is more likely to be the best solution, rather than on-site provision). Proposals that will result in loss of existing open space will be assessed against policy CS19 in the Core Strategy.

2.12.2 The open space standards set out in Appendix B provide the basis for assessing the notional open space requirements of any proposed residential development. They set out a hierarchy of open space which is based on the Atkins Peterborough Open Space Study Update (2011) and which will be applied to all relevant development proposals.

- 2.12.3** The open space requirements for a specific development proposal will be based on the application of the standards, taking into account the current average household size for Peterborough, the type and size of dwellings proposed in the development and any particular needs identified in neighbourhood or community plans for the area in which the development would take place. The Council will generally encourage the creation of a consolidated open space structure for major new housing developments with open space provided on-site and accessible to all residents. The Council may seek variations in the composition of the open space in order to secure the best outcome for the development and the surrounding area.
- 2.12.4** In assessing whether any open space that is provided in accordance with policy PP12 will be acceptable, the City Council will take into account the need to ensure that the proposed site will keep potential nuisance to a minimum and that there is sufficient supervision and surveillance from homes for doorstep and junior play areas.
- 2.12.5** Provided that the size, location and site characteristics of open spaces are acceptable, they have been fully laid out in accordance with the City Council's requirements and are in a satisfactory condition, the Council will normally be prepared to adopt and maintain them. For adoption purposes, developers will be required to enter into an agreement with the Council which will include payment by the developer of a commuted sum to cover the costs of future maintenance of the open space.
- 2.12.6** In addition to the open space standards, the Council will work towards the provision of accessible woodland. The national Woodland Access Standard aspires to an accessible woodland of at least 2 hectares within 500 metres of every home, and a woodland of at least 20 hectares within 4km. Provision of new woodland will not be a requirement of new residential development, but the Council will work with partners, including developers, to improve the levels of provision that currently exist in Peterborough. This can be achieved by new woodland planting and by access agreements to existing private woodland.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies:	CS13 - Developer Contributions to Infrastructure Provision CS19 - Open Space and Green Infrastructure
Core Strategy objectives:	OB2 - Environment Capital OB4 - Local Services OB22 - Open Space and Sport

Planning Policies

2.13 PP13 – Nene Valley

Policy PP13

Nene Valley

Within the area of the Nene Valley as shown on the Proposals Map, the Council will support development that would safeguard and enhance recreation or bring landscape, nature conservation, heritage, cultural or amenity benefits, so long as that development would be appropriate in terms of use, scale and character with its urban or countryside location and the townscape or landscape character of the area in which it would be situated. Such development will include, in particular:

- (a) proposals that would enhance navigation along the river for a wide range of recreational, cultural or transport purposes, or create new links with other waterways within and/or surrounding the local authority area; and**
- (b) proposals that would create a more natural water's edge and contribute to enhancing biodiversity; and**
- (c) proposals that would enable greater public access to the waterspace and the achievement of continuous publicly accessible paths and cycle routes alongside the river.**

There will be a general emphasis on development involving low-impact, informal activities in the rural area of the valley, and development involving more formal activities in the urban area. In all cases, new development beside the river will be required to be designed with a frontage or open space to the river which enhances its character.

Development which would increase flood risk, or compromise the performance of flood defences or existing navigation facilities will not be permitted.

- 2.13.1** The Nene Valley runs west-east across the District. It is identified as an area of high amenity, landscape, ecological and heritage value.
- 2.13.2** The City Council works in partnership with a number of organisations to manage the river environment, both within the boundary defined on the Proposals Map and the wider River Nene catchment area. Facilities such as the Ferry Meadows Country Park have been provided within the Nene Valley. However, the Council considers that there is still scope for further action to enhance the Nene Valley's role for recreation whilst having due regard to other aspects of the river's environment. It is envisaged that there will be a gradual transition from informal, dispersed activities in the rural area to more organised, formal activities in the urban area. The City Centre DPD will consider proposals for the use of the River Nene within its boundary.
- 2.13.3** To the west of the urban area of Peterborough the Nene Valley has high value landscape features, and, from a nature conservation perspective, parts are also designated as a Site of Special Scientific Interest and County Wildlife Site. East of the City lie the Nene Washes SSSI and other wetland sites. The Nene Washes are of international importance for nature conservation. They are a Special Protection Area under the terms of Article 4 of the EC Council Directive 79/409/EEC on the Conservation of Wild Birds; and a 'Ramsar' site under the terms

of the 1971 Ramsar Convention on Wetlands of International Importance (as amended). Part of the Nene Washes (Mortons Leam) is designated as a Special Area of Conservation for spined loach.

2.13.4 Where these designations apply, the duty to further the conservation and enhancement of the features for which the site is of special interest will carry considerable weight in decision-making. In other parts of the Nene Valley recreation development will be encouraged, subject to there not being any unacceptable impact on these considerations.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies:

CS19 - Open Space and Green Infrastructure
CS20 - Landscape Character
CS21 - Biodiversity and Geological Conservation

Core Strategy objectives:

OB2 - Environment Capital
OB3 - Urban and Rural Character and Distinctiveness
OB20 - Sites of Environmental Importance
OB22 - Open Space and Sport
OB24 - River Nene

Planning Policies

2.14 PP14 – The Landscaping and Biodiversity Implications of Development

Policy PP14

The Landscaping and Biodiversity Implications of Development

For any proposed development with potential landscaping and/or biodiversity implications, the Council will require the submission of a site survey report or reports with the planning application, identifying the landscape and biodiversity features of value on and adjoining the site. The layout and design of the development should be informed by and respond to the results of the survey(s).

Planning permission for the development will only be granted if the proposal makes provision for:

- (a) the retention and protection of trees and other natural features that make a significant contribution to the landscape or biodiversity value of the local environment, provided that this can be done without unduly compromising the achievement of a good design solution for the site; and
- (b) new landscaping for the site as an integral part of the development, with new tree, shrub and hedgerow planting suitable for the location, including wildlife habitat creation; and
- (c) the protection and management of existing and new landscape, ecological and geological features during and after construction, including the replacement of any trees or plants introduced as part of the development scheme which die, are removed or become seriously damaged or diseased; and
- (d) the protection and, where necessary and feasible, the enhancement of water quality and habitat of any aquatic environment in or adjoining the site. For riverside development, this includes the need to consider options for riverbank naturalisation.

The Council will require all major developments which involve building facades incorporating in excess of 60% reflective glass to include measures which reduce the probability of bird strike.

For significant landscaping proposals, the Council will require submission of management and maintenance specifications to accompany the landscaping scheme.

- 2.14.1** The City Council is committed to the promotion and enhancement of biodiversity. This can be achieved in part by the conservation and enhancement of key habitats as identified in the UK, Cambridgeshire and Peterborough Biodiversity Action Plans. New development will be expected, where possible, to provide for the planned retention of existing habitats and wildlife features. Where appropriate, the creation or restoration of habitats will be encouraged as a part of new development in accordance with biodiversity principles.
- 2.14.2** Outside the formally designated statutory and non-statutory sites of nature conservation interest, the need to protect and promote biodiversity will be a material consideration in the determination of planning applications. This will be particularly important where a particular habitat or species is subject to a Biodiversity Action Plan. In seeking appropriate mitigation and compensatory measures, the City Council will seek to ensure that development proposals do not lead to a net loss of biodiversity.

- 2.14.3** Under this policy the City Council will seek to protect features of the landscape which have been identified in the site summary as being of major importance for wild flora and fauna because of the way they act as 'corridors' or 'stepping stones' for migration, dispersal and genetic exchange of species. Examples are hedgerows, rivers, ditches and banks, stone walls, tree belts and shelter belts, woodlands, parklands, green lanes and drove roads, reservoirs and ponds.
- 2.14.4** For most development proposals involving construction or engineering works, applicants will be expected to provide a comprehensive site survey as part of the planning application, identifying the trees and other natural and landscape features. The information submitted should clearly distinguish trees or other features to be removed from those to be retained.
- 2.14.5** In considering the likely impact of a development proposal on trees and other natural features, the City Council will take into account those on adjoining land as well as those on the application site itself. Whilst development proposals will usually be expected to retain and protect trees and other natural features that make a positive contribution to the quality of the local environment, careful consideration will need to be given to ensure that the retention and protection of such features does not unduly compromise design quality.
- 2.14.6** Further advice on the way in which we will assess the relationship between the development proposals, existing site features and the landscaping of the site are contained in the City Council's Trees and Woodland Strategy.
- 2.14.7** Most development near a river or watercourse will have the potential to impact on the water quality and, in turn, on the biodiversity of the water body. The Water Framework Directive (WFD), which was enacted into UK law in 2003, requires Member States to achieve 'good ecological status' in all surface freshwater bodies by 2015. Another requirement of the Directive is that there shall be no deterioration in the current water body class. The Council is keen to embed the actions needed to meet the Directive into local policy to ensure that development does not compromise achievement of WFD requirements. Water quality is not the only contributor to ecological status; the landscaping of the river is also crucial. Naturalisation of river banks, where hard surfaces currently exist, can make a significant contribution to biodiversity, creating and improving habitats for native species.
- 2.14.8** There is a recognised need to consider the effects of large areas of reflective glass on local and transient bird populations. Certain prominent buildings in the city centre have been shown to have an impact in terms of bird fatalities and it is a significant enough issue to prompt action to try and prevent it from happening in the future. All applications involving the installation of large areas of reflective glass should include as part of their Design Statement a description of how this issue has been considered as part of the design of the building and the measures which have been incorporated into the design to reduce incidences of bird strike.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS16 - Urban Design and the Public Realm CS21 – Biodiversity and Geological Conservation
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Planning Policies

Core Strategy objectives:	OB2 - Environment Capital
	OB19 - Climate Change
	OB20 - Sites of Environmental Importance
	OB22 - Open Space and Sport
	OB25 - New Development
	OB26 - Urban Fabric and Public Realm

2.15 PP15 – Heritage Assets

Policy PP15

Heritage Assets

Any development proposal that would affect a Heritage Asset will be required to:

- (a) preserve and enhance the significance of the heritage asset and/or its setting, where applicable, and townscape value; and
- (b) demonstrate an understanding of the significance of that asset or its setting; and
- (c) explain the significance of the heritage asset to establish its history, character, architectural style, past development and any archaeology; and
- (d) identify the impact of works on the special character of the asset; and
- (e) provide a clear justification for the works, especially if these would harm the asset or its setting, so that the harm can be weighed against public benefits.

Any development proposal that would detrimentally impact upon a historic asset will be refused permission, unless there are overriding public benefits.

Heritage Assets include those formally designated under national legislation; those included in the Peterborough Historic Environment Record; Buildings of Local Importance identified under policy PP16; and, in villages, green spaces, open spaces and gaps in frontages, treed and hedged frontages, and substantial walls and railings, all as shown on the Proposals Map.

The work required under (a) to (e) should reference the Historic Environment Record (HER) and other information such as historic maps; the Peterborough Landscape Character Assessment (2007); Conservation Area Appraisals and Management Plans; Peterborough's List of Locally Important Buildings; the Design and Development in Selected Villages SPD; and the Peterborough Special Character Areas.

2.15.1 The historic environment of Peterborough is extremely rich and varied and is a key part of the identity of the District, with 29 conservation areas, over 1,000 listed buildings, 67 scheduled monuments, historic parks and gardens and a distinctive landscape character. These and other heritage assets are an important record of the area's social and economic history as well as being an amenity for local residents. The conservation and enhancement of the historic environment is a key objective of the Peterborough LDF (in particular, the Core Strategy and this Planning Policies DPD). The Council will balance the need for development with its duty to protect its heritage assets.

- 2.15.2** Peterborough's conservation areas make a very important contribution to promoting and protecting the attractiveness of the District. The Council has a programme of review and preparation of conservation area appraisals and design guidance. Conservation Areas should not inhibit development. Development proposals must demonstrate a high quality design to preserve and enhance the area's special character. Development outside a conservation area will have to show that it does not detrimentally impact on the setting or important views into or out of the conservation area.
- 2.15.3** Listed buildings are a heritage of national importance and are designated by English Heritage in recognition of their special architectural or historic interest. For historic buildings to retain their value as living historic records and their contribution to the identity and character of the area, the guiding principle is to preserve the fabric, special features and setting of the building. Proposals for the partial or total demolition of a listed building, or alteration or extension that would adversely affect the building's special architectural or historic character will not be supported.
- 2.15.4** Archaeological remains are an important part of Peterborough's historic environment. They constitute an important resource for understanding our past, and often survive as significant landscape features. Archaeological remains are a finite and non-renewable resource and, in many cases, they are highly fragile and vulnerable to damage and destruction. There is a presumption in favour of physical preservation of remains *in situ* wherever possible. In the case of application sites which include, or could potentially include, heritage assets with archaeological interest, the Council will require the developer to carry out a preliminary desk-based assessment and/or a field evaluation. The results of these will inform the plan and decision-making processes at pre-determination stage. In advance of the loss of a potential heritage asset at a post-determination stage, further archaeological mitigations may be attained through the implementation of a programme of suitable archaeological investigations.
- 2.15.5** In the case of development encroaching upon a scheduled monument or its setting, planning permission will only be permitted if development improves or, at least, does not harm the significance of the monument.
- 2.15.6** The District takes in a remarkably diverse landscape from deep fen and fen edge to clay and limestone 'uplands'. The Peterborough Landscape Character Assessment (2007) identifies this unique landscape character and its features. It sets out 6 landscape character areas which have shaped the built environment. Development proposals should respect the fundamental character of these areas in order to contribute to the conservation and enhancement of the historic environment, in accordance with Core Strategy policy CS20.
- 2.15.7** Peterborough contains seven historic parks and gardens, which are of national and / or local importance. Milton Park, Burghley Park and Thorpe Park are formally registered by English Heritage. Other areas of significant parkland are the grounds and surroundings of Walcot Hall, and the parklands west of Ufford, west of Bainton and south-west of Thorney. Development proposals must protect and enhance the particular qualities of these historic landscape areas.
- 2.15.8** There are a number of areas within the District which do not satisfy conservation area designation but have a distinctive mature character and local identity worthy of protection. Three Special Character Areas (Wothorpe, Ashton and the environs of Thorpe Road, Thorpe Avenue and Westwood Park Road) each have a strong landscape character and low density development patterns that together provide high environmental quality. Development proposals in these areas must respect the distinctive local character (see the Peterborough Site Allocations DPD and Proposals Map for more details and policy on these areas). Further Special Character Areas may be identified.

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2.15.9 In the villages, there are many open areas, substantial walls, hedges, and treed frontages that are an essential and valued feature of village character. As Heritage Assets, these features are identified on the Proposals Map. Green space often provides an important visual or amenity function. An open space or a gap in a built-up frontage allows key views into and out of a village. Substantial treed or hedged frontages, traditional walls or railings are invariably positive features in the streetscene. Development proposals that would harm such features will be resisted under this policy.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS17 - The Historic Environment CS20 - Landscape Character
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB26 - Urban Fabric and Public Realm

2.16 PP16 – Buildings of Local Importance

Policy PP16

Buildings of Local Importance

Where planning permission or conservation area consent is required, it will not be granted if it would involve the demolition of, or substantial alteration to the external appearance of, any building designated as of local importance (as listed in Appendix C), unless:

- (a) all reasonable steps have been taken to retain the building, including examination of alternative uses compatible with its local importance; and**
- (b) retention of the building, even with alterations, would be demonstrably impracticable; and**
- (c) the public benefits of the scheme outweigh the loss of, or substantial alteration to, the building.**

2.16.1 Peterborough has many buildings and structures which, although not meeting the national criteria for listing, contribute significantly to the historical, architectural and social character of our city and villages, and have value to local communities.

2.16.2 In 2009 the Council agreed criteria for the identification and selection of locally listed buildings, in accordance with the objectives of Planning Policy Statement 5 (March 2009). These were based on national guidance for the selection of listed buildings, but adapted to reflect buildings and structures of local, rather than national significance.

2.16.3 A 'local list' has been prepared using the adopted selection criteria, and all of the buildings and structures on the list appear in Appendix C. The list itself contains a description with full details of each building or structure and the reasons for its inclusion. The purpose of preparing a revised local list is to celebrate local distinctiveness, help to safeguard these buildings and ensure that repairs, alterations and extensions are sympathetic to their character. The Council will periodically review the 'local list' and prepare design guidance.

2.16.4 Locally listed buildings do not have additional statutory protection. However, the Council has the ability to remove 'permitted development rights' via Article 4 of the Town and Country Planning (General Permitted Development) Order 1995 to preserve the character and appearance of any such building.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS17 - The Historic Environment
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB26 - Urban Fabric and Public Realm

2.17 PP17 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

Policy PP17

Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

Planning permission will not be granted for development which would adversely affect an area of ancient, semi-natural woodland or an ancient or veteran tree, unless the need for and public benefits of the development in that location clearly outweigh the loss.

- 2.17.1** Ancient, semi-natural woods are those areas of woodland which have had a continuous cover of native trees and plants since at least 1600AD, and have not been cleared and/or extensively replanted since then. These ancient woodlands are vitally important for biodiversity and as part of the historic landscape of the district. As a habitat, ancient semi-natural woodland is home to many of the UK's most threatened species. Peterborough is one of the least wooded areas of the UK. The main pockets of ancient, semi-natural woodland within the District lie to the west of Peterborough. Such woodland is rare in the Fens due to its historic wetland origins.
- 2.17.2** An ancient tree is one that is old relative to the longevity of other trees of the same species, that is in the ancient stage of its life or that has biological, aesthetic or cultural interest because of its age. A veteran tree is usually in the mature stage of its life and has important wildlife and habitat features.
- 2.17.3** The Council's Trees and Woodland Strategy sets out its strategy for the management of trees and woodland in Peterborough and gives some guidance on management practices.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS21 - Biodiversity and Geological Conservation
Core Strategy objectives:	OB2 - Environment Capital OB19 - Climate Change OB20 - Sites of Environmental Importance

Planning Policies

2.18 PP18 – Habitats and Species of Principal Importance

Policy PP18

Habitats and Species of Principal Importance

Any development that is likely to have an impact on a habitat or species of principal importance for the conservation of nature (listed under S41 of the Natural Environment and Rural Communities Act 2006) should include measures to maintain and, where possible, enhance the status of the habitat or species.

Planning permission will not be granted for development that would cause demonstrable harm to such a habitat or species unless the need for, and benefits of, the development clearly outweigh the harm. In these circumstances permission will only be granted where the degree of harm has been or will be minimised as far as reasonably possible commensurate with the development, through the use of avoidance, mitigation and/or compensation measures (either as part of the development or through conditions or a planning obligation).

- 2.18.1** The Natural Environment and Rural Communities Act came into force on 1st Oct 2006. Section 41 (S41) of the Act requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England.
- 2.18.2** The S41 list is used to guide decision-makers such as public bodies, including local and regional authorities, in implementing their duty under section 40 of the Act, to have regard to the conservation of biodiversity in England, when carrying out their normal functions.
- 2.18.3** Fifty-six habitats of principal importance are currently included on the S41 list. These are all the habitats in England that have been identified as requiring action in the UK Biodiversity Action Plan (UK BAP). They include terrestrial habitats such as upland hay meadows to lowland mixed deciduous woodland, and freshwater and marine habitats such as ponds and sub-tidal sands and gravels.
- 2.18.4** There are currently 943 species of principal importance included on the S41 list. These are the species found in England which have been identified as requiring action under the UK BAP. In addition, the Hen Harrier has also been included on the list because without continued conservation action it is unlikely that the Hen Harrier population will increase from its current very low levels in England. In accordance with S41(4) the Secretary of State will, in consultation with Natural England, keep this list under review and will publish a revised list if necessary.
- 2.18.5** Developers are advised to contact the City Council at an early stage to determine if their proposal would affect any habitat or species of principal importance.
- 2.18.6** In implementing policy PP18, the assessment of harm relates to the proposed development as a whole, taking into account any mitigation and compensation measures that are proposed.
- 2.18.7** Many wildlife species benefit from statutory protection under a range of legislative provisions. These species do not require a policy in this DPD to protect them. Where a species receives statutory protection but is also included in the S41 list, the protection afforded by legislation and national policy will take precedence over policy PP18.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS21 - Biodiversity and Geological Conservation
Core Strategy objectives:	OB2 - Environment Capital OB19 - Climate Change OB20 - Sites of Environmental Importance

2.19 PP19 – Flood and Water Management

Policy PP19

Flood and Water Management

Development will not be permitted unless:

(a) it makes provision for suitable flood risk management measures (covering both surface water and main river flooding) that are necessary and commensurate with the scale, nature and location of the development that is proposed: and

(b) it can be demonstrated that it does not compromise the achievement of 'good ecological status' in any watercourse under the Water Framework Directive.

The Peterborough Flood and Water Management Supplementary Planning Document (SPD) will provide detailed guidance on how to address site-based surface water flooding matters. It will cover:

- sustainable drainage measures appropriate to the type and size of development
- the way in which those measures will vary across the Peterborough Local Authority area, depending on the location of the proposed development site
- information on the Council's requirements for the process of gaining SuDS approval for development sites
- the Council's requirements for the SuDS adoption process.

The SPD will also bring together other elements of integrated water management, setting out further guidance on how development can contribute positively to watercourses and their flood risk, water quality and potential for biodiversity.

2.19.1 Flood risk in Peterborough exists from a variety of sources. The principal sources are:

- Main Rivers
- Ordinary watercourses
- Groundwater
- Surface runoff
- The water and sewerage network.

Planning Policies

- 2.19.2** The Nene Washes provides flood protection to Peterborough from flood events with a probability of up to 0.5% (1 in 200 chance) in any one year.
- 2.19.3** Peterborough has 18 rivers of a variety of sizes, which have been classified as 'main river' and are managed by the Environment Agency. Main River classification is based upon the levels of flood risk from a river, and not the size of the channel. Core Strategy policy CS22 addresses flood risk from main river flooding and should be referred to alongside policy PP19. This policy and the associated Flood Risk and Water Management SPD expand upon the detail of CS22, providing further guidance on how water management should be considered during site design.
- 2.19.4** Peterborough has many ordinary watercourses managed by landowners (riparian owners), the City Council and the Internal Drainage Boards. Ordinary watercourses are all rivers not designated as Main River.
- 2.19.5** Groundwater is defined as all water which is below the surface of the ground and in direct contact with the ground or subsoil.
- 2.19.6** Surface runoff is caused by high intensity rainfall (large volumes falling in a small period of time) when water is ponding or flowing over the ground surface before it enters the drainage network or watercourse, or where it cannot enter the network or watercourse because these are full. The flooding caused is known as pluvial flooding.
- 2.19.7** Flooding from the water and sewerage network can be split into two types:
- That which occurs when the capacity of underground systems is exceeded due to heavy rainfall, resulting in flooding inside and outside of buildings.
 - Operational issues such as burst water mains, or sewer flooding in dry weather, or that caused by blocked gullies. This type of flooding is not dealt with in planning policy as it is the sole responsibility of the water and sewerage provider.
- 2.19.8** The frequency of flooding is likely to increase in the future as a result of climate change. Particular care must be taken to ensure that new development is neither at risk of flooding, nor increases the risk of flooding elsewhere.
- 2.19.9** The Flood and Water Management Act 2010 established unitary or county councils as 'Lead Local Flood Authorities', responsible for the management of flood risk from surface runoff, groundwater and ordinary watercourses. While the proposed Flood and Water Management SPD does not ignore other sources of flood risk, it is principally in this context that it is being produced. This will enable the Council to act on its responsibilities and improve management of local flood risk in its area.
- 2.19.10** The Council is required to establish a Sustainable Drainage Systems (SuDS) Approving Body, which will review, approve and adopt drainage strategies and systems. The main aim of SuDS is to, as much as possible, make drainage follow natural processes. The SPD will set out an initial framework for the way that the review and approval process will function in Peterborough alongside the current planning process.
- 2.19.11** Guidance about the way in which the SuDS Approval Body will undertake its role and about expected standards for SuDS will be set out by Defra. The SPD will complement this guidance and will be reviewed and updated should the need arise due to changes in the national guidance or in local conditions.

2.19.12 In Peterborough there are many drainage catchments, defined by the systems to which they drain, the prevailing bedrock, subsoil and topsoil and the capacity of the systems. The characteristics of each catchment were used to define initial Flood Risk and Surface Water Management Units in the Peterborough Strategic Flood Risk Assessment Level 2. These management units have since been refined and will be used in the SPD to improve management of flood risk from surface runoff. The intention is that in future all partners involved in designing or advising on flood risk /surface water management /drainage schemes will be able to consult the SPD for guidance on what types of drainage systems may or may not be appropriate in each management unit. The management units will pinpoint any further detail or local variations that are appropriate due to sub-catchment characteristics.

2.19.13 Management of water quality is an essential part of integrated water management and it is important that measures to prevent reductions in the ecological potential of watercourses are embedded into local policy. Ideally, improvements in the quality and biodiversity are sought, as discussed in policy PP14. The Council and all of its water management partners are keen to work towards such improvements and hence it is recommended that developers of riverside sites, or those containing large aquatic environments, engage with the Council early on to discuss potential projects.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS22 - Flood Risk
Core Strategy objectives:	OB19 - Climate Change OB29 - Flood Risk

Planning Policies

Implementation and Monitoring

Implementation

- 3.0.1** All of the policies in this DPD will be implemented through the Council's Development Management activities. This includes pre-application advice and discussions, the making of decisions on planning applications and the operation of its compliance functions to ensure planning control is properly enforced.
- 3.0.2** All of those parties who are consulted by the Council on individual planning applications will also be able to use the policies in formulating their own comments.
- 3.0.3** It is important to note that all planning applications received by the Council are determined in the light of policies contained in the various documents that make up the Peterborough Local Development Framework, and other factors that are considered to be material, including statements of national planning policy. Merely satisfying the requirements of one specific policy in this DPD, even if it expresses a presumption in favour of a development which complies with that policy, is not in itself sufficient to secure planning permission. Development proposals will be assessed against all relevant policies in the DPD. Furthermore, nothing in this DPD, however expressed, fetters the discretion of the Council to make a decision which may appear to be contrary to the DPD, having taken into account other material considerations.

Monitoring

- 3.0.4** Preparation of a plan is not a 'one-off' activity; it is part of a process that involves keeping a check on how successful the plan is in delivering what it sets out to do, and making adjustments to that plan if the checking process reveals that changes are needed. An important aspect of the planning system is the ability to produce various local development documents at different times. This allows the Council to respond quickly to changing circumstances and priorities in Peterborough.
- 3.0.5** The purposes of monitoring are:
- to assess the extent to which policies in the Planning Policies DPD are being implemented
 - to identify policies that may need to be amended or replaced
 - to establish whether policies have had unintended consequence
 - to establish whether targets are being achieved
- 3.0.6** It is important to ensure that the scale of intended monitoring work is commensurate with the resources available to undertake it. It is neither necessary nor possible to monitor every aspect of every policy. The Council has identified a number of monitoring indicators which have been selected in the light of the indicators for the Peterborough Core Strategy; and to ensure that there is no duplication of effort in respect of indicators that are more appropriately monitored elsewhere (for example, for the Council's Local Transport Plan).
- 3.0.7** Monitoring outcomes will normally be reported on an annual basis for a year which begins on 1 April and ends on 31 March, unless data is not available for such a time period. The key delivery vehicle for reporting the outcome of monitoring the Planning Policies DPD will be the Peterborough Annual Report, which will be published by the end of each year.
- 3.0.8** The table below shows our monitoring framework.

Table 1

Policy	Indicator	Target
PP1 – Design Quality	Customer and user feedback	High levels of satisfaction

Implementation and Monitoring

Policy	Indicator	Target
PP2 - Impacts of New Development	Customer and user feedback	High levels of satisfaction
PP3 - Amenity Provision in New Residential Development	Customer and user feedback	High levels of satisfaction
PP4 – Prestigious Homes	Number of planning applications granted and refused for development that would result in the loss of prestigious homes	None granted, unless exceptions in the policy are met
PP5 – Conversion and Replacement Dwellings in the Countryside	Number of agricultural buildings in the countryside converted to residential use	N/A
	Number of replacement dwellings developed in the countryside	
PP6 – The Rural Economy	Feedback from Local Enterprise Partnership	N/A
PP7 - Development for Retail and Leisure Uses	Amount of completed A1 floorspace (gross and net) by location	Increase by 2026
PP8 – Primary Retail Frontages in District Centres	Amount of completed A1 floorspace (gross and net) by location	Increase by 2026
	Amount of completed A2 – A5 floorspace (gross and net) by location	N/A
PP9 – Shop Frontages, Security Shutters and Canopies	Customer and user feedback	High levels of satisfaction
PP10 – The Transport Implications of Development	Indicators for this policy are determined via an up-to-date Local Transport Plan (LTP)	As set out in an up-to-date LTP
PP11 – Parking Standards	Customer and user feedback	High levels of satisfaction
PP12 – Open Space Standards	Area of new accessible open space provided as a result of new residential developments	Increase in line with new residential development
	Number and area of land designated as Local Nature Reserves	Increase
PP13 – Nene Valley	Customer and user feedback	High levels of satisfaction

Implementation and Monitoring

Policy	Indicator	Target
PP14 – The Landscaping and Biodiversity Implications of Development	Number and area of county wildlife sites	Maintain and increase
	Improved local biodiversity - active management of local sites	Improve
PP15– Heritage Assets	Number of entries for Peterborough on English Heritage's Heritage at Risk (HAR) Register	Reduce
	Number of entries on Peterborough's Heritage at Risk Register	Reduce
	Number and area of designated conservation areas and Article 4 Directions	Maintain or increase
	Change in the number of Listed Buildings and scheduled monuments	Maintain or increase
PP16 – Buildings of Local Importance	Number of Buildings of Local Importance which are demolished	None other than where policy PP16 allows
PP17 – Ancient, Semi-Natural Woodland and Veteran Trees	Area of ancient, semi-natural woodland and number of veteran trees which are lost	None other than where policy PP17 allows
PP18 – Habitats and Species of Principal Importance	Improved local biodiversity - active management of local sites	Improve
PP19 - Flood and Water Management	Number of developments incorporating SuDS	All appropriate development should incorporate SUDS
	Percentage of new dwellings in flood risk zones, 2, 3a & 3b	None in 3b

Implementation and Monitoring

Appendix A - Parking Standards (Policy PP11)

Parking Standards (Policy PP11)

The parking standards are set out by Use Class. They provide an overall approach for the Local Authority Area. The City Centre DPD will provide the policy framework for the city centre. A lower provision may be appropriate in the city centre and in locations where there is good access to alternative forms of transport and existing public car parking facilities.

In all cases, adequate provision should be made for the parking and turning of service vehicles that serve the site, off the highway.

The disabled parking standards in the tables below range from 2%-6% of all spaces, depending on the type of development proposed. Disabled parking provision in large mixed development schemes should be distributed so that disabled people can access all of the site and not just the entrance to a single building.

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
A Uses	Maximum	Minimum	Minimum	Minimum
A1 – excluding food stores	1 space per 20 sqm gross floorspace	1 stand per 150 sqm gross floorspace for staff and 1 stand per 400 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
A1 – Food stores	1 space per 14 sqm gross floorspace			
Informative notes				
Parking standards for large, stand alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the Council.				
A2 - Financial and Professional Services	1 space per 20 sqm gross floorspace	1 stand per 150 sqm gross floorspace for staff plus 1 stand per 400 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 2 bays or 5% of total capacity, whichever is greater Over 200 bays = 6 bays plus 2% of total capacity

Appendix A - Parking Standards (Policy PP11)

Use	Car/Man	Cycle	Powered Two Wheeler	Disabled
A3 – Restaurants and Cafes (excluding Transport Cafes)	1 space per 15 sqm gross floorspace	1 stand per 100 sqm for staff plus 1 stand per 100 sqm for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
A3 (Transport Cafes/Truck Stops)	1 space per 15 sqm gross floorspace 1 lorry space per 2 sqm gross floorspace	1 stand per 100 sqm gross floorspace for staff plus 1 stand per 200 sqm gross floorspace for customers		
A4 – Drinking Establishments	1 space per 15 sqm gross floorspace	1 stand per 100 sqm gross floorspace for staff plus 1 stand per 100 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Informative notes				
A higher provision of cycle parking may be required in locations situated in close proximity to key cycle routes and where a high volume of cyclists is expected to occur. This will be negotiated on a case-by-case basis.				
A5 – Hot Food Takeaways	1 space per 20 sqm gross floorspace	1 stand per 100 sqm gross floorspace for staff plus 1 stand per 100 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity

Appendix A - Parking Standards (Policy PP11)

Use	Car/Man	Cycle	Powered Two Wheeler	Disabled
B Uses	Maximum	Minimum	Minimum	Minimum
B1 – Business	1 space per 30 sqm gross floorspace	1 stand per 90 sqm gross floorspace for staff plus 1 stand per 200 sqm gross floorspace for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 2 bays or 5% of total capacity, whichever is greater Over 200 bays = 6 bays plus 2% of total capacity
Informative notes				
Consideration should also be given to the requirement for any overnight parking and facilities.				
B2 – General Industrial	1 space per 50 sqm gross floorspace	1 stand per 150 sqm gross floorspace for staff plus 1 stand per 500 sqm gross floorspace for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 2 bays or 5% of total capacity, whichever is greater Over 200 bays = 6 bays plus 2% of total capacity
Informative notes				
If a site office is included in the development then a B1 parking standard should be applied for that area.				
B8 – Storage and Distribution	3 parking spaces per unit plus 1 space per 300 sqm gross floorspace	1 stand per 500 sqm gross floorspace for staff plus 1 stand per 1000 sqm gross floorspace for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 2 bays or 5% of total capacity, whichever is greater Over 200 bays = 6 bays plus 2% of total capacity

Appendix A - Parking Standards (Policy PP11)

Use	Car/Man	Cycle	Powered Two Wheeler	Disabled
B8 with retail element	3 parking spaces per unit plus 1 space per 300 sqm gross floorspace +1 space per 20 sqm gross floorspace for customer parking			
<p>Informative notes</p> <p>Consideration should also be given to the requirement for any overnight parking and facilities. It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floorspace that has public access.</p> <p>If a site office is included in the development then a B1 parking standard should be applied for that area.</p>				

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
C Uses	Maximum	Minimum	Minimum	Minimum
C1 - Hotels	1 space per bedroom plus 1 space per 10 sqm of dining area for hotels with restaurants open to the public	1 stand per 4 staff plus 1 stand per 10 bedrooms	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Informative notes				
The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.				
C2 - Residential care home	1 space per full time equivalent staff + 1 visitor space per 3 beds	1 stand per 5 staff + resident parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Hospitals – Note:At hospitals there are a number of people who are temporarily disabled and do not have Blue Badges.	To be considered on a case by case basis	1 stand per 4 staff Visitors - to be considered on a case by case basis		
Treatment Centres (e.g. ISTC* with over night facilities)	To be considered on a case by case basis	1 stand per 4 staff Visitors - to be considered on a case by case basis		

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
Residential Education Establishments – Primary/Secondary	1 space per full time equivalent staff	1 stand per 8 staff + 1 stand per 6 Students		1 bay or 5% of total capacity, whichever is greater
Residential Education Establishments – Further/Higher	1 space per full time equivalent staff + 1 space per 5 students	1 stand per 8 staff + 1 stand per 6 students		
<p>Informative notes</p> <p>Parking Standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3.</p> <p>Hospital parking It should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly. The impact of parking on the surrounding area should be considered and if necessary provision should be made for appropriate traffic management measures (e.g. resident parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff. * Independent Sector Treatment Centre</p>				
C2A - Secure Residential Institution	1 space per full time equivalent staff,	1 stand per 8 full time equivalent staff,	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 2 bays or 5% of total capacity, whichever is greater
	Visitor – on a case-by-case basis	Visitor – on a case-by-case basis		Over 200 bays = 6 bays plus 2% of total capacity

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
<p>Informative notes</p> <p>Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case-by-case basis. Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.</p>				
	Minimum*	Minimum*	Minimum*	Minimum*
C3 – Dwelling houses	1 space per dwelling (plus spaces for visitors at the rate of 1 space for every 4 dwellings (unallocated))	1 secure covered space per bedroom. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise 200 bays or less = 3 bays or 6% of total capacity, whichever is greater
1 bedroom	2 spaces per dwelling (plus spaces for visitors at the rate of 1 space for every 6 - 8 dwellings (unallocated))			Over 200 bays = 4 bays plus 4% of total capacity
2+ bedroom	2 spaces per dwelling (plus spaces for visitors at the rate of 1 space for every 4 dwellings (unallocated))			
4+ bedroom	1 space per dwelling	1 stand per 8 units (residents)	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per bedroom	1 secure covered space per bedroom. None if garage or secure area is provided within curtilage of dwelling	N/A	
C4 – Houses in multiple occupation				

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
<p>Informative notes</p> <p>*For C3 or C4 development, the standards are listed as 'minimum' and will be applied in most instances, especially for major development (10 or more dwellings). However, in some instances the standards will be inappropriate, for example where this would harm the established character of the area. In such instances applicants should discuss with the Council what an appropriate provision of parking should be.</p> <p>Where a garage is proposed to count as one of the required parking spaces, the garage would need to be of at least 20 sq m of internal floorspace. Alternatively, garage size can be reduced to 18 sq m of internal floorspace and still qualify as a parking space provided a shed or other covered area of 1m by 3m space is available for parking a cycle(s).</p> <p>Annexes which create extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.</p> <p>Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.</p> <p>Unallocated cycle parking for residents should be secure and covered, located in easily accessible locations throughout the development.</p>				

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
D Uses	Maximum	Minimum	Minimum	Minimum
D1- Medical Centres	1 space per full time equivalent staff + 2 per consulting room + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 2 consulting rooms for visitors	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Crèche, Child care	1 space per full time equivalent staff + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 15 child places		1 bay or 5% of total capacity, whichever is greater
Day Care Centre	1 space per full time equivalent staff + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 20 clients		1 bay or 5% of total capacity, whichever is greater
Education – primary/secondary	1 space per full-time member of staff + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 6 pupils		1 bay or 5% of total capacity, whichever is greater
Informative notes				
A lower provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel. Parking/drop off arrangements for Special Schools must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car. Coach parking and facilities must be considered for all D1 uses.				
D2- Cinema	1 space per 5 seats + drop off/pick up facilities + space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity

Appendix A - Parking Standards (Policy PP11)

Use	Car/Man	Cycle	Powered Two Wheeler	Disabled
D2 – other uses	1 space per 22 sqm gross floorspace + drop off/pick up facilities + space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis		
Team sports (outdoor sports pitches)	20 spaces per pitch plus 1 space per 10 spectator seats + drop off/pick up facilities + space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis		
Swimming Pools, Gyms, Sports Halls	1 space per 22 sqm of public area + drop off/pick up facilities + space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis		
Golf Clubs	3 spaces per hole + drop off/pick up facilities	On a case-by-case basis		
Other Sports facilities	Individual merit + drop off/pick up facilities + space for parking of 2 coaches or buses	On a case-by-case basis		
Informative notes				
Coach parking and facilities must be considered for all D2 uses. Multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account cross-visitation.				

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
Sui Generis uses	Maximum	Minimum	Minimum	Minimum
Bus Stations	None unless justified	5 stands per bus bay	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Bus Stops (Key)	N/A	On a case-by-case basis	Individual merit	N/A
Caravan Parks	1 space per pitch + 1 space per full time staff equivalent	1 stand per 10 pitches	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Car Park (inc. Park and Ride sites)	Individual merit	1 stand per 10 parking spaces		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Cash & Carry/Retail warehouse clubs	1 space per 30sqm gross floorspace	1 stand per 8 staff; on a case-by-case basis for visitors		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Conference Facilities (see Informative notes)	1 space per 5 seats (sustainable locations)	1 stand per 8 staff plus visitor parking on a case-by-case basis		200 bays or less = 2 bays or 5% of total capacity, whichever is greater Over 200 bays = 6 bays plus 2% of total capacity

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
Garden Centres (see Informative notes)	1 space per 40 sqm (retail area covered and uncovered)	1 stand per 8 staff plus customer parking on a case-by-case basis		200 bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 bays = 4 bays plus 4% of total capacity
Hostel	1 space per full time staff equivalent	on a case-by-case basis		Over 200 bays = 4 bays plus 4% of total capacity
Marina	1 space per 2 mooring berths	on a case-by-case basis		200 bays or less = 2 bays or 5% of total capacity, whichever is greater Over 200 bays = 6 bays plus 2% of total capacity
Motor Vehicle Service Centres	1 space per full time staff equivalent + 1 space per 35 sqm gross floorspace	1 stand per 4 staff; on a case-by-case basis for visitors		200 bays or less = 2 bays or 5% of total capacity, whichever is greater Over 200 bays = 6 bays plus 2% of total capacity
Motor Vehicle Showrooms (see Informative notes)	1 space per 45 sqm show area	1 stand per 8 staff plus customer parking; on a case-by-case basis for visitors		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Nightclubs	1 space per 50 sqm gross floorspace	1 stand per 8 staff		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Petrol Filling Stations (see Informative notes)	1 space per 20 sqm gross floorspace	1 stand per 8 staff plus customer parking on a case-by-case basis		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Rail Stations	Individual merit	1 stand per 8 staff plus 20 stands per peak period service (main stations) or 20 stands per peak period service (minor stations)		

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
Recycling Centre/Civic Amenity Site (see Informative notes)	1 space per full time staff equivalent + drop off/waiting facilities for the users of the site	1 stand per 8 staff plus customer parking on a case-by-case basis		<p>200 bays or less = 2 bays or 5% of total capacity, whichever is greater</p> <p>Over 200 bays = 6 bays plus 2% of total capacity</p>
Stadia (see Informative notes)	1 space per 15 spectators	1 stand per 8 staff plus 10% of vehicle parking provision for visitors		<p>200 bays or less = 3 bays or 6% of total capacity, whichever is greater</p> <p>Over 200 bays = 4 bays plus 4% of total capacity</p>
Taxi/Minicab hire	1 space per full time equivalent staff member permanently deployed at registered base site + one space per 5 registered vehicles	On a case-by-case basis		<p>200 bays or less = 2 bays or 5% of total capacity, whichever is greater</p> <p>Over 200 bays = 6 bays plus 2% of total capacity</p>
Theatres (see Informative notes)	1 space per 5 seats	1 stand per 8 staff plus 1 stand per 40 seats		<p>200 bays or less = 3 bays or 6% of total capacity, whichever is greater</p> <p>Over 200 bays = 4 bays plus 4% of total capacity</p>

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
Vehicle rental/hire (see Informative notes)	1 space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking	1 stand per 8 staff plus customer parking on a case-by-case basis		<p>200 bays or less = 2 bays or 5% of total capacity, whichever is greater</p> <p>Over 200 bays = 6 bays plus 2% of total capacity</p>
<p>Informative notes</p> <p>Shared use facilities: When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use, however cross-visitation must be taken into account.</p> <p>Conference facilities: If in rural/semi rural location, standards to be considered on individual merits, subject to a Transport Assessment (TA).</p> <p>Garden Centres: Garden Centres attached to DIY stores should be considered under A1 use.</p> <p>Motor Vehicle Showrooms: Show area to include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off of the highway.</p> <p>Petrol Filling Stations: Consider layout of forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.</p> <p>Recycling Centre/Civic Amenity Site: Parking is required as close to end destinations as possible for short periods of time (drop-off), naturally queues will form. Stack back facilities should be provided to minimise queueing onto a major route. A TA will be required to look at predicted queue lengths and other factors.</p> <p>Stadia: Consider adequate coach parking. A TA will be required.</p> <p>Theatres: Shared parking for evening events should be considered on daytime parking sites. Consider adequate coach parking.</p> <p>Vehicle rental/hire: Sufficient allocation of visitor parking is required. Provision for 'hired' car parking must be considered, although not included in the parking space allocation.</p>				

Appendix B - Open Space Standards (Policy PP12)

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
Neighbourhood Parks	1.49ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
Country Parks	No standard – provision should be opportunity led and requested on a case by case basis	5.25km straight line distance	All spaces should meet Green Flag standard wherever possible
Children's Play	Doorstep Outdoor Play Space – no quantity standard Junior Outdoor Play Space – one facility per 2,000 population Youth Outdoor Play Space – one facility per 8,000 population Family Outdoor Play Space – one facility per 35,000 population	Doorstep Outdoor Play Space – no accessibility standard Junior Outdoor Play Space – 450m straight line distance Youth Outdoor Play Space – 800m straight line distance Family Outdoor Play Space – 1,750m straight line distance	Children's play provision should provide a range of facilities associated with the type of facility. Children's Play Strategy provides further details
Natural Greenspace	1ha of Local Nature Reserve (or equivalent) per 1,000 population	300m to natural greenspace of at least 2ha 2km to natural greenspace of at least 20ha 5km to natural greenspace of at least 100ha 10km to natural greenspace of at least 500ha	Areas of natural and semi-natural greenspace should be of adequate quality and support local biodiversity

Appendix B - Open Space Standards (Policy PP12)

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
Allotments	0.28ha per 1,000 population	560m straight line distance	Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under perform in terms of their value to the local community should be improved
Playing Pitches / Outdoor Sports	1ha of outdoor sports provision per 1,000 population, including grass pitches, tennis courts, bowling greens, but not golf courses. (This 1ha is split into 0.7ha for formal sports provision and 0.3ha for informal sports provision.) PLUS 279sq.m of Synthetic Turf Pitch (STP) per 1,000 population	480m straight line distance to formal outdoor sports provision 260m straight line distance to informal outdoor sports provision 15 minutes walk time in urban areas, or 15 minutes drive time in rural areas, to STP	Formal sports facilities should meet the minimum standard based on 'Good' as defined by Sport England assessment methods, but also taking into account basic requirements as appropriate as specified by Governing Body and Sport England Technical Factsheets. Synthetic Turf Pitches should be developed to an agreed performance specification complying with relevant governing body of sport requirements
Amenity Greenspace	No standard – should be design-led	No standard – should be design-led	Amenity greenspace provision within the City should be of adequate quality and provide a range of facilities associated with the size of the facility

Appendix C - Buildings of Local Importance (Policy PP16)

This Appendix lists all of the Buildings of Local Importance in Peterborough. Full details of each of the buildings and structures are contained in the separate publication 'Buildings of Local Importance in Peterborough' (2011).

URBAN	
RAVENSTHORPE	
1	Former Baker Perkins Apprentice School, Westfield Road, PE3 9TJ
2	Former RAF Junior Officers Quarters & Mess, Cottesmore Close, PE3 9TP
3	Former RAF Westwood Station Office, (No. 5) Saville Road, Westwood, PE3 7PZ
4	Former RAF Westwood Sergeants Mess, Saville Road, Westwood, PE3 7PR
WEST	
1	St Judes Church of England, Atherstone Avenue, Netherton, PE3 9TZ
2	42 & 44 Williamson Avenue, West Town, PE3 6BA
3	125 & 127 Mayors Walk, West Town, PE3 6EZ
4	Memorial Wing, Peterborough District Hospital, Midland Road, PE3 6DA
5	1 Aldermans Drive, West Town, PE3 6AR
6	3 & 5 Aldermans Drive, West Town, PE3 6AR
7	53 & 55 Thorpe Road, PE3 6AN
8	60 & 62 Thorpe Road, PE3 6AP
9	64 Thorpe Road, PE3 6AP
10	61 Thorpe Road, PE3 6AW
11	83 Thorpe Road (Thorpe Lodge Hotel), PE3 6JQ
12	87 & 87a Thorpe Road, PE3 6JQ
13	91 Thorpe Road, PE3 6JQ
14	95 Thorpe Road, PE3 6JQ
15	97 Thorpe Road PE3 6JQ
16	111 Thorpe Road, PE3 6JQ
17	113 & 115 Thorpe Road, PE3 6JQ
18	4 Thorpe Avenue, PE3 6LA
19	5 Thorpe Avenue, PE3 6LA
20	15 Westwood Park Road, PE3 6JL

Appendix C - Buildings of Local Importance (Policy PP16)

21	17 Westwood Park Road, PE3 6JL
22	19 Westwood Park Road, PE3 6JL
DOGSTHORPE	
1	Our Lady of Lourdes Catholic Church, Welland Road, PE1 3SP
NORTH	
1	7a Francis Gardens, Dogsthorpe, PE1 3XX
PARK	
1	Lincoln Road Centre, Lincoln Road, New England, PE1 2PE
2	St Pauls Road Gospel Hall, St Pauls Road, New England, PE1 3RL
3	18 St Martins Street, Millfield, PE1 3BB
4	Victoria Square, Alma Road, Millfield, PE1 3A
5	Congregational Church, St Martins Street, Millfield, PE1 3BD
6	'The Hand and Heart' Highbury Street, Millfield, PE1 3BE
7	'Rutlands' 241 Lincoln Road, Millfield, PE1 2PL
8	220 Dogsthorpe Road, Millfield, PE1 3PB
9	'Gablecote' 2 Garton End Road, Millfield, PE1 4EW
10	21 Princes Street (Palm Villa), PE1 2QP
11	Broadway Cemetery gates, piers, ironwork, Broadway & Eastfield Road entrances
12	Broadway Cemetery, memorial to Smith / Walker families (south west quarter)
13	Broadway Cemetery, monuments to the Thompson family (south east quarter)
14	Broadway Cemetery, gravestone to Robert Base (south east quarter)
15	Broadway Cemetery, memorial to SerGt. G. T. Hunter (south west quarter)
16	Broadway Cemetery, Cross of Sacrifice, Commonwealth War Graves Commission
17	Entrance gates to Central Park (south east)
18	Kings School, Park Road
19	150 Park Road, PE1 2UB
20	200 Broadway, PE1 4DT
21	Electrical sub-station, Broadway (adjacent. no. 195)
CENTRAL	
1	Ball Memorial Fountain, The Triangle, Lincoln Road, New England

Appendix C - Buildings of Local Importance (Policy PP16)

2	St Pauls Parish Church, The Triangle, Lincoln Road, New England, PE1 2PA
3	St Pauls Church Hall, The Triangle, Lincoln Road, New England, PE1 2PA
4	New England Club & Institute, Occupation Road, New England, PE1 2LJ
5	Clock Tower Shelter, The Triangle, Lincoln Road, New England
6	Former St Pauls Secondary Modern School, Lincoln Road, New England
7	Ghousia Mosque, 406 Gladstone Street, Millfield, PE1 2BY
8	Faizan E Medina Mosque, 169 Gladstone Street, Millfield, PE1 2BN
9	New England House, 555 Lincoln Road, New England, PE1 2PB
10	48 Taverners Road, New England, PE1 2JW
11	'Leighton House' 13 Norfolk Street, Millfield, PE1 2NP
12	St Barnabas Centre, Taverners Road, Millfield, PE1 2JR
13	57 Cobden Avenue, Millfield, PE1 2NX
14	148 Cobden Avenue, Millfield, PE1 2NU
15	149-157 (odd) Lincoln Road, Millfield, PE1 2PW
16	101 Lincoln Road (Dryden House) PE1 2SH
17	97 & 99 Lincoln Road, PE1 2SH
18	91 & 93 Lincoln Road, PE1 2SH
19	87 & 89 Lincoln Road, PE1 2SH
20	The Lindens, Lincoln Road, PE1 2SN
21	79 Lincoln Road (St Mark's Villa) & 81 Lincoln Road (Raffles House) PE1 2SH
22	84 Lincoln Road Former vicarage to St Mark's Church, PE1 2SN
23	St Mark's Church, Lincoln Road, PE1 2SN
24	80 Lincoln Road, PE1 2SN
25	63, 65 Lincoln Road (PE1 2SF), 67, 69, 71 Lincoln Road (PE1 2SQ) (Rothsay Villas)
26	61 Lincoln Road, PE1 2SE
27	57 Lincoln Road, PE1 2RR
28	Walling, SE corner 57 Lincoln Road, PE1 2RR
29	16 Lincoln Road, PE1 2RL
30	Former Masonic Hall, Lincoln Road, PE1 2RJ
31	St Theresa's House, Manor House Street, PE1 2TL

Appendix C - Buildings of Local Importance (Policy PP16)

32	19 Manor House Street, PE1 2TL
33	10 Burghley Road, PE1 2QB
34	44 Burghley Road, PE1 2QB
35	2-10 Towler Street, PE1 2TX
36	68 Monument Street, PE1 4AG
37	Adult Education Centre, Brook Street, PE1 1TU
38	1-15 odd Crowthorne Street, PE1 4AD
39	79 Broadway, PE1 4DA
40	77 Broadway (Conservative club), PE1 4DA
41	75 Broadway, PE1 1SY
42	72 & 74 Broadway, PE1 1SU
43	Former Central Library, Broadway (currently Imperial Bento) PE1 1RS
44	Former Technical College, Broadway (currently College Arms) PE1 1RS
45	16-22 Broadway, PE1 1RS
46	123 Park Road (The Gables), PE1 2UD
47	124 Park Road,
48	107 & 109 Park Road,
49	89 Park Road, PE1 2TR
50	85 Park Road, PE1 2TN
51	63 Park Road, PE1 2TN
52	40 Park Road, PE1 2TG
53	Park Road Baptist Church, Park Road, PE1 2TF
54	4-16 (even) Park Road, PE1 2TD
55	2 Park Road, PE1 2TD
56	24 & 26 (Fleet Villas) & 32 & 34 (Ashley Villas) Fitzwilliam Street, PE1 2RX
57	16 Fitzwilliam Street, PE1 2RX
58	Alma House, Park Road, Fitzwilliam Road junction PE1 2UQ
59	28-34 North Street, PE1 2RA
60	26 North Street, PE1 2RA
61	The Ostrich Public House, North Street, PE1 2RA

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62	1 North Street, PE1 2RA
63	Great Northern Hotel, Station Road, PE1 1QL
64	Westgate Methodist Church, Westgate, PE1 1RG
65	44-48 (even) Westgate and 5-7 (odd) Lincoln Road, PE1 1RE
66	Westgate House Buildings, Westgate.
67	33 Westgate, PE1 1PZ
68	The Westgate Arcade, Westgate, PE1 1PY
69	10-14 Westgate (Mansion House Chambers), PE1 1RA
70	15 Westgate, PE1 1PY
71	7 Westgate, PE1 1PX
72	5 Westgate, PE1 1PX
73	3 Westgate, PE1 1PX
74	1 Westgate, PE1 1PX
75	36 Long Causeway, PE1 1YJ
76	34 & 35 Long Causeway, PE1 1YJ
77	27 Long Causeway, PE1 1YJ
78	26 Long Causeway, PE1 1YJ
79	24 & 25 Long Causeway, PE1 1YJ
80	21 Long Causeway, PE1 1YQ
81	Market Chambers, Long Causeway Chambers, Long Causeway, PE1 1YD
82	96-100 (even) Bridge Street, PE1 1DY
83	92 Bridge Street, PE1 1DY
84	102 Bridge Street, PE1 1DY
85	40 & 42 Bridge Street, PE1 1DT
86	20-24 Bridge Street, PE1 1DW
87	4-6 Bridge Street, PE1 1DW
88	Peterborough Town Hall, Bridge Street, PE1 1HG
89	41 Priestgate, PE1 1FR
90	31 Priestgate, PE1 1JP
91	25 Priestgate, PE1 1JL

Appendix C - Buildings of Local Importance (Policy PP16)

92	21 Priestgate (The City Club) PE1 1JL
93	18 Priestgate, PE1 1JA
94	38 Cowgate (Milton House), PE1 1NA
95	32 Cowgate, PE1 1NA
96	29 & 31 Cowgate (The Draper's Arms), PE1 1LZ
97	14-30 (even) Cowgate, PE1 1NA
98	4-6 Cowgate, PE1 1NA
99	2 Cowgate, PE1 1NA
100	Former warehouse / granary to rear of 2 Cowgate, PE1 1NA
101	2 Queen Street (Queen Street Chambers), PE1 1PA
102	4 Church Street, PE1 1XB
103	6 Cathedral Square, PE1 1XH
104	10 Exchange Street (Charles Bright Jewellers), PE1 1PW
105	Building above part McDonalds, Cathedral Square, PE1 1XH
106	Building above Queensgate entrance and flanking shops, Cathedral Square, PE1 1XH
107	Gate to Minster Precinct, Wheel Yard (south and east sides)
108	Former Courthouse, Laxton Square,
109	70 Albert Place, PE1 1DD
110	62 Albert Place (The Beehive Public House), PE1 1DD
111	Former GNR railway warehouses, Bourges Boulevard (Pets at Home etc) PE1 1NG
112	Old walling to former GNR warehouses facing Albert Place
113	Memorial fountain to Henry Pearson Gates, Bishops Road Gardens
114	Soldiers memorial, Bishops Road Gardens
115	St Peters House, Gravel Walk, PE1 1YU
WALTON	
1	Former Sages Factory Water Tower, Windsor Avenue, Walton, PE4 6AN
2	Discovery School, (former Walton Junior & Infant) Mountsteven Avenue, PE4 6HX
3	1073 Lincoln Road, Walton, PE4 6AR
4	Voyager School, Mountsteven Avenue, Walton, PE4 6HX
EAST	

Appendix C - Buildings of Local Importance (Policy PP16)

1	60 St Johns Street, PE1 5DD
2	27 Star Road, PE1 5HR
3	Granby Street, Eastgate (old walling)
FLETTON	
1	Phorpres House, 189 London Road, Fletton. PE2 9DS
2	Old Fletton Primary School, London Road, Fletton PE2 9DR
3	120-126 (even) London Road, Fletton, PE2 9BY
4	112-118 (even) London Road, Fletton, PE2 9BY
5	108 & 110 London Road, Fletton, PE2 9BY
6	St, Michael's House, 185 London Road, Fletton, PE2 9DS
7	84, 86, 88 London Road, Fletton, PE2 9BT
8	16-22 (even) London Road, Fletton, PE2 8AR
9	The Peacock Public House, 26 London Road, Fletton, PE2 8AR
10	Relief on side wall of Bridge House, Town Bridge, Fletton, PE1 1HB
11	Main Range, Whitworths Mill, East Station Road, Fletton, PE2 8AD
12	Cemetery Chapel, Fletton Cemetery, Fletton Avenue, Fletton, PE2 8DF
13	107-113 (odd) Fletton Avenue, Fletton, PE2 8BA
14	50 & 52 Fletton Avenue, Fletton, PE2 8AU
15	48 Fletton Avenue, Fletton, PE2 8AU
16	33 Fletton Avenue, Fletton, PE2 8AX
17	29 Fletton Avenue, Fletton, PE2 8AX
18	21& 23 Fletton Avenue, Fletton, PE2 8AX

WOODSTON

1	145 Oundle Road, Woodston PE2 9BW
2	Guild House (85-129) Oundle Road, Woodston, PE2 9PW
3	Cemetery Chapel, New Road, Woodston, PE2 9HE
4	18 Oundle Road, Woodston, PE2 9PA
5	The Cherry Tree Public House, 9 Oundle Road, Woodston PE2 9PB
6	Boys Head Public House, Oundle Road Fletton, PE2 9PJ

Appendix C - Buildings of Local Importance (Policy PP16)

STANGROUND SOUTH	
1	118 High Street, Stanground South, PE2 8DT
RURAL	
ST MARTINS WITHOUT (WOTHORPE)	
1	1, 2, 3, 4, Primrose Villas, Second Drift, PE9 3JQ
2	Karnack House, and 1, 2, 3, 4, 5, 6 Wothorpe Villas, Second Drift, PE9 3JH
3	Terra Cotta House, First Drift, PE9 3JL
PEAKIRK	
1	St Pegas Granary, St Pegas Road, PE6 7NF
2	Water trough commemorating the reign of Queen Victoria, 3a St Pegas Road, PE6 7NF
3	Village water pumps, near village cross and junction of Thorney Road / St Pegas Road
HELPSTON	
1	Railway signal and level crossing box, Helpston Road
2	Former Station Masters House, 97 Glinton Road, PE6 7DG
3	Old Schoolhouse, Glinton Road, PE6 7DG
4	John Clare's Gravestone, Helpston Church Yard, Church Lane, PE6 7DT
THORNEY	
1	Canary Cottage, Knarr Farm, Thorney Toll, PE6
2	"Paddy Kips" South Farm, Dairy Drove, Old Knarr Fen Road & Old Hall Farm, French Drove)
3	Duke of Bedford Junior School, Wisbech Road
4	Second World War 'pill box', east of nr Powder Blue Farm, Bukehorn Road
5	Former Duke of Bedford Smithy (John Downing's forge) Gas Lane, PE6 0SG
6	Post box to wall of Post Office, Abbey Place, PE6 0QA
7	Rose & Crown Public House, 2 Wisbech Road
8	The Tap Room, Rose and Crown Public House, Wisbech Road
9	Thorney Bridge, The Causeway
NEWBOROUGH	

Appendix C - Buildings of Local Importance (Policy PP16)

1	Decoy Public House, Thorney Road, Newborough
GLINTON	
1	Village water pump, Junction of High Street & North Fen Road
2	Street lighting, The Green, Glinton
ASHTON	
1	Barn Lodge, Bainton Green Road, PE9 3BA
2	Hawthorn Farm, Bainton Green Road, PE9 3BA
3	First House, Bainton Green Road, PE9 3BA
EYE	
1	Old Fire Station building, Back Road
2	Former mortuary building, Eye Cemetery, Crowland Road, PE6 7TN
WANSFORD	
1	Gate piers, 23 Old North Road, PE8 6LB
2	Swanhill House, 41 Old North Road, PE8 6LB
SUTTON	
1	Heath House, Sutton Heath Road (former Station Masters House), PE5 7XH
2	Wansford Road Station, (off A47)
3	Bridge No. 6 (group value)
ORTON WATERVILLE	
1	40a Cherry Orton Road (corrugated roofed barn to front garden), PE2 5EQ
AILSWORTH	
1	Memorial bus shelter, Peterborough Road

Appendix C - Buildings of Local Importance (Policy PP16)

Appendix D - Local Plan Policies to be Replaced

The Peterborough Local Plan (First Replacement), which was adopted by the Council on 20 July 2005, forms part of the current Development Plan for the area covered by this DPD. The majority, but not all, of the policies in that Plan were saved by a Direction from the Secretary of State for Communities and Local Government beyond 20 July 2008. Some of those saved policies were replaced by policies in the Peterborough Core Strategy DPD and some were replaced by policies in the Peterborough Site Allocations DPD. This appendix explains which of the remaining saved policies in the Local Plan are replaced by the policies in this Planning Policies DPD. There are also a number of policies that will be deleted either as they are no longer necessary or as they are superseded by national policy. Accordingly, policies in the right hand column will cease to have effect from the date of adoption of this Planning Policies DPD.

Local Plan Policies replaced or deleted by the Planning Policies DPD

Table 2

Planning Policies DPD Policy	Policies in the Peterborough Local Plan (First Replacement) which are Replaced
PP1 - Design Quality	H7, H15, DA6, OIW7, CF7, CF8, CF9, CF10
PP2 - Impacts of New Development	DA12
PP3 - Amenity Provision in New Residential Development	H16
PP4 - Prestigious Homes	H24
PP5 - Conversion and Replacement Dwellings in the Countryside	H14, H19
PP6 – The Rural Economy	OIW10, OIW11, OIW12, OIW13
PP7 - Development for Retail and Leisure Uses	
PP8 – Primary Retail Frontages in District Centres	R7, R8, R9, R13
PP9 – Shop Frontages, Security Shutters and Canopies	DA19, DA20, DA21
PP10 – The Transport Implications of Development	T2, T4, T6, T8
PP11 – Parking Standards	T9, T10, T11
PP12 – Open Space Standards	LT1, LT3
PP13 – Nene Valley	LNE8, LT11
PP14 – The Landscaping and Biodiversity Implications of Development	LNE9, LNE10
PP15 – Heritage Assets	DA9
PP16 – Buildings of Local Importance	CBE11
PP17 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees	

Appendix D - Local Plan Policies to be Replaced

Planning Policies DPD Policy	Policies in the Peterborough Local Plan (First Replacement) which are Replaced
PP18 – Habitats and Species of Principal Importance	
PP19 – Flood and Water Management	U1, U3, U9
These policies in the Local Plan (First Replacement) 2005 are deleted as they are no longer necessary or are superseded by national policy.	H25, H26, H28, OIW5, OIW6, OIW8, OIW14, OIW15, T19, T20, R5, R6, R11, R12, R14, LT4, LT5, LT7, LT12, CF1, CF2, CF3, CF4, DA10, DA15, DA16, DA17, DA18, DA22, DA23, LNE3, LNE12, LNE13, U7, U8, U10, U11, U12

Over the past years, the Council has approved or adopted various documents as guidance of one form or another, including Supplementary Planning Guidance to the 1996 Peterborough Local Plan. All of these have lost most of the status that they may have once had. For the avoidance of doubt, all of those listed below are now also deleted.

Table 3

Title	Date Adopted
The Peterborough Natural Environment Audit	6 Feb 1996
Security Shutters on Shopfronts	6 Feb 1996
South Bank Planning and Development Brief	22 Oct 1996
Trees on Development Sites	14 Sept 1999
Geological Conservation and Development	12 Sept 2000
Peterborough Residential Design Guide	28 March 2002
Barnack and Pilsgate Village Design Statement	16 Jan 2001
Helpston Village Design Statement	13 Mar 2001
Ufford Village Design Statement	5 Dec 2002
Wansford Village Design Statement	22 Aug 2003
Castor & Ailsworth Village Design Statement	28 May 2004
Thorney Village Design Statement	7 Sept 2005 (approved but not as SPG)
Wothorpe Village Design Statement	30 Mar 2006 (approved but not as SPG)

Appendix E - Glossary

Adoption - the formal decision by the Council to approve the final version of a document, at the end of all the preparation stages, bringing it into effect.

Amenity - a general term used to describe the tangible and intangible benefits or features associated with a property or location, that contribute to its character, comfort, convenience or attractiveness.

Annual Monitoring Report (AMR) - a document produced by the local planning authority and submitted to Government by 31 December each year to report on the progress in producing the local development framework and implementing its policies.

Biodiversity - all species of life on earth including plants and animals and the ecosystem of which we are all part.

Conservation Area – a formally designated area of special historic or architectural interest whose character must be preserved or enhanced.

Core Strategy - a Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.

Development Plan - see Statutory Development Plan.

Development Plan Document (DPD) - one of the types of LDD; they set out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA's area.

Examination - a form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an inspector appointed by the Secretary of State. After the examination has ended the inspector produces a report with recommendations which is submitted to the Council.

Listed Building - a building or structure designated by the Secretary of State under the Planning (Listed Buildings and Conservation Areas) Act 1990 for its special architectural or historic interest, and therefore included in a 'list' of such buildings and structures.

Local Development Document (LDD) - any document, prepared in accordance with the statutory requirements, which sets out the LPA's policies, including supplementary policies and guidance, relating to the development and use of land in their area. All LDDs are part of the LDF. There are different types of LDD.

Local Development Framework (LDF) - the collective term for the whole package of planning documents which are produced by a local planning authority to provide the planning framework for its area. The LDF includes LDDs, the LDS and the AMR.

Local Development Scheme (LDS) - a document which sets out the local planning authority's intentions and timetable for the preparation of new LDDs (including DPDs, SPDs and the SCI).

Local Planning Authority (LPA) - the local authority which has duties and powers under the planning legislation. For the Peterborough area, this is Peterborough City Council.

Mitigation measures - actions necessary to restrict or remedy the negative impacts of a particular development.

Natura 2000 Site - A site of international importance for nature conservation established under the EC Birds and Habitats Directives, comprising (in the UK) designated Special Protection Areas and Special Areas of Conservation.

Appendix E - Glossary

Open Space and Recreational Land - areas of undeveloped or largely undeveloped land for leisure purposes - including village greens, allotments, children's playgrounds, sports pitches and municipal parks.

Planning Inspectorate (PINS) - an agency of the DCLG which provides independent adjudication on planning issues, typically through an Inspector with responsibility for "examination".

Planning Policy Statement (PPS) - one of a series of Statements issued by the Government to set out national policies for different aspects of planning. Each Statement (dealing with a particular aspect of planning) has its own PPS number. PPSs are sometimes accompanied by Companion Guides which offer more detailed guidance on the operation of national policy.

Proposals Map - a map on an Ordnance Survey base map which shows where policies in DPDs apply. For an interim period it will also show where saved policies from Local Plans apply. It needs to be revised as each different DPD is adopted.

Ramsar Site - a wetland site of international importance especially as waterfowl habitat, listed under the provisions of the Ramsar Convention on Wetlands of International Importance (Ramsar Convention, 1971).

Scheduled Monument - a nationally important archaeological site that has been designated by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979, and therefore included in a 'schedule' of such monuments.

Statement of Community Involvement (SCI) - one of the types of LDD; it sets out the council's approach to how and when it will consult with the community in the preparation of planning documents, and making decisions on planning applications.

Statutory Development Plan - the overall term for a number of documents which, together, have a particular status under the planning legislation in decision-making. The Development Plan includes all adopted DPDs for the area. For an interim period it may include all or part of certain structure plans and local plans.

Submission stage - the stage at which a DPD or SCI is sent to the Secretary of State as a prelude to its examination, having previously been published for public inspection and formal representations.

Supplementary Planning Document (SPD) - one of the types of LDD; they expand on policies or provide further detail to policies contained in a DPD.

Sustainability Appraisal (SA) - a formal, systematic process to assess the environmental, economic and social effects of strategies and policies from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.

Sustainable Community Strategy - a document which plans for the future of Peterborough across a wide range of topics, setting out a vision and a series of aspirations. The local strategic partnership (Greater Peterborough Partnership) has responsibility for producing the document which sets out four main priorities that all partners work towards. It does not form part of the LDF.

Sustainable Development - usually referred to as "development which meets the needs of the present without compromising the ability of future generations to meet their own needs" (Brundtland, 1987).

Sustainable Drainage Systems (SuDS) - an overall term for systems of surface water drainage management that take into account the quantity and quality of runoff, and the amenity value of surface water in the urban environment. The main focus is on source control and the mimicking of natural processes to enable infiltration and gradual discharge into watercourses.

Appendix E - Glossary

The Act - the Planning and Compulsory Purchase Act 2004, which put in place the statutory framework for preparing the LDF.

The Regulations - the Town and Country Planning (Local Development) (England) Regulations 2004, as amended by the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 and the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009; and the Town and Country Planning (Transitional Arrangements) Regulations 2004.

Transport User Hierarchy - a hierarchy for Peterborough which says that in all matters of land-use and transportation planning, consideration will be given to the needs of user groups in the following priority order:

- pedestrians and those with mobility difficulties
- cyclists
- public transport including coaches and taxis/private hire vehicles
- motorcycles
- rail freight
- commercial and business users including road haulage
- car borne shoppers and visitors
- car borne commuters

Use Classes Order - a piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.

Village Envelope - a boundary on a map beyond which the local planning authority proposes that a village should not be able to extend.

Appendix E - Glossary

Submission Proposals Maps

Submission Proposals Maps

A Proposals Map is a map for a local planning authority's area (forming part of the statutory development plan) which shows the location and extent of sites allocated for development, and areas within which, or outside which, planning policies will apply. It may include Inset Maps for specific areas, showing information in greater detail at a larger scale.

The current adopted Proposals Map for Peterborough is the Proposals Map (with Insets) that forms part of the Peterborough Local Plan (First Replacement).

The submission version of this Peterborough Planning Policies DPD is accompanied by a Submission Proposals Map, in the form of individual maps at various scales.

The purpose of the Submission Proposals Map is to show how the adopted Proposals Map will be changed when the Planning Policies DPD is adopted. It is emphasised that the Planning Policies Submission Proposals Map will not replace the adopted Local Plan Proposals Map in its entirety. It will only replace certain elements, leaving the remainder unchanged.

The contents of the Submission Proposals Map will replace the following items shown on the adopted Proposals Map of the Peterborough Local Plan (First Replacement):

- Village Envelopes for Maxey, Newborough, Thorney and Wothorpe
- Conservation Areas for Ailsworth, Barnack, Glinton, Maxey, Northborough, Orton Waterville, Park, Peakirk, Thorney, Wansford, Werrington and Ufford
- Buildings of Local Importance
- Protected Green Spaces in Villages
- Protected Open Spaces or Gaps in Frontages in Villages
- Protected Treed or Hedged Frontages in Villages
- Protected Walls or Railings in Villages
- Primary Retail Frontages
- Hampton Township Centre
- Land Allocated for Public Open Space
- Primary Public Transport Corridor
- Cycle Route Network
- Padholme Surface Water Catchment

Submission Proposals Maps

SUMMARY OF MAIN ISSUES RAISED IN COMMENTS ON THE PLANNING POLICIES DPD (CONSULTATION DRAFT) AND MAIN CHANGES MADE FOR THE SUBMISSION VERSION

- 1.1 The Planning Policies DPD (Consultation Draft) version was published for public consultation over a 6 week period in February and March 2011. There were 79 comments from 39 different consultees. The Council was required by Regulation 25 (5) of the 2008 Regulations and by its own SCI, to take these into account in preparing the version of the Planning Policies DPD to be submitted to the Secretary of State. This report presents – on a chapter-by-chapter and policy by policy basis - a summary of the main issues raised in comments and a summary of the main changes that were made to the Planning Policies DPD in order to make it appropriate for submission.
- 1.2 (References to policy and paragraph numbers are to those in the Planning Policies DPD (Consultation Draft) version; many of the policies and policy numbers have changed in the Submission version.)

Comments on the Planning Policies DPD (Consultation Draft) Version

Chapter 1 – Introduction and Background

There was only one representation to this section.

Main Issues Raised

- The policies are generally well laid out, clear to follow, and they take a logical approach.
- One of our significant areas of concern regarding the Planning Policies DPD is its need for policy guidance on water standards

Main Changes to the Planning Policies DPD

- We have made changes to policies PP13 and PP14 to include protection and where possible improvement to water to help enhance landscape and habitat.

Chapter 2 – Context

There was only one representation to this section.

Main Issues Raised

- We have no comments to make other than those made elsewhere in relation to specific policies.

Main Changes to the Planning Policies DPD

- No change proposed

Chapter 3 – Planning Policies

Most of the comments received were for this section. Comments relating to a specific policy are discussed under that policy.

Policy PP1 – Design Quality

There were three comments made on this policy.

Main Issues Raised

- Policy PP1 should be flexible to the needs of business when setting design criteria for industrial buildings.
- The detailed policies on the natural environment needs to be mentioned here so it is clear an application cannot go forward without considering the natural environment along with the built environment.
- We object to this policy as it is very vague in its terminology, particularly points (c) and (d) regarding sustainable construction principles.

Main Changes to the Planning Policies DPD

- We have included flexibility for industrial buildings and included consideration of natural environment in the policy. We have clarified our terminology in the supporting text and there is no need to change policy wording.

Policy PP2 – Impacts of New Development

There was only one comment made on this policy.

Main Issues Raised

- Policy PP2 needs to define unacceptable impact and include impact on green spaces and biodiversity.

Main Changes to the Planning Policies DPD

- We have amended the policy to include “loss of public open spaces” in the policy. Impact of development on biodiversity is included in policy PP13 (The Landscaping and Biodiversity Implications of Development) and so there is no need to repeat this in policy PP2.

Policy PP3 – Amenity Provision in New Development

There was only one comment made on this policy.

Main Issues Raised

- PP3 should include other amenities such as play areas for toddlers, bus stops, facilities for cyclists.

Main Changes to the Planning Policies DPD

- We have included “Residential” in the policy title to read “Amenity Provision in New Residential Development” for clarity. No changes made to policy as a result of this representation as play areas are included in the open space standards (PP11) and facilities for cyclist are included in the parking standards (PP12). Provisions of bus stops are beyond the scope of planning. However, significant changes have been made to this policy to take account of recent issues including internal floorspace and comments made by other officers.

Policy PP4 – Prestigious Homes

There were two comments made on this policy.

Main Issues Raised

- There may be a shortage of executive housing but so is there of affordable housing. For people in the villages it can be difficult to find accommodation nearby because of the small size of the villages.
- We broadly support the aim to prevent the loss of historic buildings or their conversion into alternative uses that are not sympathetic to their character and appearance

Main Changes to the Planning Policies DPD

- No change - this policy encourages the supply of top-of-the-market housing to help to attract business leaders to Peterborough. The Core Strategy policy CS8 (Meeting Housing Needs) provides guidance on affordable housing in all areas of Peterborough, including villages.

Policy PP5 – Conversion and Replacement Dwellings in the Countryside

There were two comments made on this policy.

Main Issues Raised

- There may be a shortage of executive housing but so is there of affordable housing. For people in the villages it can be difficult to find accommodation nearby because of the small size of the villages.
- We welcome the caveats to the historic environment within the policy, specifically points (d) and (g), which should be consistent with the relevant sections of PPS4 and PPS5.

Main Changes to the Planning Policies DPD

- No change, Policy is consistent with PPS4 and PPS5. Issue of affordable housing in the villages is discussed above in our response to policy PP4.

Policy PP6 – The Rural Economy

There was only one comment made on this policy.

Main Issues Raised

- Planning for development should take into consideration:- The rural economy - Benefits for village residents - Enjoyment of the Countryside for the wider community.

Main Changes to the Planning Policies DPD

- No change made to this policy. The policy provides positive incentive to the rural economy.

Policy PP7 – Primary Retail Frontages in District Centres

There were two comments made on this policy.

Main Issues Raised

- We do not object to the objective or wording of policy PP7. However, it appears from paragraph 3.7.1 and the maps in Appendix F that, in addition to the Primary Shop Frontages, it is under this policy and supporting text that the District Centre boundaries and the Primary Shopping Areas are also defined. We object to this approach, particularly as there is no reference in the policy or supporting text to the rationale or purpose of these other boundaries. We suggest a new policy should be inserted in the Planning Policies DPD which defines district centre boundaries and Primary Shopping Areas.
- The cycle parking standards, at Appendix A, in relation to Class A2 uses are considerably more exacting than those for Class A1 activities (whereas car parking standards are the same). We query why this should be and what evidence base was prepared to justify the higher requirement in relation to its type of use. We object to Policy PP7 as the Council has provided no evidence to justify its continued restriction of financial service retailers such as banks in primary frontages and has not given consideration to reasonable alternative strategies.

Main Changes to the Planning Policies DPD

- We have included a new policy (Development for retail and Leisure Uses) in the Proposed Submission draft version (policy PP7, and the current policy PP7 becomes policy PP8 in the submission version and subsequent policies increase their number by one). This policy defines District and Local Centre boundaries and Primary Shopping Areas and their purpose in locating retail and other centre uses.
- The cycle parking standards, at Appendix A, in relation to Class A2 (Financial and Professional Services) uses has been amended so that they are in line with A1 uses (general shops excluding food stores). No change made to policy PP7. This is now policy PP8 in the Proposed Submission version.

Policy PP8 – Shop Frontages, Security Shutters and Canopies

There was only one comment made on this policy.

Main Issues Raised

- We welcome the effort to safeguard buildings and townscapes from inappropriate shop fronts, security shutters and canopies. We understand that a supplementary planning document is being produced on shop front design, and we hope that this can be linked to this policy and provide detailed guidance on appropriate designs.

Main Changes to the Planning Policies DPD

- No change made to this policy. This is now policy PP9 in the Proposed Submission version.

Policy PP9 – The Transport Implications of Development

There was only one comment made on this policy.

Main Issues Raised

- Unacceptable impact needs to be defined in PP9 or without objective criteria it will be difficult to assess applications that fail to meet the standard. The developer will be expected to take measures to deal with the situation created not to alter the development so that the issues do not arise.

Main Changes to the Planning Policies DPD

- It is difficult to define unacceptable impact because it depends on so many different factors such as proposed use, location, links to highway network etc. Where possible these issues can be resolved through negotiation. Planning applications would only be refused if unacceptable impact cannot be resolved through negotiation. No change made to this policy. This is now policy PP10 in the Proposed Submission version

Policy PP10 – Parking Standards

There were three comments made on this policy.

Main Issues Raised

- We are objecting to Policy PP10 - Parking Standards as it is considered highly ambitious, and contradictory in its requirements. We feel Appendix A stating the Residential Parking Standards exceed the necessary requirements, and have not been sufficiently based on the needs of the local community. The policy is also inconsistent with PPG 13 that states the need to promote more sustainable modes of transport.
- Given the low ownership levels of electric vehicles, this level of investment (at least one parking space per dwelling should have easy access to a charging point for an electric vehicle) in infrastructure is not considered to be necessary.
- We object to the policy on two grounds: the parking space requirements for larger residential dwellings are too onerous as a minimum; we do not support the inclusion of a requirement for charging points for electric vehicles as part of this policy.

Main Changes to the Planning Policies DPD

- We have amended residential Parking Standards in line with the suggestion put forward by the objector. As for charging points in all residential development, we have left this in but have made it less onerous. The draft National Planning Policy Framework requires local authorities to support reduction in greenhouse emissions including incorporating facilities for charging plug-in and other ultra-low emission vehicles. This is now policy PP11 in the Proposed Submission version.

Policy PP11 – Open Space Standards

There were three comments made on this policy.

Main Issues Raised

- Sport England now supports this policy, as the standards of provision on which the policy is based were contained within the Playing Pitch and Outdoor Sports Study carried out on behalf of Peterborough City Council.
- We object to the policy on the following grounds; we object to the inclusion of Neighbourhood Parks; we suggest “Natural and Semi Natural Greenspace” is renamed Informal Parkland and Natural and Semi Natural Greenspace. We seek clarification that the requirement for synthetic pitch provision is included within and not in addition to the overall provision of 1.0ha/1000 population. We suggest the wording “amenity greenspace” should be amended to clarify what is meant by this term (eg. “amenity and incidental greenspace within development areas”). We consider further information should be included to demonstrate how the local authority intends to determine the amount of amenity green space required. We support the deletion of “country parks” as previously proposed (within PP35 - Open Space Standards: Option 85 (Issues and Options 2008).
- The policy needs to be amended to properly reflect the recommendations of the Atkins study and the approach to developer contributions as set out in Table 12.2 of the report.

Main Changes to the Planning Policies DPD

- We have updated the Open Space Standards based on the recent study carried out by Atkins. This study updates the 2006 work and takes into account any relevant studies carried out since and latest government guidance. New Open Space Standards are based on up-to-date information and with robust evidence.
- We have clarified the requirement for synthetic pitch provision and “amenity greenspace” in the standards. Some minor improvements to the wording of policy PP11 have been made and Appendix B revised to include up-to-date standards. This is now policy PP12 in the Proposed Submission version.

Policy PP12 – Nene Valley

There were two comments made on this policy.

Main Issues Raised

- We welcome this policy, but would like the word “heritage” inserted into the list of values contained in point (b), particularly as Paragraph 3.12.1 states that the Nene Valley is an area of heritage value. This would ensure consistency between the policy and supporting text.
- We also recommend that the policy is strengthened and given a positive slant to recognise, protect and enhance strategic wildlife corridors along the Nene and its tributaries. We therefore recommend amendments to improve this policy

Main Changes to the Planning Policies DPD

- We have restructured the policy and revised the wording taking account of the comments made above and for clarity. This is now policy PP13 in the Proposed Submission version.

Policy PP13 – The Landscaping and Biodiversity Implications of Development

There were two comments made on this policy.

Main Issues Raised

- We suggest an amendment to the current wording of part a) of the Policy to read: (a) “ the retention and protection of trees and other natural features which are of major importance to the quality of the local environment provided this does not unduly compromise design quality
- The policy can further be strengthened by including something on investigation and appropriate protection of the aquatic environment and Water Framework Directive.

Main Changes to the Planning Policies DPD

- We have amended the policy to take account of the above representations. Trees are protected on the site when possible unless these unduly compromise the achievement of good design solution for the site. We have also included protection and where possible enhancement of water quality and habitat of any aquatic environment in or adjoining the site. This is now policy PP14 in the Proposed Submission version.

Policy PP14 – Heritage Assets

There were five comments made on this policy.

Main Issues Raised

- I support the inclusion of the property in the 'List of Buildings of Local Importance' Peterborough Policies Development Plan Document (Policy PP14). The policy can further be strengthened by including something on investigation and appropriate protection of the aquatic environment and Water Framework Directive.
- Proposed Policy does not conform to Central Government Planning Policy Guidance, in particular PPS5 as all proposed developments which may

potentially impact on Heritage Assets must as a minimum demonstrate that they enhance or improve the setting of the Heritage Asset.

- Suggested word changes to ensure Policy PP14 is made sound in accordance with Government guidance
- We welcome the aim to provide a policy that supports the Core Strategy historic environment policy (CS17). However, we have some concerns that Policy PP14 largely repeats the Core Strategy and PPS5 and does not tackle specific development management issues affecting the historic environment in Peterborough.
- Queensgate Limited Partnership has significant concerns, with draft Planning Policies DPD Policies PP14 and PP15, which relate to Heritage Assets and Buildings of Local Importance. PP14 could conflict with the Core Strategy and potentially constraining the ability for future development proposals in Peterborough City Centre to come forward.

Main Changes to the Planning Policies DPD

- We have completely revised this policy in collaboration with English Heritage, taking account of the comments made and in light of most recent Government guidance. This is now policy PP15 in the Proposed Submission version.

Policy PP15 – Buildings of Local Importance

There were four comments made on this policy.

Main Issues Raised

- Policy wording unclear as to its scope
- We strongly dispute that the British Sugar Offices, 269 -277 Oundle Road, is of “significant interest to the area” and that it is of “distinctive design and appearance” in any interpretation relevant to local listing.
- We strongly welcome the drafting of this policy and the city council’s efforts to identify and update its list of buildings of local importance (as shown in Appendix C). The test outlined in the policy needs to be consistent with PPS5.
- We note that the current drafting of Policy PP15 provides for some flexibility with the inclusion of point (c), which provides that development that affects locally listed buildings will be granted where “the benefits of the redevelopment scheme outweigh the retention of the building”. In view of the strategic matters at stake in the City Centre and on North Westgate, our view is that this does not go far enough to ensure that the deliverability of the Core Strategy Policy CS4 is not undermined.

Main Changes to the Planning Policies DPD

- The policy wording has been changed to refer to ‘public benefits’ rather than just ‘benefits’ and to delete reference to unclear types of consent. We have removed the British Sugar Offices from the Building of Local Importance list in response to the above comments, and corrected some other entries. We feel the policy now allows sufficient flexibility to allow proposals where the public benefits of the scheme outweigh the harm to the local importance of the building. This is now policy PP16 in the Proposed Submission version.

Policy PP16 – Ancient, Semi-Natural Woodland and Veteran Trees

There were no representations made on this policy but we have amended it in the light of officer comments. This is now policy PP17 in the Proposed Submission version.

Policy PP17 – Habitats and Species of Principal Importance

There were four comments made on this policy.

Main Issues Raised

- There is a need for changed wording to clarify the habitats and species being referred to and to avoid overlap with Core Strategy Policy CS21 and National Guidance.
- The draft policy is not considered to be in accordance with National planning policy guidance
- This policy is unclear and we suggest major re-wording is required to clarify the difference between statutorily protected species and S41 NERC Act Habitats and Species.
- We are very happy with the proposed wording of this policy

Main Changes to the Planning Policies DPD

- We have completely revised the wording of this policy, taking account of the comments made above and for clarity. This is now policy PP18 in the Proposed Submission version.

Policy PP18 – Drainage and Flood Risk Management

There were two comments made on this policy.

Main Issues Raised

- We consider the use of the term "suitable provision" to be too ambiguous and it should be set out more clearly within the policy or supporting text what constitutes "suitable provision". The timescale for the production of the Flood Risk Management DPD (including the consultation programme) should be identified. Decisions regarding the implementation of this policy are to be made using this guidance and this should be clarified
- The draft policy should include the requirement for Brownfield sites to seek to separate surface water from combined sewers

Main Changes to the Planning Policies DPD

- We have revised the wording of this policy taking account of the comments made above and for clarity. This is now policy PP19 (Flood and Water Management) in the Proposed Submission version.

Chapter 4 – Potential Changes to Village Envelopes

- 4.1 The Consultation Draft DPD sought views on proposed minor changes to Maxey and Wothorpe village envelopes and we received no

objections to these changes. Therefore, they are included in the Proposed Submission version.

- 4.2 Some respondents did not agree with our decision to not include their sites in the village envelope in the Consultation document, and further changes to other village envelopes were suggested by local residents during the consultation period. In each of these cases officers have sought the views of the relevant Parish Council before making a recommendation. The changes sought, the Parish Council response and officers' recommendations are discussed below.
- 4.3 In Helpston, there was a request to include 5 and 7 Heath Road and their garden area within the village envelope. The owner of the site did not agree with our decision for not including their site within the village envelope. We consulted the Helpston Parish Council and included with the letter the representation submitted by the owners. The Parish Council objected to the two suggestions put forward. Officers agree with the Parish Council reasoning and no change will be made to include 5 and 7 Heath Road within the village envelope.
- 4.4 A new suggestion was put forward to include land rear of 12, 14, and 18 Nene Way within the village Sutton village envelope. Sutton Parish Council objected to this proposal and officers agree with their view.
- 4.5 A new suggestion was put forward to include some land next to the Stables in the Wothorpe village boundary. The Parish Council did not comment on the proposal. Officers cannot see any compelling planning reasons to change the Wothorpe Village envelope here.
- 4.6 The change suggested for Newborough was to include rear of 70 to 90 Guntons Road and their garden areas in the village envelope. We consulted the Newborough Parish Council who then held a public meeting at which it was reported 34 residents attended. They opposed the proposal to change the village envelope.
- 4.7 After carefully examining the representations made by the residents in support of this boundary change, officers consider that a change in this location can be justified for the following reasons:
- The suggested change runs along a well defined boundary (Mossops Drain) which meets the criteria for the definition of village envelope boundaries.
 - The existing alignment has no logical features on the ground and cannot be defended
 - Although the boundary change has the potential to create an area for development, this will be severely restricted due to risk of flooding in the area and multiple owners.
 - Newborough is a Limited Growth Village, and even if the additional land was developed for housing, the number of dwellings delivered would not be contrary to the settlement hierarchy in the Core Strategy.
 - The boundary change will allow all residents in the area to use their garden to the full potential rather than be restricted by the village envelope.

- 4.8 A minor change to Thorney village envelope was suggested. A small piece of land to the rear of 39-41 Station Road to be included which is currently outside the village envelope. Officers consulted Thorney Parish Council who raised no objection to the proposal. There are no valid planning reasons why it cannot be included and so we recommend the amendment.

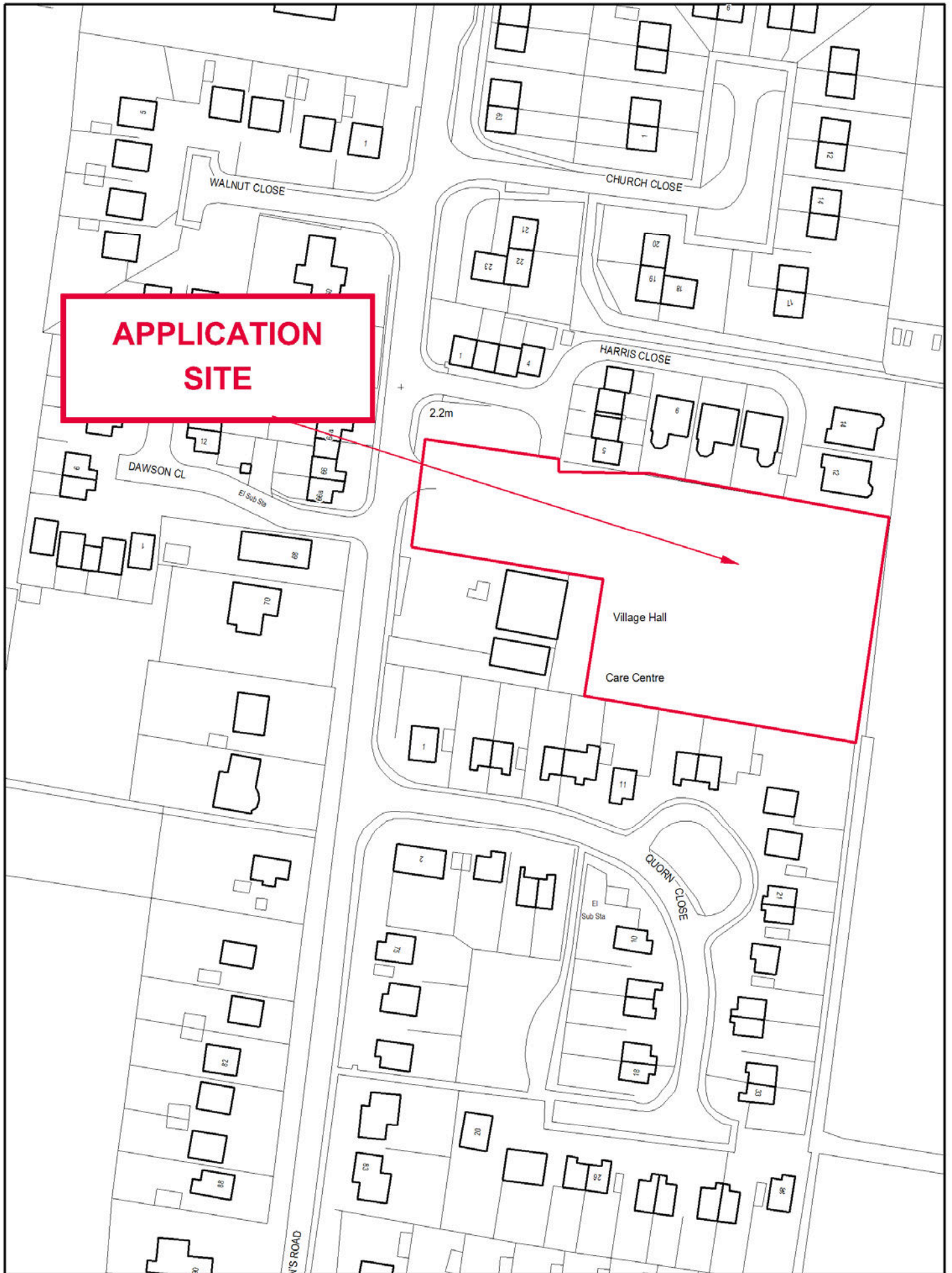
Chapter 5 – Implementation and Monitoring

- 5.1 We have revised this section taking into account the comments made and in view of the recent draft National Planning Policies Framework.

Appendices

These are linked to the policies in section 3 such as Parking Standards (Appendix A (policy PP10)), Open Space Standards (Appendix B (policy PP11)). Any revisions to an appendix are discussed in the section dealing with the policy.

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LOCATION PLAN 11/00885/FUL
 Land to the North of the Village Hall, Guntons Road

Scale NTS **Date** 3/10/2011 **Name** AH **Department** Planning Services

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11/00885/FUL: DEVELOPMENT OF 18 DWELLINGS, ASSOCIATED ACCESS AND PARKING AT LAND TO THE NORTH OF THE VILLAGE HALL, GUNTONS ROAD, NEWBOROUGH, PETERBOROUGH

VALID: 21 JUNE 2011

APPLICANT: WEST REGISTER (REALISATIONS) LTD

AGENT: BIDWELLS

REFERRED BY: CLLR HARRINGTON

REASON: LACK OF S106 PROVISION

DEPARTURE: NO

CASE OFFICER: JANET MACLENNAN

TELEPHONE: 01733 454438

E-MAIL: janet.maclennan@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The principle of development
- Flood risk
- Highway safety and access
- Residential amenity – future occupants and neighbours
- Sustainability
- Impact on protected and other trees
- Section 106 contributions

The Head of Planning Transport and Engineering recommends that the application is APPROVED.

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.

Core Strategy Policies

CS8: Meeting Housing Needs. This policy seeks to secure a variety of housing to meet local needs, including affordable housing.

CS10: Environmental Capital. Development must make a clear contribution to the Environment Capital aspirations.

CS11: Renewable Energy. Applications for renewable energy facilities will be supported. A proportion of the energy supply for new developments is expected to be gained from renewable or low-carbon sources.

CS12 and CS13: Infrastructure. These policies require that development makes a contribution towards related infrastructure requirements, in accordance with the Planning Obligations Implementation Scheme where appropriate.

CS14: Transport. Development should make transport provision for the needs it will create, in accordance with the Transport User Hierarchy.

CS16: Urban Design and the Public Realm. High quality and inclusive design is required, taking into account the disposition of buildings, the quality of the public realm, addressing vulnerability to crime, accessibility, safety, adaptability, and neighbour amenity.

CS21: Biodiversity and Geological Conservation. Inter alia, features beneficial to biodiversity should be incorporated into new development.

CS22: Flood Risk. Development should be informed by a Flood Risk Assessment, and Sustainable Urban Drainage systems should be used on all suitable sites.

Saved Local Plan Policies

Policy H10 designates Newborough as a Limited Rural Growth Settlement where the development of windfall sites comprising small estates, housing groups and infill, will be permitted.

H15: Residential Density. Development should be at the highest appropriate density for the site.

H16: Residential Design and Amenity. Requires suitable provision of privacy, amenity space, quiet and light.

T8: Connections to the Existing Highway Network. Planning permission will only be granted if the vehicular access is to a suitable highway.

T9: Cycle Parking Standards. Cycle parking should be provided in accordance with the adopted standards.

T10: Car and Motorcycle Parking Requirements. Should be provided in accordance with the adopted standards.

LT1: Open Space in New Residential Development. Open space should be provided on all developments of more than 9 dwellings.

LNE9: Landscaping Implications of Development Proposals. Development must make adequate provision for landscaping.

U1: Water Supply, Sewage Disposal and Surface Water Drainage. Development must make provision for suitable drainage.

Material Planning Considerations

Decisions can be influenced by material planning considerations. Relevant material considerations are set out below, with the key areas highlighted:

PPS1: 'Delivering Sustainable Development'

PPS3: 'Housing'

PPG13: 'Transport'

PPS25: 'Development and Flood Risk'

Peterborough City Council Planning Obligations Implementation Scheme

Draft National Planning Policy Framework

3 DESCRIPTION OF PROPOSAL

The proposal is to construct 18 dwellings, made up of 6 x 4-bed houses, 2 x 3-bed houses, 9 x 2-bed houses and 1 x 2-bed bungalow. The houses will be variously 2 and 2-and-a-half storey, and a mix of detached, semi-detached and terraced.

The access road will be directly off Gunton's Road and will run to the south of the existing development on Harris Close. The access into Harris Close will be closed and a connection put in from the new access road.

The proposal is a redesign of an original 13-unit scheme and it should be noted that as this scheme has commenced, the permission cannot expire. Plots 4-8 and Plot 11 are unchanged from the previously approved scheme.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The site is on the east side of Gunton's Road, to the north and east of the village hall. To the immediate north is Harris Close, and to the east is open countryside.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
02/01721/OUT	Residential development for 11 houses and 2 bungalows (renewal of 66/00001/OUT)	20/06/2003	Consent

06/00948/REM	Residential development comprising 13 dwellings (to include 2 bungalow, 5 terraced houses and 6 detached houses)	19/06/2006	Consent
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6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Local Highway Authority – No objection. The development is acceptable subject to conditions and informatives.

Archaeologist – No objection. Development unlikely to affect any archaeological remains.

Pollution Team – Noise assessment should be undertaken to assess noise from village hall. Contamination condition and an informative regarding hours of construction work are recommended.

Landscape Officer – Provided that work is carried out in accordance with the Tree Survey, Arboricultural Impact Assessment and Method Statement, no objection, though it is commented that the trees will require ongoing pruning to manage the relationship between T1 and T2, which are sycamores, (not subject to or worthy of a TPO) and Plot 12.

EXTERNAL

Police Architectural Liaison Officer – The rear service footpath to garages behind Plots 4-7, if left un gated is likely to facilitate crime, anti-social behaviour and potentially litter/fly-tipping.

A simple solution would be to gate this alleyway with a metal railing type of gate which would enable surveillance down the passage. The gate should be the same height as surrounding fencing, fitted with a self closing mechanism and lock or access control, enabling access, only those residents who require it. The gate should be positioned as close as possible to the front building line of Plot 9.

North Level Internal Drainage Board – No objection. The Board's requirements have been met.

Environment Agency – No objection. The proposed development site is within flood zone 3. The proposed development should only be permitted in this zone if the Sequential Test and if necessary the Exception Test are passed. The Environment Agency has no objection to the proposed development subject to [PCC] applying these test and being satisfied that the development is acceptable from a flood risk perspective.

Parish Council – Concern that properties are too close to village hall with possible noise pollution. Also trees on the development should be properly protected (they have TPO's) and Newborough Parish Council would like to know what arrangements there are for ensuring responsibility of the trees.

Newborough and Borough Fen Community Association – We feel that 18 properties is too many to close to the [village] hall which is used each weekday in term time by the playgroup. We have regular evening bookings at the hall and although there is very good soundproofing at the hall there is traffic noise to be considered.

The 13 dwellings which were on previous plans were quite sufficient and we had no objection to them.

NEIGHBOURS

Letters of objection have been received from two local residents raising the following issues:

- The existing plans are viable for the area
- Newborough attracts families, the existing plan should remain in place to encourage families.
- The latest plan does not cater for this and is replaced by 2 to 2.5 bedrooms.
- This encourages people to stay short term and thus will see a greater turnover of short term residence.
- Also encourages tenancies as has happened in the 2 bed houses in Harris Close.
- The number of dwellings and therefore traffic will increase and cause parking problems.

- The three bed terraces will be overlooking the rear gardens and windows of Harris Close, provision has not been made for any screening.
- Newborough does not need another estate where cars clog up the street.
- Boundary is not shown correctly.

COUNCILLORS

Cllr Harrington is concerned that there will be no S106 obligation provisions to mitigate the impact of the development..

7 REASONING

a) Introduction

This application is for development on a site which commenced under a previous consent. Part of the access road is in place and some works have been done on foundations and slabs. The applicant has explained that the previous developer has ceased business, and they wish to pick up the scheme, although with some changes to provide more but smaller dwellings.

b) Policy issues and the Principle of Development

The site is within the village envelope and is not allocated for any other use. The site is included in the emerging Site Allocations DPD as a committed/suitable housing site. The allocation of dwellings in this document is 13, so the additional 5 units proposed under this application will aid in the provision of housing to support the City Council's Growth Agenda.

In principle the proposal is acceptable.

c) Flood Risk

The site is within Flood Zone 3, where development would not normally be permitted. In accordance with the requirements of PPS25, a sequential test has been applied to the proposal. Discussions involving the Environment Agency have concluded that the test should only be applied to the uplift of 5 dwellings, as the site benefits from an implemented consent for 13 dwellings.

The sequential and exception tests are passed as principally:

- There are no sites at less flood risk elsewhere in the village
- The site is allocation for residential development in the emerging site allocations development plan document
- The floor level of the dwellings is set such that it is above the predicted flood level.

d) Highways

The access to the site is off Gunton's Road. The proposed new access is within a few metres of the existing access to Harris Close, which is indicated as (the already completed) Phase 1 of the overall development.

The Local Highway Authority (LHA) has confirmed that the closure of Harris Close will be secured before the new dwellings are occupied. This is necessary to avoid having two side streets onto the main road within a few metres of each other.

The 18 proposed dwellings would each be provided with car parking in accordance with the adopted standard. Cycle parking can be accommodated in rear gardens; all dwellings would have a rear access path for movement of cycles and refuse bins.

The LHA has recommended several conditions including some relating to details which can better be agreed at Technical Vetting Stage, and which are therefore not recommended at planning stage.

e) Residential amenity

The proposed dwellings are suitably designed in terms of layout, orientation, and separation. Each dwelling would be provided with a rear garden of adequate size. Most gardens are at least 10m long. The bungalow garden is only 4.5m deep, and is directly to the north of the village hall. This is likely to result in overshadowing to the garden however the relationship was approved previously, and that approved scheme, having commenced, could be implemented.

The impact on neighbours will be similar to the impact accepted when the previous scheme was approved. In most cases there would be no unacceptable overlooking or overshadowing. A comment has been received about the relationship of the terraced dwellings with the existing housing on Harris Close, and stating that there could be overlooking. The front windows of the new houses would be about 22m from the main back wall of the Harris Close houses; again, the relationship is similar to that previously approved.

As the development is very close to the village hall, where there can be evening events generating noise, a condition is recommended requiring a noise assessment to be carried out, and any necessary mitigating measures to be incorporated into the development by way of, for example, trickle or mechanical ventilation.

f) Sustainability

The applicant has not submitted any information to show how the development would contribute towards the Environment Capital agenda, as required by Policy CS10. A condition is therefore recommended, requiring the development to achieve a 10% betterment on the target emissions rate set by the Building Regulations.

g) Impact on trees

There is a small group of trees subject to a TPO on the neighbouring site. These trees are adjacent to the access point of the development site, between it and the entrance to Harris Close. No works are proposed to these trees.

There are two trees to be retained in the south-east corner of the site, and no-dig construction will be required for the driveway within the root protection area.

Provided that development is carried out in accordance with the submitted Method Statement, there will be no unacceptable impact on trees. A condition is recommended to this end.

h) S106 Provisions

Although there is a Policy presumption that development will provide a contribution towards infrastructure provision (which in this case would equate to the sum of £90,000 plus monitoring fee and on-site affordable housing), the Planning Obligations Implementation Scheme (POIS) allows for part or all of the contributions to be waived, in circumstances where this can be justified (inter alia) on the grounds of on-site costs. This requires that the applicant submit financial details for audit by the Council.

In this case the applicant has submitted financial information which has been assessed by the Council's S106 Officers, who have agreed with the applicant's that the scheme is unable to support the provision of on-site affordable housing or any other S106 requirements. The Local Planning Authority are satisfied that the proposal doesn't require any obligations to be entered into to mitigate the development's impact.

i) Other matters raised by Consultees/Neighbours

Security – the provision of a security gate to the alley at the side of plot 9 is recommended to be secured by condition.

Tree Maintenance – the future owner of plot 12 will have responsibility for maintaining those parts of the tree that overhang plot 12.

Parking – there are 30 off street spaces for 18 dwellings. This is considered satisfactory.

No of 2-bed properties – there is no evidence to suggest that an increase in the number of 2-bed properties will have any harmful impact.

8 CONCLUSIONS

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

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 site lies within the village of Newborough which is designated as a 'Limited Rural Growth Settlement'
- The scale, density and design of the development are in keeping with the surrounding built form and village setting
- The site is served with an acceptable access and appropriate parking provision is made within the site
- The proposal would not result in any adverse impact on the amenity of the occupiers of neighbouring dwellings

Hence the proposal accords with policies H10, H15, H16, LNE9 and T10 of the Adopted Peterborough Local Plan (First Replacement) 2005, policies CS1, CS2, CS8, CS10, CS14 and CS16 of the Adopted Peterborough Core Strategy DPD 2011 and planning policy statements PPS1, PPS3 and PPS25.

9 RECOMMENDATION

The Head of Planning Services recommends that this application is APPROVED 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 details of the materials to be used in the external elevations of the dwellings hereby approved 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 Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.
- C 3 The dwellings shall not be occupied until the garages and parking spaces shown on the approved plans have been constructed. The garages and parking spaces shall thereafter be available at all times for the purpose of the parking of vehicles, in connection with the use of the dwellings.**
Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD and Policies T9 and T10 of the Adopted Peterborough Local Plan (First Replacement).
- C4 Prior to the commencement of the development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:**
- 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 including measures to ensure that all construction vehicles can enter the site immediately upon arrival and adequate space within the site to enable vehicles to turn, park and load and unload clear of the public highway
 - a scheme for parking of contractors vehicles;
 - a scheme for access and deliveries including hours.

The development shall thereafter be carried out in accordance with the approved plan.

Reason: In the interests of highway safety and residential amenity in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD and DA2 of the Peterborough Local Plan (First Replacement).

C5 Prior to occupation of development hereby permitted the visibility splays shown on the plan No 683/PL/01J shall be provided and shall be maintained thereafter free from any obstruction over a height of 600mm.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

C6 The development shall achieve, as a minimum, an energy efficiency of 10% above the Building Regulations standard at the time of Building Regulations being approved for the development, unless this requires a zero carbon development.

Reason: In order to deliver energy efficiencies in accordance with Policies CS10 and CS11 of the adopted Peterborough Core Strategy DPD.

C7 Prior to the commencement of development a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

The scheme shall include the following details:

- Proposed finished ground and building slab levels
- Boundary treatments including a gate to the path behind units 4-9
- Planting plans for replacement trees, species, numbers, size and density of planting

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and Policy CS21 of the adopted Peterborough Core Strategy DPD.

C8 Development shall proceed fully in accordance with the approved Flood Risk Assessment and the applicant shall confirm completion of the approved scheme in writing within one month thereafter.

Reason: To reduce the risk of flooding and in accordance with Planning Policy Statement 25 'Development and Flood Risk'.

C9 An assessment of the site shall be undertaken to determine into which noise exposure category (NEC) the site falls, taking into account both day and night-time noise levels. Construction work shall not begin until a scheme for protecting occupants of the proposed dwellings from noise from the village hall has been submitted to and approved by the Local Planning Authority. All works which form part of the scheme should be completed before any of the dwellings are occupied.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Planning Policy Guidance (PPG24 Planning and Noise), and Policy CS16 of the adopted Peterborough Core Strategy DPD.

C10 If during development contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval of from the LPA, a Method Statement. This Method Statement must detail how this unsuspected contamination shall be dealt with. Development shall thereafter be carried out in accordance with the approved Method Statement.

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 Planning Policy Statement 23: Pollution.

C11 Development shall be carried out in accordance with the approved Tree Survey, Arboricultural Implications Assessment and Method Statement.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement).

C12 Notwithstanding the details hereby approved; plots 3, 4, 8 and 11 shall be built to Lifetime Homes standards.

Reason: In order to meet the lifetime homes needs and in accordance with Policy CS8 of the adopted Peterborough Core Strategy DPD.

C13 No dwelling shall be occupied until the roads and footways connecting that dwelling to the existing public highway have been completed to base course level.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

C14 No dwelling shall be occupied until the connecting junction to Harris Close has been provided to an adoptable standard.

Reason: In the interests of enabling a Highway connection and consequent Highway safety in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

Copy to Councillor Harrington



LOCATION PLAN 11/01105/FUL

10a Back Lane, Eye

Scale NTS **Date** 3/10/2011 **Name** AH **Department** Planning Services

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11/01105/FUL **INSTALLATION OF EXTERNAL AIR SOURCE HEAT PUMP UNIT
AT 10A BACK LANE, EYE**
VALID: 18/07/2011
APPLICANT: MR P HAYMAN
AGENT: MR F MONTECALVO
REFERRED BY: EYE PARISH COUNCIL
REASON: RETROSPECTIVE APPLICATION; OUTSTANDING ENFORCEMENT
ISSUES; AND DISPUTED LAND OWNERSHIP.

DEPARTURE: NO

CASE OFFICER: Mr C J Edwards
TELEPHONE: 01733 454443
E-MAIL: chris.edwards@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- Reduction of carbon footprint
- Visual impact - siting, design and appearance
- Noise and vibration
- Impact of proposal on character of the conservation area

The Head of Planning Services recommends that the application is **APPROVED**.

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.

Peterborough Core Strategy Development Plan CS10 Environment Capital

Development proposals will only be supported where they make a clear contribution to the aspiration of the Peterborough Sustainable Community Strategy for Peterborough to become the Environment Capital of the UK. As a minimum, all development proposals of any scale must not compromise the ability of the City to achieve such a status [...]:

- Achieving a greater reduction in carbon dioxide emissions than that required by national Building Regulations in force at the time, especially through the use of energy efficiency measures.

Peterborough Core Strategy Development Plan CS16 Urban Design and the Public Realm

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account [...]:

- New development should not result in unacceptable impact on the amenities of occupiers of any nearby properties.

Peterborough Core Strategy Development Plan CS17 The Historic Environment

All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated, particularly in areas of high heritage value.

3 DESCRIPTION OF PROPOSAL

This application has arisen as a result of a Planning Enforcement complaint.

The applicant seeks retention of an air source heat pump unit which has been installed on the north gable end of an outbuilding within the curtilage of 10A Back Lane.

4 DESCRIPTION OF SITE AND SURROUNDINGS

10A Back Lane is a corner plot constructed in 2004. The site fronts onto Back Lane but has its vehicular access on Luke Lane. There is parking space for up to three vehicles within the site.

The surrounding area is best characterised as mixed use with the Red Lion Public House situated to the west; the main High Street to the north which includes four dwellings, the Leeds Meeting Hall, a hairdressers and an MOT test centre; to the east are three more dwellings, one of which appears to have additional mixed use within its curtilage; the area south of Back Lane is predominantly residential; made up of low density single storey dwellings.

Back Lane itself is a narrow road with parking along one side. Double yellow lines prohibit parking around the application site however there is a small public parking area for up to 8 vehicles to the north west of the site.

The site itself comprises of a dwellinghouse, an ancillary outbuilding and a detached garage. The site also has the benefit of planning permission reference 07/00193/FUL which grants the use of the outbuilding and one bedroom within the dwellinghouse for class B1 use (Offices). From this site the applicant operates the Peterborough base of CareWatch, a care worker agency, which has a number of bases around the country.

5 PLANNING HISTORY

Planning Permissions:

06/01771/FUL	Use of outbuilding and one bedroom as offices	Refused	15.01.2007
07/00193/FUL	Use of outbuilding and one bedroom as offices	Permitted	30.07.2008
08/01486/WCPP	Removal of C3 of 07/00193/FUL, to allow independent use of outbuilding and 1 bedroom as offices	Refused	12.02.2009

Enforcement Cases:

07/00647/ENFBUS	Business from home	Closed	20.05.2011
11/00238/ENFOTH	Unauthorised development - Air Conditioning Unit	Pending	

As noted above the present application has arisen as a result of a Planning Enforcement complaint reference 11/00238/ENFOTH, however there has been an on-going enforcement case on this site for some time relating to the impact of the permitted business use on the local community. This enforcement case has since been closed as a result of there being insufficient evidence to justify further action.

In any event, whilst they may remain pressing in the local community, the issues arising from the use of this site and alleged breaches of planning conditions attached to permission 07/00193/FUL are not directly relevant to the application currently being considered.

6 CONSULTATIONS/REPRESENTATIONS

LOCAL RESIDENTS

Eye Parish Council are strongly opposed to any further development on this site. They request that the application be refused for the following reasons:

1. the application is retrospective;
2. the premises are not being used as per their current planning consent;
3. the air conditioning unit is on the rear of the building and overhangs the Leeds Hall site which is owned by Eye Parish Council.

CONSULTEES

Conservation Officer - no objection - the unit is not visible from the public realm.

Environmental Services - raised no objection.

7 REASONING

a) Reduction of carbon footprint

An air source heat pump (ASHP) is a device capable of extracting heat energy from its surrounding environment and then transferring that energy into a building to provide space or water heating. The device is also capable of running in reverse and so performs the same task as a traditional air conditioning unit. These units require electrical energy to operate and so strictly speaking an ASHP is not a form of renewable energy technology, however ASHPs are considered to be very efficient forms of space heating capable of extracting two or three times the energy they consume.

Continued use of this unit will help to reduce energy consumption on this site and in turn the carbon footprint of this business activity. It is therefore considered that this proposal will contribute to Peterborough City Council's aspiration to become Environment Capital of the UK set out in Policy CS10 of the Peterborough Core Strategy Development Plan.

b) Visual impact - siting, design and appearance

The heat pump unit is located on the north gable end of the outbuilding which is itself located to the rear of 10A Back Lane; as such the unit is not visible from the public realm.

The unit itself measures 640mm in height, 800mm in width and projects out from the wall by 290mm. In terms of its proportion to the host building the size of the unit is considered acceptable.

The Parish Council have contended that the unit overhangs onto land within their ownership. Whilst land ownership is not a material planning consideration both Drawing 1118 AP001 and the physical layout of the boundary walls on site indicate that the small triangle of land behind the office building over which the unit is located is part of 10A Back Lane and not Leeds Hall; as such the unit appears to be located entirely within the applicant's property.

The only property affected by the positioning of the unit is Leeds Hall. The unit is visible from the two windows to the rear of this property. However the window immediately opposite the unit is a high level window that serves what appears to be a utility room or kitchen whilst the second does not offer a direct view of the unit and serves what appears to be an office; in both cases it is considered that the unit does not adversely impact on any view from either window.

It is therefore considered that there is no detrimental impact on the amenity of the surrounding area in terms of visual impact. As such it is considered that the proposed development is acceptable in respect of Policy CS16 of the Peterborough Core Strategy Development Plan.

c) **Noise and vibration**

The unit has a maximum operating noise output rated at 63 dB(A) this is roughly equivalent to the volume of normal conversation (60 dB(A)) and would therefore not appear to be excessive. The nearest bedroom facing towards the unit is likely to be that of number 39 High Street which is located some 25 metres away. Rooms of both 10 and 8 Back Lane are approximately 10 metres away from the unit's location but are shielded by the office building.

Again the property most likely to be affected by the operation of this unit is Leeds Hall. It is considered that the device will be audible in the rooms to the rear of this property when the doors or windows are open. Leeds Hall is a community facility building and as such not in continual occupation it also has no uses likely to be affected by noise.

The Council's Environmental Services team have raised no objection to this application.

It is therefore considered that there is no detrimental impact on the amenity of the surrounding area in terms of noise and vibration. As such it is considered that the proposed development is acceptable in respect of Policy CS16 of the Peterborough Core Strategy Development Plan.

d) **Impact of proposal on character of the conservation area**

The unit is not visible from the public realm and therefore is considered to have no detrimental impact on Eye Conservation area. The proposed development is therefore considered to be acceptable in respect of Policy CS17 of the Peterborough Core Strategy Development Plan.

e) **Other matters**

The fact that the application is retrospective must not factor in the determination of the application and neither must the fact that the Parish Council is concerned that there is a breach of condition in respect of 07/00193/FUL. It should be noted that as of December 2011, permission will not be needed for this development.

8 CONCLUSIONS

Continued use of this unit will help to reduce energy consumption on this site and in turn the carbon footprint of this business activity. It is therefore considered that this proposal will contribute to Peterborough City Council's aspiration to become Environment Capital of the UK set out in Policy CS10 of the Peterborough Core Strategy Development Plan.

It is considered that there is no detrimental impact on the amenity of the surrounding area in terms of visual impact. As such it is considered that the proposed development is acceptable in respect of Policy CS16 of the Peterborough Core Strategy Development Plan.

It is considered that there is no detrimental impact on the amenity of the surrounding area in terms of noise and vibration. As such it is considered that the proposed development is acceptable in respect of Policy CS16 of the Peterborough Core Strategy Development Plan.

The unit is not visible from the public realm and so it is considered that the proposed development is acceptable in respect of Policy CS17 of the Peterborough Core Strategy Development Plan.

9 RECOMMENDATION

This application is recommended for APPROVAL subject to the following condition(s):

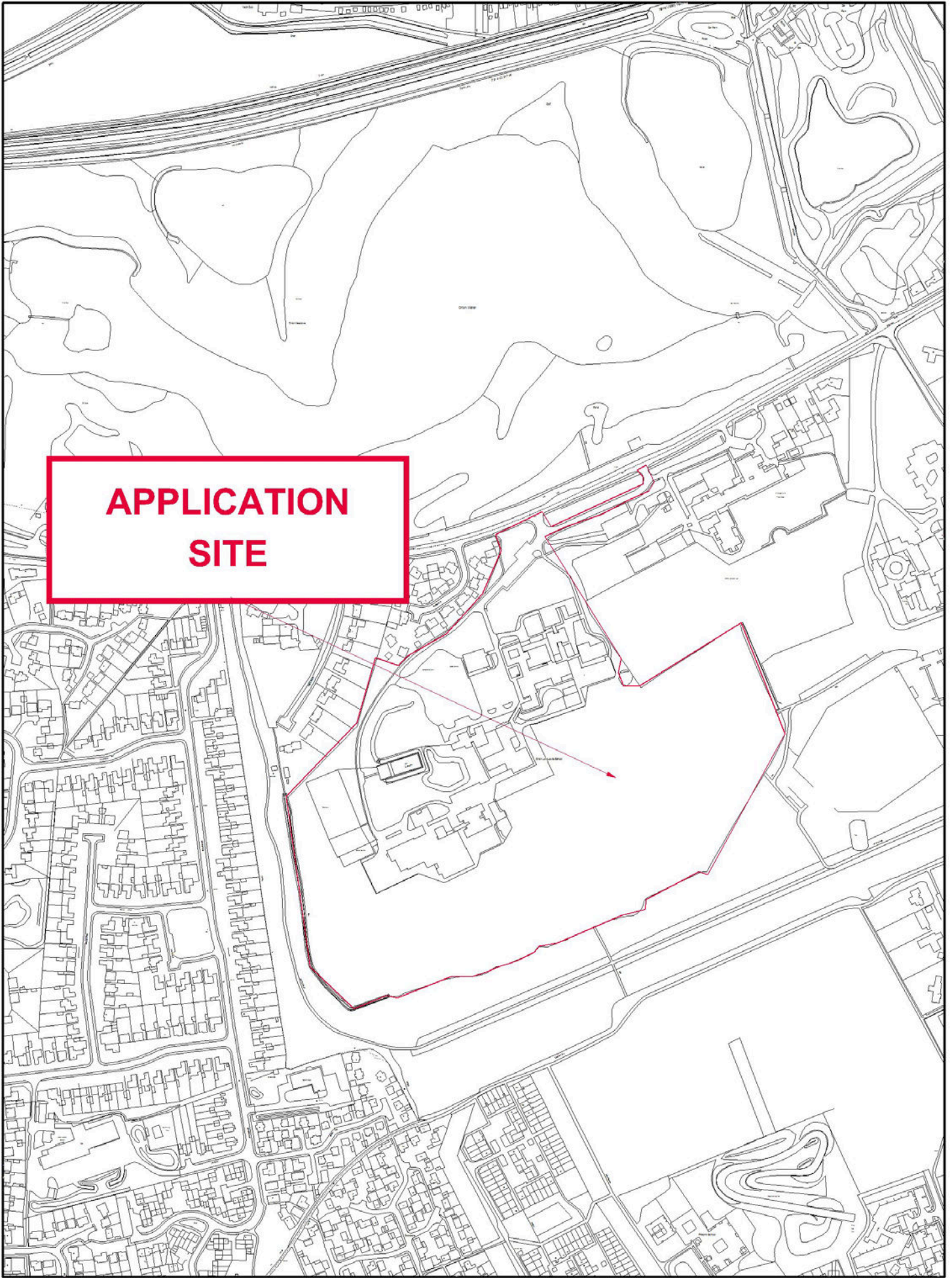
- C1 **Decommissioning**
Once the approved air source heat pump unit is no longer needed for microgeneration it shall be removed as soon as reasonably practicable.

Reason

To protect visual amenity and prevent the accumulation of unused equipment.

Copy to Councillors: Sanders, Dobbs

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**APPLICATION
SITE**

LOCATION PLAN 11/01287/FUL
Orton Longueville School Oundle Road

Scale NTS **Date** 3/10/2011 **Name** AH **Department** Planning Services

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11/01287/R3FUL: CONSTRUCTION OF REPLACEMENT SCHOOL BUILDING (NENE PARK ACADEMY) AND REFURBISHMENT OF RETAINED BUILDINGS WITH ASSOCIATED EXTERNAL WORKS; NEW PRE-SCHOOL BUILDING WITH ASSOCIATED EXTERNAL WORKS; DEMOLITION OF OTHER EXISTING BUILDINGS AND ASSOCIATED EXTERNAL WORKS TO REINSTATE LAND INCLUDING THE CREATION OF GRASS SPORTS PITCHES AT ORTON LONGUEVILLE SCHOOL, OUNDLE ROAD, ORTON LONGUEVILLE, PETERBOROUGH

VALID: 15 AUGUST 2011
APPLICANT: PETERBOROUGH CITY COUNCIL
AGENT: FRANK SHAW ASSOCIATES
REFERRED BY: HEAD OF PLANNING, TRANSPORT AND ENGINEERING SERVICES
REASON: IN THE WIDER PUBLIC INTEREST
DEPARTURE: NO

CASE OFFICER: MISS A McSHERRY
TELEPHONE: 01733 454416
E-MAIL: amanda.mcsherry@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The proposed design and layout
- The impact on neighbouring sites
- Access to the site and highway issues
- The impact of the development on trees and ecology

The Head of Planning Services recommends that the application is APPROVED.

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.

Peterborough Core Strategy DPD (2011)

CS10 Environment Capital: Development proposals will only be supported where they make a clear contribution to the aspiration of the Peterborough Sustainable Community Strategy for Peterborough to become the Environment Capital of the UK.

CS12 Infrastructure: New development should be supported by, and have good access to infrastructure.

CS13 Developer Contributions to Infrastructure Provision: Where a planning obligation is required to meet the principles of Policy CS12, then this may be negotiated on a site-by-site basis however the City Council will encourage payments based on a standard charge set out in the Peterborough Planning Obligations Implementation Strategy SPD (2010).

CS14 Transport: New development in Peterborough will be required to ensure that appropriate provision is made and does not result in a danger to highways safety.

CS16 Urban Design and the Public Realm: New development should respond appropriately to the particular character of the site and its surroundings, using innovative design solutions where appropriate;

make the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.

CS17 The Historic Environment: The City Council will protect, conserve and enhance the historic environment throughout Peterborough. All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated.

CS18 Culture, Leisure and Tourism: The existing cultural, leisure and tourism facilities will be protected and enhanced.

CS19 Open Space and Green Infrastructure: To protect existing open space, planning permission will not be granted for development which would result in the loss of existing open space if that loss would give rise to a deficiency in open space, or would be in an area where there is already a deficiency.

CS21 Biodiversity and Geological Conservation: The City Council, working in partnership with all relevant stakeholders, will conserve, enhance and promote the biodiversity and geological interest of the area.

CS22 Flood Risk: All appropriate development should employ sustainable drainage systems (SUDS) to manage surface water run-off where technically feasible and appropriate.

Peterborough Local Plan (First Replacement) (2005)

T9 Cycle Parking Requirements: Planning permission will not be granted unless it provides high quality off-street cycle parking in accordance with the minimum standards set out in Appendix IV.

T10 Car and Motorcycle Parking Requirements: Planning permission will only be granted for car and motorcycle parking outside the City Centre if it is in accordance with the standards set out in Appendix V.

T11 Motorists with Mobility Difficulties: Planning permission will not be granted for development unless there is parking provision for motorists with mobility difficulties.

LT3 Loss of Open Space: Planning permission will not be granted for any development which would result in the loss of existing or proposed open space (including school playing fields) if that loss would give rise to a deficiency, or would be in an area where there is already a deficiency in open space.

DA12 Light Pollution: Planning permission will only be granted for lighting schemes if the level of lighting proposed does not exceed the minimum necessary to achieve its purpose; the design minimises glare and light spillage from the site; and the design and nature of light emitted does not adversely affect the amenity of the area.

LNE9 Landscaping Implications of Development Proposals: Planning permission will not be granted for development unless it makes adequate provision for the retention and protection of trees and other natural features that make a positive contribution to the quality of the local environment and it makes adequate provision for landscaping of the site as an integral part of the development.

LNE10 Detailed Elements of Landscaping Schemes: Where appropriate, the City Council, will impose a condition or planning obligation, requiring the provision of a landscaping scheme suitable for the type of development proposed.

U1 Water Supply, Sewage Disposal and Surface Water Drainage: Development which increases the demand for off- or on-site water supply, sewage disposal or surface water drainage infrastructure will only be permitted if facilities of adequate capacity and design are available, or will be provided without detriment to the environment.

National Planning Policies

National Planning Policy Framework (NPPF) Consultation Draft (2011)

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)

Supplement to Planning Policy Statement 1 (PPS1): Planning and Climate Change (2007)

Planning Policy Statement 5 (PPS5): Planning for the Historic Environment (2010)

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)

Planning Policy Guidance 13 (PPG13): Transport (2011)

Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)

Planning Policy Statement 25 (PPS25): Development and Flood Risk (2010)

3 DESCRIPTION OF PROPOSAL

Full planning permission is sought for:-

- The construction of a new three storey high Academy school building : - (The existing school on site has capacity for and formerly accommodated 1400 pupils. The new school will accommodate 1100 pupils (5 form intake and 200 post 16 pupils) The school currently has 120 members of staff and this is not proposed to change as a result of this proposal.)
- Retention and refurbishment of the Sports Hall, Dining area and kitchen, Blocks C and D
- The demolition of some of the existing school buildings and pre-school building on site
- The construction of a new single storey pre-school building : - (The Lakeside pre-school will be relocated on site, to a new purpose built building at the west of the site. It provides early years provision for up to 30 pre-school children (+2years) and has 5 full time equivalent members of staff.)
- The provision of associated external areas, including playing fields and pitches, remodelling the landscape, 143 car parking spaces (including 7 disabled spaces), 230 cycle parking spaces, and alterations and additions to the boundary treatments (to include a 2.4m high well mesh fence secure line).
- Retention of the existing Scout and Cadet buildings and facilities
- Widening of the existing access road on site to 5m width, with 2m wide pedestrian footpath on its southern side
- Creation of a new 3m wide shared pedestrian/cycle route to the east of the new school building
- The use of Sustainable Urban Drainage Systems
- The new buildings will be constructed to minimise energy consumption and increase efficiency, to achieve higher standards that are required under current building regulations, equivalent to Building Research Establishment's Environmental Assessment Method (BREEAM) Very Good rating.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The site covers an area of approximately 13.66 hectares and comprises of the existing school buildings, car parking, sports fields and pitches. It also contains the Scout and Cadet buildings, these buildings and their functionality are to be retained, together with the adjacent Multi Use Games Area. The current Lakeside pre-school building will be demolished and this facility relocated in a new purpose built unit on the west of the site. The Peterborough United football club are currently using some of the football pitches on site as a training ground.

The application site is accessed from Oundle Road via a separate in and out circular loop which is shared with the adjacent Primary school site (St Botolphs). The Longfield Gate residential development of 16 houses bounds the site to the north. To the south, east and west the site is bounded by mature tree belts. The Orton Hall Grade II Listed hotel is located beyond the site to the east.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
10/01349/R3FUL	Construction of all-weather pitch with 3m and 4.5m fencing, six 15m floodlighting columns and access footpath - revised	20.10.2010	Withdrawn
10/00697/R3FUL	Construction of all-weather pitch with 3m and 4.5m fencing, six 15m floodlighting columns and access footpath	9.07.2010	Withdrawn
09/00239/FUL	Erection of detached storage facility	12.05.2009	Permitted
06/01732/FUL	Single storey extension to kitchen	20.12.2006	Permitted
06/00942/FUL	Single storey extension to kitchens	8.08.2006	Permitted
06/00658/FUL	Single storey extension to form 6 th form common room and toilets	28.06.2006	Permitted
05/01162/FUL	Erection of five purpose made canopies	16.10.2006	Permitted
05/01010/FUL	Single storey extension to form link corridor between two school buildings	11.08.2005	Permitted
04/00380/FUL	Single storey extensions to dining and reception areas	29.04.2004	Permitted
04/00306/FUL	Extension of multi sports courts with installation of additional lighting, proposed disabled access and gates	21.07.2004	Permitted
03/00528/FUL	Single storey extension to form secure reception lobby	3.06.2003	Permitted
02/00984/FUL	Elevation changes and access ramp	13.09.2002	Permitted
01/01187/FUL	Conversion of cycle compound to new classroom	29.11.2001	Permitted
00/01500/FUL	Extension to provide new sports hall and associated accommodation	7.02.2001	Permitted

6 CONSULTATIONS/REPRESENTATIONS**INTERNAL**

Transport and Engineering – No objection in principle as the school is reducing in size. Clarification is sought on a couple of issues and Members will be updated of this at Committee.

Wildlife Officer – No objection - Any removal of trees or shrubs should take place outside the bird nesting season (1 March – 31 August). The installation of bird nesting boxes is welcomed and details of numbers and locations should be provided, secured by condition. Further information is however still required to show that the additional area of playing field to the boundary with Orton Hall is not suitable habitat for Great Crested Newts (this information is awaited and will be provided in the Update Report to Members). The lighting diagram shows that acceptable light levels will be applied to the car park and surrounding woodland however further restrictions should be applied where possible such as hours of operation. Light levels along the central section of Roadway 1 are still unacceptably high against the trees and as such, the lanterns should be moved further away to ensure that levels of 2 Lux or below are achieved (this information is awaited and will be provided in the Update Report to Members). All other findings of the Phase 1 Ecological Report and Bat Survey are accepted and the Recommendations set out should be fully implemented.

Landscape Officer – No objection - as the categorisation of trees on site is appropriate and the removals/retentions are agreeable. A landscape masterplan has been provided and the provision of a management plan is requested by condition.

Conservation Officer – No objection - agreement has been reached on a revised position of the proposed boundary fence between the school and the Grade II Listed Orton Hall Hotel's ha-ha landscape feature.

Archaeology Officer – No objection - subject to a condition requiring limited trial trenching to evaluate the undisturbed areas of the proposed development.

Pollution Control Officer – No objection - The conclusions and recommendations of the submitted Noise Report are accepted and a condition required limiting the emission of noise from building services plant on the site. The lighting should accord with the Institution of Lighting Engineers 'Guidance Notes for the Reduction of Light Pollution (Revised)' and secured by condition. The Phase 1 contamination investigation is satisfactory but a further Phase II investigation needs to be secured by condition.

Travelchoice – No objection - The Travel Plan document is satisfactory and it is encouraging to see that resources/funding for the travel plan targets have been included in the schools' budget. Designated car-share bays should be located closest to the entrance of the school. Ideally visitor cycle parking should be outside the entrance to the school in line with Peterborough City Council's Cycle Parking Guidance. More student cycle parking should be outside the entrance to the school as it is understood the majority of pupils use the rear access. There is concern regarding the access path/road used by Peterborough United Football Club and how pedestrians will be segregated from vehicles. Bus timetable information, cycle maps and other substantial travel literature should be displayed in the reception area, along with a Real Time Passenger Information (RTPI) screen.

Rights of Way Officer – No objections.

EXTERNAL

Environment Agency – No objection subject to the imposition of a condition relating to unsuspected contamination.

Sport England – No objection. The proposals will result in an overall increase in the provision of playing field and satisfy the outstanding condition relating to the need to compensate for the net loss of 0.9 hectares of playing field provision at Bushfield Academy. Recommend conditions requiring the submission of a Community Use Agreement and specification of the two new playing fields.

Natural England – No objection. The proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils.

Police Architectural Liaison Officer – No objection.

NEIGHBOURS

16 Letters of objection have been received from 12 local residents raising the following issues:

- Increased width of access road
- Additional on site traffic using the access road to the rear of the properties in Longfield Gate due to the relocated staff car parking and pre-school
- Increased noise, pollution, dirt, traffic congestion
- Parents park in surrounding residential streets blocking residents driveways to drop off and pick up children
- Parking restrictions needed in Longfield Gate to prevent parents using it as a drop off/pick up area
- Impact on privacy from new widened road and relocated footpath
- Pupils smoke in neighbouring residential streets
- Impact on house prices
- Litter
- Disturbance from construction works and traffic.
- Light pollution from pitches
- Will the gates be secured out of hours to prevent criminal activity
- Fencing around pitches will be an eyesore
- Timescale for construction

- Reduction in residential amenity
- Loss of landscaping to accommodate widened road
- Concern about the amount of traffic that currently shares the entrance/exit with the adjacent St Botolph Primary School
- Traffic congestion in the area is bad in the morning peak
- Not enough drop off/pick up parking spaces for parents
- The cycle paths to the school are rarely used by pupils as they are too dangerous
- Support the objections raised by the St Botolph Primary school
- Use of pitches out of hours will cause further disturbance for residents
- Need a large buffer between the houses and the access road, because of pollution and noise
- The school should remove its water meter and shut off valve from my front garden
- Concern about soil and fence stability due to the proposed landscape strip and access for maintenance for the fence to the rear of the properties on Longfield Gate

St Botolph Primary School

2 letters of objection have been received, 1 from the Head Teacher and Chair of Governors and 1 from the Vice Chair of Governors raising the following issues:

- Access to the site and associated issues only
- The access to the Nene Park Academy lies within the Primary school grounds and the Primary school are responsible for the day to day management and upkeep of that access
- The existing access arrangements do not satisfactorily cater for the movement of pedestrians, cyclist or vehicular traffic accessing the site
- Parents and pupils are deterred from walking and cycling due to poor routes
- The only safe walking route for pupils to the east of the school site is through the Primary school site, this is not appropriate
- Vehicle traffic at the start and end of the school day is very heavy and of concern to both schools
- The adjacent Orton Hall currently allow parents to drop off and pick up from their site, this is an informal arrangement only and could cease at any time
- The schools funding does not stretch to access improvements
- The main traffic flow on Oundle Road is cars going to the Business Parks in the morning and coming back from the Business Parks in the evening. This traffic should be encouraged on to the Parkways.
- More consultation with the applicant is required by the school on the use of the access road
- The proposed development will result in an increased use of the site access, increasing an already dangerous and unacceptable situation for all users
- The construction traffic will require restrictive access times due to the school use of both sites
- The increased use and extended hours of use of the Academy will increase security issues for the Primary school
- The school wish to see and agree the proposed construction traffic access times
- The school want to agree any additional traffic using their access and the timing of it
- They want arrangements to improve security of their site, in evenings, weekends and school holidays due to extended use of the school site
- They want to agree the design and timing of a longer term access solution for both sites, to separate the accesses and provide safe access arrangements for both sites.

PARISH COUNCIL

Orton Waterville Parish Council – No objection to the main part of the application, but does have concerns about the access and egress on to Oundle Road which is shared with St Botolph's Primary school. Traffic congestion at the beginning and end of the school day causes chaos on Oundle Road, particularly in morning rush hour. There is no safe pedestrian crossing point across Oundle Road from the bus stop. Buses used go into the site and drop pupils off, but due to the difficulties in buses getting back out of the site due to congestion they no longer do this. The Parish Council have received a copy of the St Botolph's school objection and support their wish for a long term solution to separate the accesses to the two sites and more immediately for a safe crossing solution for children travelling by bus.

a) The proposed design and layout

The proposed design has been mainly influenced by:-

- The need to maintain the existing school open on site during the construction of the new school facilities
- The wish to reduce the number of individual school buildings on the site and the distances between them
- Retention of the Sports Hall, Kitchen, Dining area and Block C and D
- Retention of the existing playing fields
- Retention of the landscape bowl to the front of the site
- Retention of the existing access road
- Retention of the existing Scout hut and Cadet building

The positioning of the new main school building on site was therefore chosen to maintain its close relationship with the sports hall and retained buildings, to screen the retained buildings from the site frontage, to provide adequate separation distance from surrounding residential sites, and to allow the retention and provision of the required playing fields and sport pitches.

The main school building is designed with a curved facade to wrap around the existing landscaped bowl feature, to add visual interest to the frontage elevation and help break up what could otherwise have been a very long flat horizontal facade. Changes in the proposed brick colour and glazing on the front elevation help to add visual interest and character to the buildings frontage, and the main entrance is clearly identifiable with the addition of a projecting canopy projecting from the feature stair tower. The building's two and three storey height and mass sits comfortably on the site in relation to the existing retained school buildings, and the surrounding landscape character. The building is positioned well within the school grounds so as not to adversely reduce the current amenity levels of any surrounding neighbouring sites.

Sports Provision

The total area of existing sports pitches on site is 73,320m². The total area of proposed sports pitches is 82,712m², which includes the two new mini football pitches. These two pitches are proposed as compensatory replacement facilities for the overall loss of 8904m² of playing area at the Ormiston Bushfield Academy site, which was a planning condition of their consent.

Sport England are satisfied that the proposals result in an overall net gain of playing field provision for the Nene Park Academy site, and that they satisfy the outstanding planning condition on the Ormiston Bushfield Academy site to provide compensatory facilities for the 0.9 ha reduction in playing field provision.

Sport England are aware that the school has recently entered into a leasing agreement with Peterborough United Football Club who currently use two of the grass pitches for their training and Academy use. They are aware that this has resulted in a sporting benefit in that drainage/levelling and re-seeding works have taken place, which has resulted in qualitative improvements to these pitches. In order to ensure an acceptable balance is achieved in relation to access to these pitches for the football club, school and wider community, Sport England recommend a condition be imposed, if planning permission is granted, to agree a community use/joint agreement scheme.

Overall Sport England are satisfied that the proposals will result in a net gain for sports provision on the site, and therefore support the application subject to the imposition of two conditions, (1) requiring approval of the community use/dual use arrangements for the sports facilities (including the football club), and (2) to approve the specifications for the new pitches proposed. If the Local Planning Authority decided not to impose these conditions, Sport England would maintain a statutory objection, and so the application would need to be referred to the Government office for final determination.

b) Impact on neighbouring sites

Letters of objection to the proposal have been received mainly from residents of the adjacent housing development Longfield Gate, St Boltoph Primary school, and parents of children from the primary school.

One of the main concerns of the residents in Longfield Gate is that they feel there will be increased noise and disturbance from cars using the widened access road to the rear of their properties due to the relocation of staff car parking on the site. Currently staff do not use the part of the access road which passes in close proximity to the neighbour's fences as the staff car park is located on site closer to Oundle Road and so traffic diverts off this access road before reaching that point. When designing the new school layout it was considered that the existing staff car parking on site could not be retained in its current location as it would encroach into the two proposed mini football pitches, it would be in a visually prominent position in front of the new school building, and would have limited security and natural surveillance. The possibility of re-locating the access road on the site was not considered to be feasible, and could have resulted in more vehicle and pedestrian conflict on the site.

Amended plans were received at the time of writing this committee report and a re-consultation is currently taking place with residents in respect of these amended plans. The plans amongst other things propose a 600m wide landscaping strip with kerb edge to create a landscape buffer strip. The original plans submitted deleted the existing pedestrian footpath, and included this land within the widen road. Therefore this amendment provides a small buffer area between the road and the boundary fence. The comments of residents in respect of this are still awaited and will be reported to Members in the Update report. Officers are of the view that this proposed amendment would help to minimise any additional noise and disturbance for these adjacent residents to that of an acceptable level in planning terms.

It was also noticed on site that some of the existing road noise was caused as a result of the speed bumps on site. Therefore Officers recommendation to the applicant is that speed bumps are removed from the stretch of road to the rear of the neighbouring properties and other less noisy means of reducing traffic speeds on this road are investigated. A planning condition in respect of traffic calming scheme to include means other than speed bumps e.g. build outs, or changes in road surfacing, signage etc, is recommended to address this issue.

The proposal would remove the existing pedestrian path currently positioned immediately to the rear of the adjacent properties in Longfield Gate, and reposition it on the other side of the widened access road. It is considered this would result in less noise and disturbance from passing pedestrians for these properties. A new 3m shared pedestrian/cycle footpath is proposed to take children to the main school building away from this road around the new mini football pitches, it is considered this would be the main route that pupils would take to access the school rather than the footpath adjacent to the road. It is envisaged that the majority of people using the footpath adjacent to the road would be visitors, pre-school, scout and cadet users. It is not considered that the widening of the access road and relocation of the pedestrian footpath would result in any significant reduction in the privacy levels of the neighbouring properties.

Concerns were raised about light pollution from flood lighting of pitches on site, however there is no proposed floodlighting for any of the pitches.

The proposed two and three storey high building sits comfortably on the site, well within the school boundaries, therefore it would not have any adverse impact on the light, privacy or amenity levels of any surrounding neighbouring sites.

The residents of the adjacent Longfield Gate housing development are concerned about parents dropping off their children in their street and children smoking in their street. Drop off/pick up facilities are proposed at the entrance/exit of the site off Oundle Road. The school encourages parents to use these facilities, but has no powers of enforcement if they choose not to. Similarly whilst the school would discourage all its pupils from smoking, it has no powers to prevent children smoking in neighbours streets surrounding the school site.

c) Access to the site and highway issues

Objection has been received from the adjacent St Boltoph Primary school and the parents of some of their pupils of that school in respect of the access and associated issues. The Primary school do not consider the existing access arrangements satisfactorily cater for the movement of pedestrians, cyclists or vehicular traffic accessing the site.

The school currently has a separate access and egress point from Oundle Road which form a one way loop to access and exit the school site. This vehicle route is within the grounds of the adjacent Primary School site, and the Primary school also uses this road to exit their site. From 2011/12 it is proposed that the start and end times of the school will move by 5 mins to ease the congestion at the vehicle access on Oundle Road. Children Services are aware of the problems both schools experience at the start and finish times of each school day and as a result are working on feasibility studies to find a long term access solution to help alleviate this issue. Under this planning application however, as this is a replacement school proposal with a reduction in pupil numbers from the current sites capacity, a revised/upgraded access could not be a requirement of this planning application. Children's Services intend to work with both schools to see what alterations can be done to address their concerns about the existing access arrangements. The layout of this proposal would not prejudice the re-configuration of the existing access in future.

The current school site has 120 staff car parking spaces, visitor spaces and 120 cycle spaces. The new school proposed 143 car parking spaces, and 230 cycle spaces. The 143 car parking spaces comprising of 120 staff spaces, 10 sixth former spaces, 6 for Lakeside pre-school, 3 for mini-buses, and 4 visitor spaces. The 230 cycles spaces is broken down to 180 student spaces (covered and secure), 20 staff spaces (covered and secure), 20 visitor and 10 for Lakeside pre-school.

The school want to promote and encourage the use of sustainable travel modes to their site. From recent pupil studies undertaken only 7% of pupils cycle whereas 16% said they would prefer to cycle. To help encourage more cycling and an extra 60 pupil cycle parking spaces are proposed, and all spaces will be covered and secure. Lockers for pupils are proposed, to allow them to store cycling helmets etc. Staff, visitor and pre-school cycle parking is also proposed to allow for more sustainable travel.

The surveys revealed the wish that bus waiting facilities to be improved. Therefore as part of this application it is proposed to upgrade existing bus stops on both sides of the road, by providing shelters, bus boarder kerbs and Real Time Passenger Information (RTPI). A RTPI screen will also be installed in the reception to give pupils information of when buses are due. These facilities will be secured by planning conditions.

It is therefore considered that the proposed access, car parking and improvements for sustainable travel modes are acceptable and in accordance with Policy CS14 of the Peterborough Core Strategy.

d) The impact of the development on trees and ecology

An Arboricultural Impact Assessment and Method Statement has been submitted in support of the application. There are a number of trees that will be felled as part of the proposed development but they are predominately low category trees, due to their poor condition, small size or limited sustainability and not ones that should prohibit, subject to suitable replacement planting, any new development. Only one category B tree, which is a higher quality tree is to be lost, and whilst its loss is regrettable, as it is in a secluded position on site and offers limited amenity value from outside of the site, its loss in this instance is considered to be acceptable. This is also in the wider context of the site, where there are a large number of high quality category A and B trees on site, and surrounding the site, all of which are to be retained and protected as part of the development.

The impact on the existing trees on site is considered to be acceptable, in accordance with Policy LNE9 of the Peterborough Local Plan (First Replacement) 2005, subject to a suitable replacement planting and protection of the trees to be retained on site.

A Phase 1 Habitat survey and Bat surveys have been submitted in support of the application. The Wildlife Officer accepts the findings of these reports and requests that recommendations of these reports

be fully implemented. It is recommended that these be secured by planning conditions. Bat and bird boxes are recommended to be secured by planning condition to enhance the biodiversity of the site, and the use of wildlife friendly species in the landscaping scheme would be encouraged.

e) Miscellaneous

Conservation

The initial proposal sought to move the position of existing boundary fence, to the east of the playing fields, directly adjacent to the Orton Hall's Ha Ha Landscape feature. Ha Ha's were designed to allow an unobstructed view from a garden or park, while maintaining a physical barrier in one direction. The ha-ha is significant to the landscape and setting of Orton Hall, and a 2m high well mesh fence directly beside it was considered to directly conflict with the ideas behind the Ha-Ha, contrary to Policy HE9 of PPS5. Following discussions the proposal has now been amended which moves this boundary fence half way between the existing and originally proposed position. This is on balance considered to be an acceptable solution, in view of the fact that this additional land is needed to meet the requirements of Sport England and that the fence will now be positioned much further away from the Ha Ha. The Conservation Officers objection has been overcome by this amendment.

Sustainable construction

The building is to be constructed by optimising the building fabric performance, to minimise heating energy consumption. By using amongst other things solar control glazing; high efficiency lighting combined with sensors; the use of higher efficiency heating, hot water and ventilation systems; and low consumption water fittings. The result would be a building which achieves better energy consumption standards than current Building Regulations and would be of a level equivalent to BREEAM Very Good.

The following concerns were also raised by neighbours:-

- Impact on property values – This is not a material planning consideration
- The need for parking restrictions in Longfield Gate –With a reduction rather than increase in school capacity this could not be justified in this instance.
- Times of construction traffic – This will be agreed as part of the recommendation Construction/Demolition Management Plan

8 CONCLUSIONS

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

- The siting, scale and design of the new buildings are considered to be appropriate and a visual enhancement to the site. This is in accordance with Policy CS16 of the Core Strategy DPD 2011.
- The proposed buildings and layout of the site, including the new access road and relocated car parking, are not considered to unacceptably impact on the amenities of neighbouring sites. This is in accordance with Policy CS16 of the Core Strategy DPD 2011.
- The proposed car parking and access arrangements are considered to be sufficient for this reduced capacity replacement school, and there is a commitment from the applicant to work with both schools to find an improved access solution to address existing issues. The increased cycle parking and bus stop improvements are acceptable to encourage the increased use of more sustainable travel modes. This is in accordance with Policy CS14 of the Core Strategy DPD 2011.
- The impact on existing trees and ecology is considered to be acceptable, and replacement trees and biodiversity/landscaping improvements are proposed. This is in accordance with Policies LNE9 and LNE10 of the adopted Peterborough Local Plan (First Replacement) 2005 and Policy CS21 of the Core Strategy DPD 2011.

The Head of Planning Services recommends that this application is APPROVED subject to the following conditions:

- C1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**

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

- C2 No development shall take place until details of all external materials 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 Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

- C3 Prior to the commencement of development, or within other such period as may be agreed in writing with the Local Planning Authority, details of all boundary fences, external lighting and CCTV shall be submitted to and approved in writing by the Local Planning Authority. These shall be erected prior to the first occupation of the development, and thereafter shall be maintained to the satisfaction of the Local Planning Authority.**

Reason: In the interests of community safety in accordance with policy CS16 of the adopted Peterborough Core Strategy DPD.

- C4 Notwithstanding the submitted information and prior to the commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, a Construction/Demolition Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:**

- (a) A phasing scheme and schedule of the proposed works;**
- (b) Provisions to control construction noise and vibration emanating from the site;**
- (c) A scheme for the control of dust arising from building works and site works;**
- (d) A scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways;**
- (e) A scheme of working hours for construction and other site works**
- (f) A scheme for construction access; including details of haul routes to and across the site and associated health and safety protection measures and details of measures to ensure that all construction vehicles can enter the site immediately upon arrival; and**
- (g) The site compound (including site huts) and parking for contractors and other employee vehicles.**

The development shall be carried out in accordance with the approved construction management plan.

Reason: In the interests of highway safety and residential amenity in accordance with policies CS16 and CS14 of the adopted Peterborough Core Strategy DPD.

- C5 Prior to the commencement of development a scheme for the landscaping of the site, to include the landscape buffer strip adjacent to the boundary fence of Longfield Gate shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the occupation of any new classroom or the completion of development, whichever is the earlier.**

The scheme shall include the following details:

- **Proposed finished ground and building slab levels**
- **Planting plans including retained trees, species, numbers, size and density of planting**
- **An implementation programme (phased developments)**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

- C6 A landscape management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any new classrooms. The management plan shall be implemented in accordance with a timetable contained therein and as approved unless changes are first agreed in writing by the Local Planning Authority.**

The Plan shall include the following details:

- **Long term design objectives**
- **Management responsibilities**
- **Maintenance schedules**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD

- C7 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation and evaluation by trial trenching has been submitted to, and approved by, the local planning authority in writing.**

Reason: to secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with Planning Policy Statement 5 Planning for the Historic Environment and Policy CS17 of the adopted Peterborough Core Strategy DPD.

- C8 If, during development, contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the LPA. The development shall thereafter not be carried out except in complete accordance with the approved scheme.**

Reason: To ensure all contamination within the site is dealt with in accordance with PPS23 Planning and Pollution Control.

- C9 No development shall take place until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:**

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- **human health,**
- **property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,**
- **adjoining land,**
- **groundwaters and surface waters,**
- **ecological systems,**
- **archaeological sites and ancient monuments;**

Reason: To ensure potential risks arising from previous site uses have been fully assessed in accordance with PPS23.

- C10** Where the risk assessment identifies any unacceptable risk or risks, an appraisal of remedial options and proposal of the preferred option to deal with land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved by the LPA. No works, other than investigative works, shall be carried out on the site prior to receipt and written approval of the preferred remedial option by the LPA.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR11'. No development shall be carried out except in accordance with the approved remedial details unless an alternative scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the proposed remediation plan is appropriate and in accordance with PPS23.

- C11** Prior to the completion of development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The scheme shall include details of the leasing arrangement between the school and Peterborough United FC in relation to sports pitches on the site. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy CS19 of the Peterborough Core Strategy DPD 2011.

- C12** Prior to commencement of the development hereby permitted:

- (i) A detailed assessment of ground conditions of the land proposed for the new/replacement playing fields on the site shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
- (ii) Based on the results of this assessment to be carried out pursuant to (i) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.

The approved scheme shall be implemented in full prior to completion of the development hereby approved, or within a timetable to be agreed between the applicant and the local planning authority.

Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field and to accord with Policy CS19 of the Peterborough Core Strategy DPD 2011.

- C13** No construction/demolition/excavation works or removal of shrubs/trees/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

- C14** Before the development is occupied a scheme for the provision of bat and bird boxes, to include details of their siting and specifications to accommodate a range of different species, shall be submitted to and agreed in writing by this Planning Authority. This scheme shall thereafter be fully implemented prior to the completion of the demolition works on site.

Reason: In order to preserve and enhance the biological diversity of the woodland and surrounding area, in accordance with PPS9 and Policies LNE10 and LNE17 of the Adopted Peterborough Local Plan (First Replacement).

C15 In accordance with the recommendations of the Extended Phase 1 Habitat Survey ref AEL 154-01 all rubble and vegetation from the proposed building demolition and vegetation clearance which may act as Hibernacula is removed from site immediately in order to prevent encouraging Great Crested Newts to enter the site. Building materials should be stored off the ground on pallets to prevent creating additional hibernacula on site. If Great Crested Newts are subsequently found on site during works, then all works should cease and advise sought from Natural England or a suitable licensed ecologist.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

C16 In accordance with the recommendations of the Extended Phase 1 Habitat Survey ref AEL 154-01 any excavations that will be left overnight should be covered or fitted with ramps to allow trapped mammals a means of escape.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

C17 The rating level of noise emitted from building services plant on the site shall not exceed 35 dB LAeq, 15 minutes . The noise levels should be determined at the nearest noise sensitive residential premises. The measurements and assessment should be made according to BS:4142:1997.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Planning Policy Guidance (PPG24 Planning and Noise), and Policy CS16 of the adopted Peterborough Core Strategy DPD.

C18 The use of the columns for lighting the site shall not exceed the obtrusive light limitations for sky glow, light into windows, source intensity and building luminance specified [in environmental zone xxx] in the Institution of Lighting Engineers document "Guidance Notes for the Reduction of Light Pollution (Revised) (2005).

Reason: In order to protect the amenity of local residents and highway safety, in accordance with Policies CS16 and CS14 of the adopted Peterborough Core Strategy DPD.

C19 Development should be constructed in accordance with the stated energy conservation strategy as detailed in the submitted Planning Policy Statement.

Reason: In order to increase the efficiency of the building, in accordance with Policy CS10 of the Peterborough Core Strategy DPD 2011.

C20 Details of the surface water drainage system for the development (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the new buildings hereby permitted are first occupied.

Reason: In order to protect and safeguard the amenity of the area, in accordance with PPS25 (Development and Flood Risk).

C21 Prior to the first occupation of the new school building; enclosed and secure cycle shelters to accommodate 210 cycles, and 20 visitor cycle stands shall be installed on site in accordance with the approved plans. That area shall thereafter be retained for the purpose of cycle parking in connection with the school and associated uses in perpetuity.

Reason: In the interest of Highway safety, and to encourage travel by sustainable modes in accordance with Policy CS14 of the Peterborough Core Strategy DPD 2011.

C22 Prior to the first occupation of the new school building the area shown for the purposes of parking/turning on the approved plans shall be drained and surfaced. That area shall

thereafter be retained for the purpose of the parking/turning of vehicles in connection with school and associated uses in perpetuity.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD and T10 of the Peterborough Local Plan (First Replacement).

- C23 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction and demolition period.**

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

- C24 Development shall not commence before fully operational vehicle-cleaning equipment has been installed of a specification and in a position to be approved in writing by the Local Planning Authority. All vehicles leaving the site shall pass through the cleaning equipment before entering the public highway. In the event of the approved vehicle-cleaning equipment being inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site.**

Reason: To prevent mud and debris being brought onto the public highway, in the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C25 Prior to the widening of the vehicle access road on site, a scheme of traffic calming measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented as such before the occupation of the new school building.**

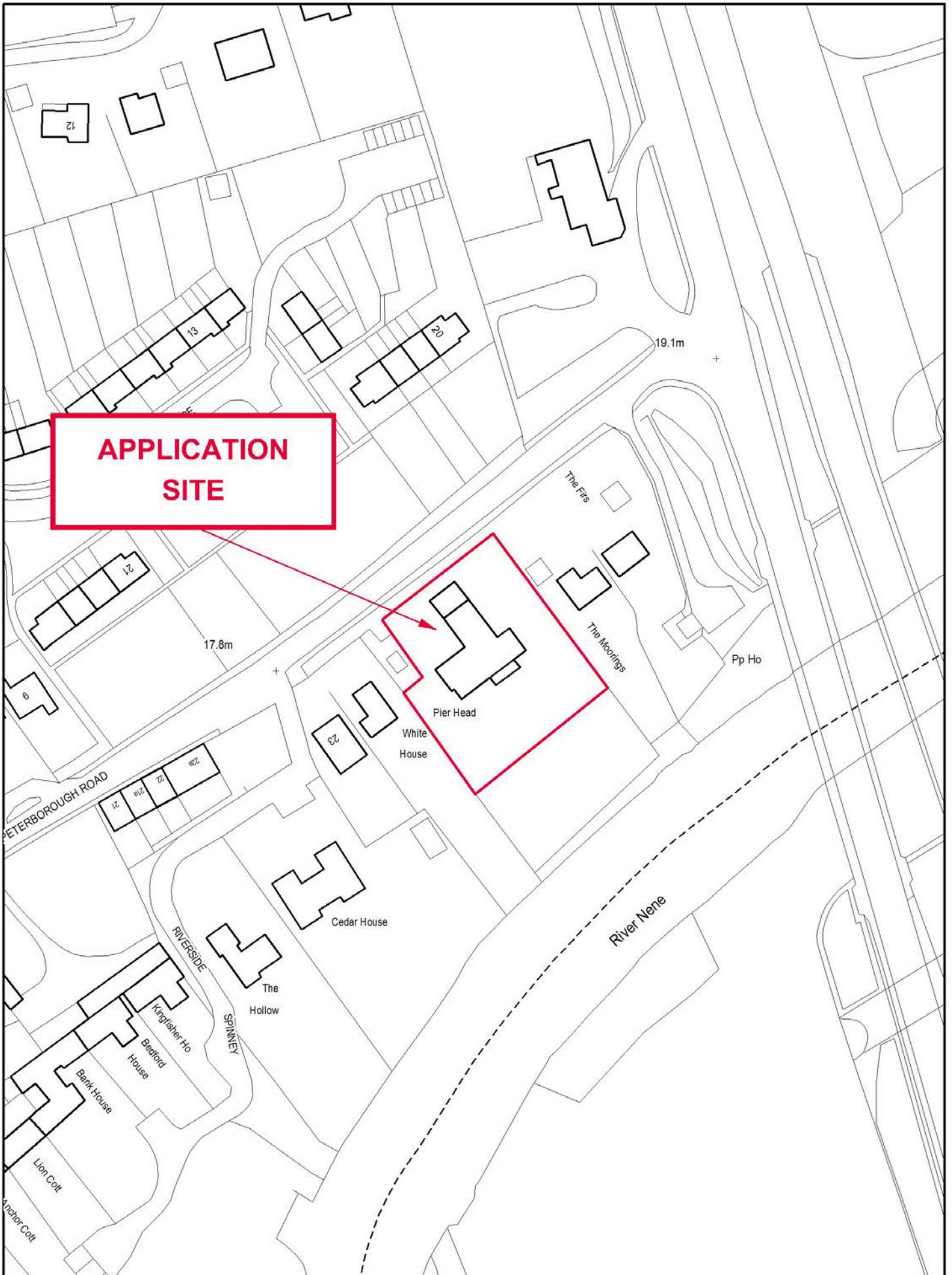
Reason: To manage traffic speeds on site and protect the amenity of local residents, in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011).

- C26 Prior to the occupation of the new school building, details of the proposed improvement works at the two nearest bus stops (references POL134 and POL610) and Real Time Passenger Information provision in the school reception shall be submitted to and approved in writing by the Local Planning Authority. The bus stop works shall include shelters, bus boarders, and real time passenger information. The works shall thereafter be implemented as such prior to first occupation of the new school building.**

Reason: To encourage the use of sustainable travel modes, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

Copy to Councillors Casey, Winslade, and Goodwin

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LOCATION PLAN 11/01345/FUL

Pier Head Peterborough Road, Wansford

Scale NTS Date 3/10/2011 Name AH Department Planning Services

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11/01345/FUL: DEMOLITION OF EXISTING DWELLING AND THE CONSTRUCTION OF 6 X 2 BED FLATS EACH WITH OWN GARAGE AND PARKING SPACE AT PIER HEAD, PETERBOROUGH ROAD, WANSFORD

VALID: 26TH AUGUST 2011

APPLICANT: MRS POOLE

AGENT: ARCHITECTURAL AND SURVEYING SERVICES

REFERRED BY: CLLR HOLDICH AND PARISH COUNCIL

REASON: HEIGHT OF DWELLINGS IN RELATION TO ADJACENT PROPERTIES.

DEPARTURE: NO

CASE OFFICER: MATT THOMSON

TELEPHONE: 01733 453478

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

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- Policy context and the principle of development;
- Design and visual amenity;
- Impact to neighbouring residents
- Amenity of future occupiers
- Highway Implications

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

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.

Peterborough Core Strategy DPD (2011)

CS1 The Settlement Hierarchy and the Countryside: Wansford is defined as a Small Village, which will consider residential development of infill and groups of dwellings less than 9 units.

CS2 Spatial Strategy for the Location of Residential Development: The spatial strategy makes provision for housing growth at a wide variety of places across the local authority area, but with a distinct emphasis on locations within and adjoining the urban area of the city. These are generally the most sustainable and help to maximise the use of previously developed land. The spatial strategy proposes that approximately 4,400 additional dwellings (including 1,634 dwellings already committed) will be provided from the existing built-up area of the city of Peterborough, outside the city and district centres. The figure is based on evidence from capacity work, in particular the Peterborough Strategic Housing Land Availability Assessment. Dwellings will be delivered from mixed-use schemes as well as wholly residential developments. In order to make the most efficient use of land, net residential densities will be expected to average approximately 50 dwellings per hectare, but the Council will seek a range of densities and dwelling types and sizes, in accordance with policy CS8.

CS8 Meeting Housing Needs: The strategy will be to secure a wide choice of high quality new homes that meet the needs of all members of the community, widening the range of property sizes available in response to future needs and demand, providing houses that will help to encourage employees to live locally rather than commute into Peterborough from elsewhere, and supporting the economic development strategy of this Core Strategy. Developers will be encouraged to bring forward

proposals for housing which will provide a mix of housing types and size that will meet the identified need for Peterborough in order to secure mixed communities.

CS10 Environmental Capital: All development proposals of one dwelling or more, and other non-dwelling proposals concerning 100 square metres or more, should explicitly demonstrate what contribution the development will make to the Environment Capital agenda over and above that which would be required by the Building Regulations in force at the time, other development plan policies or any other consents as required through regional and national legislation.

CS13 Developer Contributions to Infrastructure Provision: Where a planning obligation is required in order to meet the principles of policy CS12 'Infrastructure' then this may be negotiated on a site-by-site basis. However, to speed up and add certainty to the process, the City Council will encourage developers to enter into a planning obligation for contributions based on the payment of a standard charge. Subject to arrangements as set out in a separate Planning Obligations Implementation Scheme SPD, contributions received via this standard charge may be assembled into pools at an authority-wide level and to the relevant Neighbourhood Management Area (as described in policy CS6).

CS14 Highways: New development in Peterborough will be required to ensure that appropriate provision is made and does not result in a Highway Safety Hazard

CS16 Urban Design and the Public Realm: new development should respond appropriately to the particular character of the site and its surroundings, using innovative design solutions where appropriate; make the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.

CS17 Historic Environment: All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated, particularly in areas of high heritage value.

Peterborough Local Plan (First Replacement (2005))

H16 Residential Design and Amenity: Planning permission will only be granted for residential development if a basic standard of amenity can be secured.

T10 Car and Motorcycle Parking Requirements: Planning Permission will only be granted for car and motorcycle parking outside the city centre if it is in accordance with standards set out in Appendix V.

Planning Policy Statement (PPS) 1: Delivering Sustainable Development

Good planning is a positive and proactive process, operating in the public interest through a system of plan preparation and control over the development and use of land.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, livable and mixed communities with good access to jobs and key services for all members of the community.

It states: 'Community involvement is vitally important to planning and the achievement of sustainable development. This is best achieved where there is early engagement of all the stakeholders in the process of plan making and bringing forward development proposals. This helps to identify issues and problems at an early stage and allows dialogue and discussion of the options to take place before proposals are too far advanced'.

Planning Policy Statement (PPS) 3: Housing

Paragraph 41 of PPS3 (2010) states 'there is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed' Paragraphs 16 and 49 of PPS3 (2010) go on to state 'development should be well integrated with, and complement, neighbouring buildings and the local area more generally in terms of scale, density, layout and access. Careful attention to design is particularly important where [a proposal] involves intensification of the existing urban fabric. More intensive development is not always appropriate'.

Planning Policy Statement (PPS) 5: Historic Environment

Policy HE7.5 of PPS5 (2010) states 'Local Planning Authorities (LPA) should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use'.

ODPM Circular 05/2005 "Planning Obligations" Amongst other factors, the Secretary of State's policy requires planning obligations to be sought only where they meet the following tests:

- i) relevant to planning;
- ii) necessary to make the proposed development acceptable in planning terms;
- iii) directly related to the proposed development; (in the Tesco/Witney case the House of Lords held that the planning obligation must at least have minimal connection with the development);
- iv) fairly and reasonably related in scale and kind to the proposed development; and
- v) reasonable in all other respects.

In addition Circular 05/2005 states the following principles:

The use of planning obligations must be governed by the fundamental principle that **planning permission may not be bought or sold**. It is therefore not legitimate for unacceptable development to be permitted because of benefits or inducements offered by a developer which are not necessary to make the development acceptable in planning terms.

Similarly, planning obligations should never be used purely as a means of securing for the local community a share in the profits of development.

Planning Obligations Implementation Scheme – The Peterborough Planning Obligations Implementation Scheme (POIS) Supplementary Planning Document (SPD) was adopted on 8th February 2010 Prior to adoption, the POIS was the subject of a 6 week public consultation period between March and April 2009. The POIS sets out the Council's approach to the negotiation of planning obligations in association with the grant of planning permission. A planning obligation is a legal agreement made under Section 106 of the Town & Country Planning Act 1990 (as amended).

Associated with the POIS is the Peterborough Integrated Development Programme (IDP). Its purpose is to provide a single delivery programme for strategic capital-led infrastructure which will allow for appropriately phased growth and development in the period to 2031. This document builds on the previous version of the IDP completed in April 2008. The purpose of the IDP is to:

- Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement one another.
- Set out what infrastructure and support Peterborough needs for the next 15 years or so, why we need it, who will deliver it, and what it might cost. For a variety of audiences, it shows, and gives confidence to them, that we have a coordinated plan of action on infrastructure provision.
- Form the basis for bidding for funding, whether that be from: Government; Government Agencies; lottery and other grants; charities; private sector investment; and developer contributions (s106 and potentially CIL).

In this context, the IDP is the fundamental bedrock to support the City Council's policies: the Core Strategy (CS) and the Planning Obligations Implementation Scheme (POIS). The IDP identifies key strategy priorities and infrastructure items which will enable the delivery of the city's growth targets for both jobs and housing identified in the Regional Spatial Strategy (RSS) (commonly known as the East of England Plan) and the Core Strategy. The investment packages that are identified – and within them, the projects that are proposed as priorities for funding – are not unstructured 'wish-lists', instead they are well evidenced investment priorities that will contribute in an unambiguous manner to enhancing the area's economic performance, accommodating physical growth and providing a basis for prosperous and sustainable communities.

The IDP is holistic. It is founded on a database for infrastructure provision that reflects delivery by the private sector, the City Council and a range of agencies and utilities. The late 2009 review adds to the programme for Peterborough; and all partners are committed to developing the IDP's breadth further through engagement with a broader range of stakeholders, including those from the private sector.

The document has been prepared by Peterborough City Council (PCC) and Opportunity Peterborough (OP), with the assistance from the East of England Development Agency (EEDA) and other local strategic partners within Peterborough. It shows a "snap shot" in time and some elements will need to be reviewed in the context of activity on the growth agenda such as the emerging City Centre Area Action Plan (CCAAP), and the Long Term Transport Strategy (LTTS) plus other strategic and economic strategies and plans that are also identifying key growth requirements. As such, it is intended that this IDP will continue to be refreshed to remain fit-for-purpose and meet the overall purposes of an IDP as set out above.

Villages SPD (2011) – Wansford

Wans 1, 2 & 3 state any new development should be traditional in design and reflect the materials, colours and sufficient features of neighbouring properties to ensure continuity and harmony. Ridge heights and existing, ancient sightlines and views should be carefully considered, evaluated and taken into account. Roof pitches and roofing materials, dormer window, chimneys, gable ends and porches should harmoniously blend with existing styles, colours and features of established buildings.

3 DESCRIPTION OF PROPOSAL

The proposal is to erect two, three storey buildings to create 6 no.2 bedroom flats. The site will be accessed off Peterborough Road, proposes 6 car ports with spaces in front (12 spaces total) and storage areas at rear with dedicated and shared amenity spaces.

4 DESCRIPTION OF SITE AND SURROUNDINGS

There currently exists a 1970's two storey detached dwelling (Pier Head) of little to no architectural merit. Levels fall North from Peterborough Road South to the River Nene. A large hedgerow runs along the North and East of the site, with a mix of boundary treatments to West.

There are residential properties on a similar building line to the house to be demolished to the East and West of varying roof heights, design and construction. No.23 to the immediate West has facing secondary windows.

There trees on site that contribute to the street scene, some of which are shown to be lost.

5 PLANNING HISTORY

04/01695/OUT - Erection of 4 dwellings (Refused)

05/00476/OUT - Erection of 3 dwellings (Permitted)

11/00260/FUL – Demolition of existing dwelling and construction of 6 x 2 bed flats and 6 x garages and parking space (REFUSED)

- R 1 The width and bulk of the frontage element of the proposal, in relation to the form of the land, will appear out of keeping with the street scene and the character and form of nearby development.
- R 2 The character of development in the immediate vicinity is for the main elevation to be north and south facing. The proposed development includes east west facing elevations and these are at odds with the built form. In addition, the east elevation of the rear part of the proposed development is within 11m of the boundary with the neighbouring garden. Such a relationship is at odds with the form and character of the area. In addition, whilst there is an 11 metre separation there will at least be a perception of loss of privacy to the occupiers of the Moorings due to a row of first floor windows facing the side/rear of their property.
- R 3 The proposal will result in the formation of a significant access, turning and parking area directly adjacent to the boundary fence of a residential garden. This is likely to result in significant levels of disturbance to the occupiers. Also the provision of such an expansive area in such proximity and open view of the river, it significantly detrimental to the riverside setting.
- R 4 The scale and form of the development is not sufficiently respectful of the land form and riverside character of the area in respect of views from the river. As a result the development will look awkward, bulky and starkly urban when viewed from the river.
- R 5 The proposal will result in a burden on social and physical infrastructure which needs to be addressed through a developer contribution through a Sec106 / unilateral agreement. No such agreement has been entered into.

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Conservation Officer – No Objection - There is no objection to demolition of the existing building. The general form and massing of the proposed two dwellings is convincing in the context of the site. A detailed landscaping scheme will be appropriate. The submitted design of the development incorporates advice provided at the pre-application meeting with the agent to obtain improved parking and storage. The presentation of two separate dwellings to the frontage is appropriate and it is considered that these would not be dominant in the streetscene. These are appropriately detailed. Appropriate materials will be locally sourced limestone for facing stone, replica Collyweston slate, timber casement windows, wooden external doors and black aluminium rainwater goods. It is considered that the proposed development would not have an adverse impact on the character and appearance of the Wansford Conservation Area and be in accordance with the Conservation Area Appraisal.

Highways – No Objection - The site provides adequate parking, turning and the access width measures 5m which is acceptable. The access has adequate visibility although this would benefit from some trimming of vegetation to the north eastern side of the access.

Archaeology Services – No Objection

Environment Agency – No objection - The Environment Agency has inspected the application and notes that the proposed buildings lie outside of the floodplain. Accordingly, we have no objection to the proposed development.

Environmental Health – No Objection - An assessment of the site should be undertaken to determine into which noise exposure category (NEC) the site falls, taking into account both day and night-time noise levels. Depending upon the results of the assessment construction work should not begin until a scheme for protecting the proposed noise sensitive development from noise from the A1(M) has been submitted to and approved by the local planning authority; all works which form part of the scheme should be completed before any part of the noise sensitive development is occupied.

S106 Officer – Comments - A S106 contribution of £20,000 is sought using POIS for this proposed development that would result in the net gain of 5 x 2 bed flats. A 2% monitoring fee of £400 also applies.

Open Space Officer – No comments

Affordable Housing Officer – No Comments - PPS3 (paragraph 29) states that the national indicative minimum site size threshold for affordable housing is 15 units. The Peterborough Core Strategy document also seeks the provision of affordable housing on sites of 15 or more units. Accordingly, as this application is for only 6 units, there is no relevant policy requiring the provision of affordable housing from this planning application.

Education – No Objection (the proposal is subject to a POIS contribution, part of which is to be use for the provision of school places).

Wildlife Officer – No Objection – No impact on any County Wildlife Sites. The site contains a number of features that might provide suitable habitat for nesting birds during the nesting season (1st March to 31st August), including trees and areas of scrub. I would recommend that a condition such as outlined in EC04 of the standard conditions be attached. Please note that this does not preclude development or all works in these months providing that a survey has shown that nesting birds are not present or works would not disturb nesting birds.

Landscape Officer – No Objection – The Tree survey is fair and I agree with the Categories given. It does not appear that the willows at the rear of the garden have been included on the proposal but the applicant has provided a statement regarding protection which I consider is appropriate.

The supporting tree detail and plans show that the proposed new entrance will impact upon the Root Protection Area (RPA), a “hedge” & several trees. Group 13 (hedge) has been alluded to in the submitted Implications Assessment, but not the remainder of the trees (T14, T15 & T6, T7, T8, T11 & T12) illustrated on Tree Constraints Plan. The impact on the RPAs of these trees has not been assessed in terms of the driveway. Added to this, there is no detail regarding the surfacing type within the RPAs of these trees in plot (bin store area).

As such, the detail provided does not demonstrate in line with BS5837:2005 that the layout can be implemented without causing potential root damage to trees which are deemed to provide visual landscape value. With the above concerns in mind, I would have to object to the proposal on the grounds that insufficient information has been provided to demonstrate that the layout will work without causing the loss of trees that are considered to provide visual landscape amenity value.

Waste – No comments received at the time of writing this report. Further details will be reported in the update report.

EXTERNAL

Parish Council – Objects to the proposed height of the roof line which is out of keeping with the line of the village along Peterborough Road.

NEIGHBOURS

At the time of writing this report no representation have been received. Further details will be reported in the update report.

Neighbour Consultation expires 7th October 2011.

7 REASONING

a) Introduction

Following the refusal of 11/00260/FUL extensive discussions were held with the Agent and Planning Officers to overcome those reasons for refusal. Those reasons were;

- Out of keeping with the character and appearance of street scene
- Loss of amenity to neighbour residents
- Visual impact of the proposed parking arrangement and impact to neighbour occupiers
- Impact on the riverside character
- No signed Unilateral Undertaking/Section 106 Agreement

This revised scheme proposes two separate blocks, standing at 3 storeys in height comprising 3 flats per block. A central access is proposed which leads to a rear parking area. 6 car ports are proposed with dedicated storage at rear. A draft section 106 Agreement has been instructed to the Council’s legal team. The scheme is considered to alleviate previous Council concerns and is discussed in detail below.

b) Policy context and the principle of development

The site of application is within the village boundary of Wansford, defined as a Small Village. Policy CS1 permits infill development of dwellings of 9 or less; the principle of development can therefore be considered.

c) Design , Layout and Impact to the Conservation Area and River Setting

The two blocks are a mirror images of each other, with a proposed footprint of 13m x 9m and propose to stand at 7.7m to eaves and 13.2m to ridge.

Neighbouring dwellings stand at 2 storeys in height, although No. 23 appears to have had its roof converted to habitable space. The topography of the area has dictated the juxtaposition of neighbouring dwellings, of which all follow a similar building line. The following table illustrates roof heights of neighbour properties and their position in relationship to Peterborough Road.

	Height above road to ridge	Distance from Road
23	+6.8 m	17.2 m
White House	+6.3 m	15.5 m
Block 1	+8.2 m	14.7 m
Block 2	+8.2 m	14.7 m
The Moorings	+3.9 m	24 m
The Firs	+4.4 m	26 m

There is no defined architectural style amongst the above properties; however the proposed buildings are of sufficient depth and width to warrant a roofscape of this proportion. Given the juxtaposition of the buildings to Peterborough Road this does create a visually prominent roofscape at 8m above road level. However it is considered on balance the amount of existing and proposed landscaping and the buildings set back position at some 14 metres, the buildings will not visually detract from the street scene or conservation area and is on balance acceptable. This overcomes R1 and R2 in respect of refusal of application 11/00260/FUL (the “2011 Refusal”).

With regard to the river setting the proposal has been considerably reduced in overall size, scale, mass and appearance. Further the design is considered to better address both the River setting and distance from the river through an increased height. Further, the proposed retaining wall will be constructed out of stone clad with willow fencing atop. Combined with the proposed landscaping scheme and distances involved this will mitigate the impact of the proposal and is considered to complement the riverside setting. The proposal is considered to overcome R4 of the 2011 Refusal.

Detailing

The scheme is considered to incorporate detailing which is appropriate to the character of the conservation area and immediate street scene. The scheme utilises flanking chimneys, overhanging eaves, with lintels atop 2x2 window panes. Faux openings have been incorporated into the side elevation to break up the mass of brick with the inclusion of a soil and vent pipe, which if of appropriate material would again break up the elevation.

Materials

Details of materials have been highlighted as ‘to be decided’. The Conservation Officer has suggested appropriate materials will be locally sourced limestone for facing stone, replica Collyweston slate, timber

casement windows, wooden external doors and black aluminium rainwater goods. If the proposal is recommended for approval a condition should be attached requesting material samples prior to commencement of development, including details of windows and rainwater goods. This will ensure the development preserves and enhances the Conservation Area.

Outbuildings

The proposed car ports have a floor area of 8m x 7.6m and propose to stand at 2.3m to eaves and 4m to ridge made of timber construction. This will create 12 spaces and storage areas at the rear for future occupiers. A condition shall be attached ensuring no garage doors are installed at a later date to maintain parking on site and prevent the car ports being used as additional storage.

Bin Storage

Peterborough City Council currently has 3 x waste collection bins and it is anticipated that a 4th will be introduced in the near future; therefore it is important that the design of new dwellings provide adequate room to store bins that will not create detrimental smells to future occupiers or neighbours and are sited in a position to not detract the appearance of the street scene.

Dedicated bin stores have been indicated on the plans at the front of the plot, hidden by existing and proposed hedgerows. Additional details of the bin stores, their boundary treatment and level depths shall be requested by condition for the avoidance of doubt. Whilst the principle elevation of the basement flat is to the rear, there is a dedicated footpath and stairwell to the front to enable easy access to the bin store precluding the need for future occupiers to walk around the building.

Garden Sizes

As a result of the development the basement flats will benefit from individual garden areas which leads directly from their front door/principle elevation. Whilst these dedicated amenity areas will be overlooked by upper floors, the impact is mitigated due to the internal layout and is therefore acceptable. A condition shall be attached to ensure the flats benefit from these amenity areas. The development overall provides 1,344m² of shared open space which is considered sufficient for the size and scale of the development.

By virtue of size, scale, design, layout and appearance the proposal is not considered to detract from the character and appearance of the street scene or conservation area and provides adequate amenity space for future occupiers. The proposal is considered to overcome Reason 1, 3 & 4 of the 2011 refusal and is in accordance with Policies CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policy H16 of the Peterborough Local Plan (First Replacement) (2005), PPS1 (2005), PPS3 (2010) and PPS5 (2010).

d) Impact to neighbouring Amenity

Reasons 2 and 3 of the previous refusal raised issues with the proposed parking area and overlooking to The Moorings. The layout of the proposal has been revised to ensure there is no overlooking East/West and therefore overcomes Reason 2. The parking and access has been centralised, and is situated away from the White House's boundary, therefore this overcomes Reason 3 of the 2008 Refusal.

The proposal is situated at a distance that it is not considered to create an overbearing feature that will result in overlooking, loss of privacy or outlook to neighbour occupiers and is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

e) Highway Safety

Highways no objection and advise conditions and informatives to be attached. The proposed car ports will create 12 spaces. A condition shall be attached ensuring no garage doors are installed at a later date to maintain parking on site and prevent the car ports being used as additional storage.

f) S106

The S106 contribution required by the Planning Obligations and Implementations Scheme (POIS) has been agreed by the Applicants Solicitors. Subject to the granting of Planning Permission a S106 contribution of £20,000 will be sought and a 2% Monitoring Fee of £400 also applies. A section 106 Agreement has been submitted to the Council and therefore overcomes Reason 5 of the earlier 2011 refusal.

The Education department have requested a S106 contribution of £4,200 towards Early Years education. This contribution will be collected via POIS within the S106 Agreement

g) Archaeology

The Archaeology officer responded with no objections to the proposal, stating the proposed development is unlikely to cause significant damage to important archaeological remains.

h) Trees and Landscape Value

The Landscape Officer has requested additional information regarding the RPA of the trees in proximity to the proposed driveway. At the time of writing this report further details have been requested. Further details will be added to the Update Report.

i) Other Issues

Flood Risk –The Environment Agency have responded with no objections and no action is required as no development is located within the flood zone.

Paving – Part of the driveway has been indicated to be constructed out of ‘resen bonded gravel light brown’. A condition shall be attached to confirm the finish of the entire driveway, and indicate the driveway be constructed using permeable methods in accordance with ‘Guidance on the permeable surfacing of front gardens’ (2008).

Levels – Detailed cross sections have been submitted to the LPA to support the application, therefore a finished floor levels plan will not be required to be submitted in this instance. .

Conservation Area Consent – As the site is within the Conservation Area the Applicant will be required to be submit separate Conservation Area Consent for the LPA to formally determine the demolition of the dwelling. A note to applicant shall be attached.

Roofspace - Whilst the design and appearance of the roofscape is considered acceptable, a condition shall be attached to ensure it does not become additional or separate living accommodation as the site may not be able to accommodate off street parking.

Ecology - The Wildlife Officer has recommended a condition be attached to ensure if any works are undertaken during bird breeding season, a full survey be undertaken prior to ensure there are no breeding birds on site.

Noise – Environmental Health have responded requesting a condition relating to the undertaking of a Noise Assessment and mitigation strategy given the proximity of the A1(M).

8 CONCLUSIONS

- The design of the proposal is in accordance with the character and appearance of the street scene, conservation area and river setting;
- The proposal does not result in a loss of light, privacy, outlook or amenity to neighbour occupiers;
- The proposal provides sufficient dedicated and shared rear amenity space; and
- The proposal provides sufficient off street parking spaces and will not create a Highway safety hazard.

9 RECOMMENDATION

That subject to:

- The resolution of the impact of the access on the RPA of the trees fronting Peterborough Road; and
- The signing of the Section 106 Agreement

The Head of Planning, Transport and Engineering Services recommends that this application is APPROVED for the following reason:

By virtue of size, scale, design and layout the proposal is not considered to detract from the character or appearance of the street scene, nor is it considered to create an overbearing form of development that would detract neighbouring amenity by way of loss of light, outlook or privacy. Further, the proposal can accommodate sufficient private amenity space for the proposed development and satisfactory off street parking. The proposal is considered to be in accordance with to Policies CS1, CS2, CS8, CS13, CS14, CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policies H16, and T10 of the Peterborough Local Plan (First Replacement) (2005), Planning Policy Statement 1 (2005), Planning Policy Statement 3 (2010) and Planning Policy Statement 5 (2010).

C1 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).

C2 No development shall take place until samples of materials, including roof and wall materials, details of the type, design and external finish of all windows, external doors, boundary treatments, rainwater goods, soil vent pipes, means of ventilating the roof space and any services which may be visible on external elevations 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 and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

C3 Notwithstanding the approved details the roofspace hereby approved shall not be used for additional and/or separate living or storage space.

Reason: In order to protect the amenity of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

C4 The vehicular access to Peterborough Road hereby approved shall be ungated.

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

C5 The dwellings shall not be occupied until the areas shown on Drwg PE839 0508 Rev A for the parking and turning of vehicles have been drained and hard-surfaced in accordance with details submitted to and approved in writing by the Local Planning Authority, and those areas shall not thereafter be used for any purpose other than the parking and turning of vehicles, in connection with the use of the dwellings.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy T10 of the Adopted Peterborough Local Plan (First Replacement).

C6 The development shall be constructed so that it achieves a Target Emission Ratio of at least 10% better than building regulations at the time of building regulation approval being sought.

Reason: To be in accordance with Policy CS10 of the Peterborough Core Strategy DPD (2011).

C7 No dwelling shall be occupied until the garages shown on the approved plans has/have been constructed, in accordance with the details submitted to and approved in writing by the Local Planning Authority. The garages shall thereafter be available at all times for the purpose of the parking of vehicles, in connection with the use of the building.

Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policies T9 and T10 of the Adopted Peterborough Local Plan (First Replacement).

- C8 No dwelling shall be occupied until the access and parking areas shown on the approved plan (Drwg PE839 0508 Rev A) has been laid out drained and surfaced, and that area shall not thereafter be used for any purpose other than the parking of vehicles, in connection with the use of the building.

Reason: In the interest of Highway safety, in accordance with Policies T9, T10 and T11 of the Adopted Peterborough Local Plan (First Replacement).

- C9 Prior to commencement of development temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction. These facilities shall be in accordance with details which have been approved in writing by the Local Planning Authority.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011.

- C10 The gradient of the access shall not exceed 1 in 10 for a distance of 5m from the edge of the existing Peterborough Road carriageway.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011.

- C11 Development shall not commence before fully operational vehicle-cleaning equipment has been installed of a specification and in a position to be approved in writing by the Local Planning Authority. All vehicles leaving the site shall pass through the cleaning equipment before entering the public highway. In the event of the approved vehicle-cleaning equipment being inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site.

Reason: To prevent mud and debris being brought onto the public highway, in the interests of highway safety, in accordance with Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011.

- C12 Prior to commencement of development a noise assessment shall be submitted to and approved in writing by the Local Planning Authority. Thereafter any protective or attenuating measures found necessary to protect the amenity of future occupiers shall be implemented in accordance with the approved details and retained in perpetuity prior to the occupation of any dwelling requiring measures to be implemented.

Reason: In order to protect the amenity of occupiers in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C13 Prior to commencement of development details of the proposed bin stores, including depth and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the bin store areas shall be implemented in accordance with the approved details and retained in perpetuity.

Reason: In order to protect the amenity of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

C14 No removal of hedgerows/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011).

C15 Surface water shall be disposed of by means of a soakaway and foul sewerage shall be disposed of via the nearest available foul sewer.

Reason: In the interests of pollution control and flood protection and to accord with PPG24 (1994) and PPS25 (2010).

Informatives

INF1 Building Regulation approval is required for this development. For further information contact the Building Control Section on 01733 453422 or email buildingcontrol@peterborough.gov.uk.

INF2 This permission is subject of a Section 106 Agreement

INF3 The wheel cleansing equipment shall be capable of cleaning the wheels, underside and chassis of the vehicles. The road between the cleaning equipment and the public highway shall be surfaced either in concrete or blacktop and be maintained free of mud, slurry and any other form of contamination whilst in use.

INF4 The development will result in the creation of new street(s) and/or new dwelling(s) and/or new premises and it will be necessary for the Council, as Street Naming Authority, to allocate appropriate street names and property numbers. Before development is commenced, you should contact the Technical Support Team Manager - Highway Infrastructure Group on (01733) 453461 for details of the procedure to be followed and information required. This procedure is applicable to the sub-division of premises, which will provide multiple occupancy for both residential and commercial buildings.

Please note this is not a function covered by your planning application but is a statutory obligation of the Local Authority, and is not chargeable and must be dealt with as a separate matter.

INF5 The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licenced under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering – Street Works Co-Ordinator on 01733 453467.

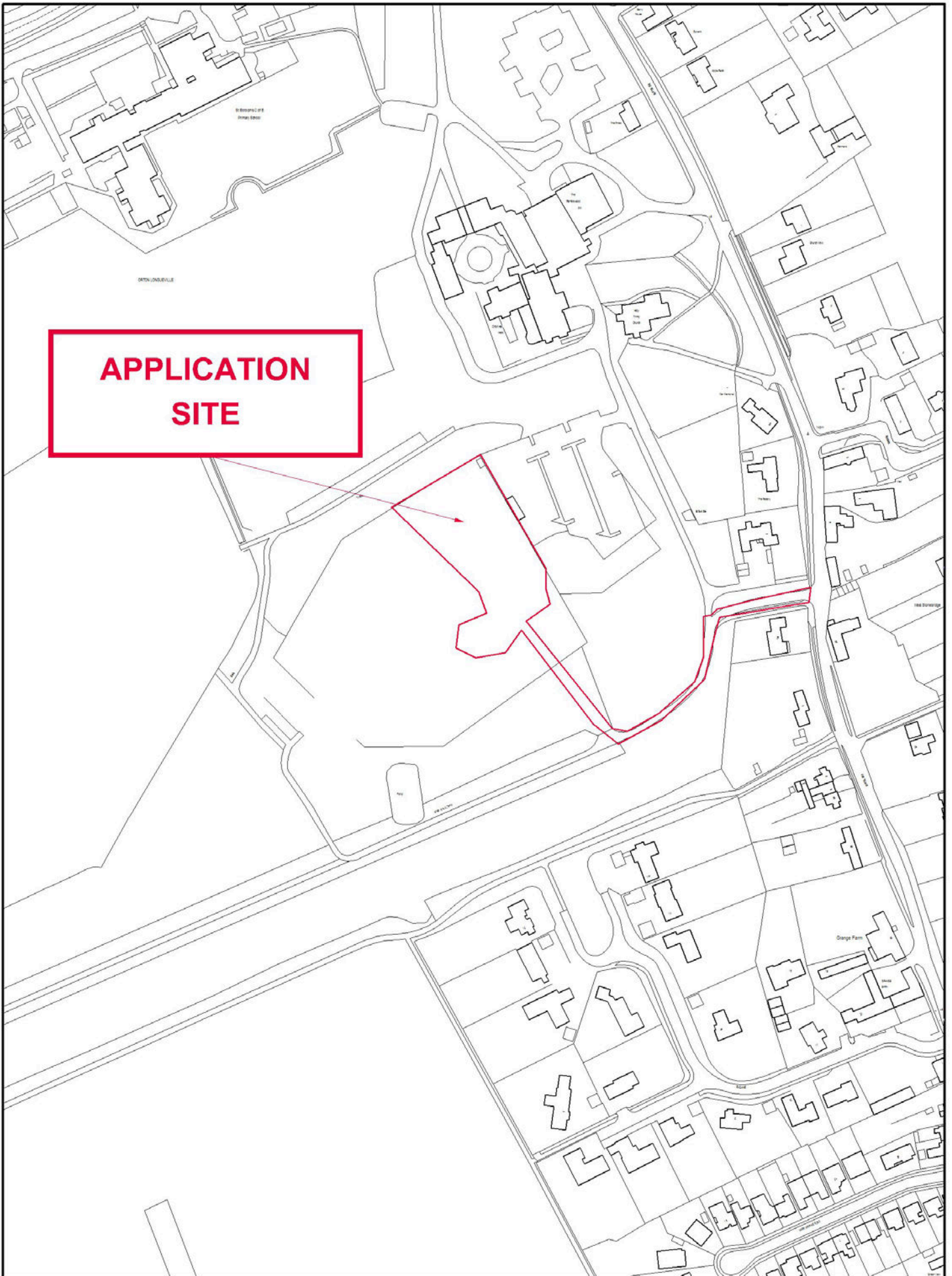
INF6 It is an offence to deposit anything including building materials or debris on a highway which may cause interruption to any user of the highway (including footways). In the event that a person is found guilty of this offence, a penalty may be imposed in the form of a fine. It is the responsibility of the developer and contractor(s) to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.

INF7 If any thing is so deposited on a highway as to constitute a nuisance,, the local authority may by notice require the person who deposited it there to remove it forthwith and if he fails to comply the Local Authority may make a complaint to a Magistrates Court for a Removal and Disposal Order under this Section. In the event that the deposit is considered to constitute a danger, the Local Authority may remove the deposit forthwith and recover reasonable expenses from the person who made the deposit. It is the responsibility of the developer and contractor(s) to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.

- INF8 The applicant is reminded that under the Wildlife and Countryside Act 1981(Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning permission for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees and scrub are present on the application site and should be assumed to contain nesting birds between the above dates unless survey has shown it is absolutely certain that nesting birds are not present.
- INF9 The applicant is reminded prior to commencement of works on site conservation area consent for demolition of the dwelling is required to be submitted and determined by the Local Planning Authority.
- INF10 Part E of the Building Regulations 1991 contains sound-insulation requirements for separating walls, floors and stairs. The requirements apply to new-build and to conversion dwellings. Where an existing wall, floor or stair is to become a separating element between dwellings, it is necessary either to show that it already meets the requirements, or to adopt a treatment which will bring it up to standard.

Councillors: Holdich OBE, Lamb

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LOCATION PLAN 11/01384/DISCHG

Huntly Lodge, The Village Orton Longueville

Scale NTS Date 3/10/2011 Name AH Department Planning Services

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PCC GIS



PETERBOROUGH



CITY COUNCIL

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11/01384/DISCHG: DISCHARGE OF CONDITIONS C2, C6 AND C7 OF PLANNING PERMISSION 10/00990/FUL – CONSTRUCTION OF 5 BEDROOM HOUSE (PLOT 5) AT HUNTLY LODGE, THE VILLAGE, ORTON LONGUEVILLE, PETERBOROUGH

VALID: 1 SEPTEMBER 2009

APPLICANT: MR ZED AHMED

AGENT: MR PAUL SHARMAN

REFERRED BY: HEAD OF PLANNING SERVICES

REASON: PREVIOUS DECISION BY MEMBERS

DEPARTURE: NO

CASE OFFICER: MISS L C LOVEGROVE

TELEPHONE: 01733 454439

E-MAIL: louise.lovegrove@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The impact of the proposed roof tiles on the character and appearance of the surrounding area and the setting of a listed building.

The Head of Planning Services recommends that the conditions are **PARTIALLY DISCHARGED**.

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.

Peterborough Core Strategy DPD (2011)

CS16 Urban Design and the Public Realm: New development should respond appropriately to the particular character of the site and its surroundings, using innovative design solutions where appropriate; make the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.

CS17 The Historic Environment: The City Council will protect, conserve and enhance the historic environment throughout Peterborough. All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated.

National Planning Policies

National Planning Policy Framework (NPPF) Consultation Draft (2011)

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)

Planning Policy Statement 5 (PPS5): Planning for the Historic Environment (2010)

3 DESCRIPTION OF PROPOSAL

Under application reference 10/00990/FUL, planning permission was granted by Members for the construction of a detached 5 bedroom dwelling on Plot 5 of the Huntly Lodge Development, Orton Longueville. The permission was subject to a number of conditions and three are the subject of the current application:

C2 Unless otherwise agreed in writing by the Local Planning Authority, no development (other than foundation works) shall take place until samples of the following materials to be used in the construction of the dwelling have been submitted to and approved in writing by the Local Planning Authority:

- a) Walling and roofing materials
- b) Windows and external doors
- c) Rainwater goods
- d) Fencing and other boundary treatments
- e) Driveway surfacing

Development shall be carried out in strict accordance with the approved details.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with policy DA2 of the Peterborough Local Plan (First Replacement).

C6 If the dwelling has not been constructed to slab level by 2 November 2011 then development shall cease until a revised Ecological Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority, and the approved Strategy has been implemented.

Reason: To ensure survival and protection of important species (a feature of nature conservation importance) and those protected by legislation that could be affected adversely by the development, in accordance with policies LNE17 and LNE19 of the Peterborough Local Plan (First Replacement).

C7 Prior to first [*sic – the condition should read ‘The dwelling shall not be occupied’*] until a scheme for the landscaping of the site has been submitted to and approved in writing by the Local Planning Authority; the landscaping scheme shall include the following detail (select those appropriate):

1. Means of enclosure (boundary treatment – fences, hedges etc).
2. Planting plans - written specification (including cultivation and other operations associated with tree, shrub, hedge or grass establishment). Full details of every tree, to be planted (including its proposed location, species, size, proposed numbers/densities and approximate date of planting). All tree, shrub and hedge planting shall be carried out in accordance with BS 3936 -1992 Part 1-Nursey Stock-Specifications for Trees and Shrubs and Part 4 1984-Specifications for Forestry Trees ; BS4043-1989 Transplanting Root-balled Trees; BS4428-1989 Code of Practice for General Landscape Operations.
3. An implementation programme.

Any trees, shrubs or hedges (including those shown as being retained) dying within 5 years shall be replaced during the next available planting season by the Developers, or their successors in title, to the satisfaction of the Local Planning Authority. Any replacement trees or shrubs dying within 5 years shall themselves be replaced to the satisfaction of the Local Planning Authority

Reason: In order to improve the visual amenity of the areas, in accordance with Policies DA1, DA2, LNE9 and LNE10 of the Peterborough Local Plan (First Replacement).

The application now before Committee is to partially discharge condition C2 in so far as the roofing and window materials; fully discharge condition C6; and partially discharge condition C7 in so far as approval is sought for the landscaping scheme which can then go on to be implemented.

The elements relating to walling materials, external doors, rainwater goods, boundary treatments and driveway surfacing (within the plot boundary) have already been discharged under application reference 10/00488/DISCHG.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The application site was formerly a Peterborough City Council education facility accessed from The Village through the neighbouring woodland. The site is enclosed by the Grade II listed wall which surrounded the ‘kitchen garden’ to Orton Hall, situated to the north east of the application site. There are

a number of mature trees contained within the site and to the south is situated a woodland County Wildlife Site managed by the Woodland Trust.

Development has already commenced on Plots 2, 3 and 4 and these dwellings are nearing completion. At present, Plot 5 is currently under construction.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
98/00888/R3FUL	Use of whole building for educational purposes (pupil referral unit)	30.09.1998	Permitted
03/00790/CON	Demolition of former school buildings	28.07.2003	Permitted
03/01174/R4OUT	Erection of five dwellings	29.10.2003	Permitted
06/01340/WCPP	Variation of Condition 1 of planning permission 03/01174/R4OUT to allow a further 3 years for submission of reserved matters	20.11.2006	Permitted
06/01688/REM	Erection of five dwellings	22.12.2006	Refused
08/01204/LBC	Widening of existing entrance and infilling of existing openings	31.12.2008	Permitted
09/00789/WCPP	Removal of Condition 8 (ridge height) of planning permission 03/01174/R4OUT to remove ridge height restriction	30.09.2009	Permitted
09/00841/FUL	Proposed Great Crested Newt mitigation pond	25.09.2009	Permitted
09/00913/REM	Construction of 6 bed dwelling (Plot 5)	27.10.2009	Permitted
09/01021/REM	Construction of 4 bed detached dwelling with separate garage (Plot 4)	03.11.2009	Permitted
09/01253/REM	Construction of 5 bed dwelling with games room (Plot 1)	21.12.2009	Permitted
09/01274/REM	Construction of two four-bed dwellings (Plots 2 and 3)	03.03.2010	Permitted
09/01314/REM	Construction of six bedroom house (Plot 5)	12.01.2010	Permitted
10/00498/FUL	Construction of two four-bed dwellings (Plots 2 and 3)	16.06.2010	Permitted
10/00960/FUL	Construction of 4 bedroom dwelling and attached garage (Plot 4)	13.09.2010	Permitted
10/00990/FUL	Construction of 5 bedroom house (Plot 5)	04.11.2010	Permitted
10/01398/FUL	Four-bed dwelling and attached garage (Part Retrospective) (Plot 4)	22.11.2010	Permitted

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Conservation Officer – Objections to the proposed roofing material (Marley Eternit Rivendale) and the submitted landscaping scheme. The faux slate submitted is wholly inappropriate to its setting. The design brief specified substitute Collyweston slate. The roof to the dwelling is large and complicated and the general form, massing and design of this building is such that the only way to create any sense of unity is by use of similar materials and landscaping to the rest of the other plots. With regards to the proposed planting scheme, there is conflict between the two drawings submitted. The trees and shrubs specified on one of the plans are different to the scheme informally agreed at a meeting with all Plot owners and clarification needs to be sought. Furthermore, the drawing does not accord with the requirements of condition C7 which clearly states that species, size, numbers and densities are required. A fully detailed planting schedule should be requested so that the proposals can be properly assessed.

Landscape Officer – Objection to the submitted landscaping scheme as per the comments given above by the Conservation Officer.

7 REASONING

a) Condition C2 (Materials)

The proposed window materials (Velfac powder coated to RAL colour 7015 Grey) are acceptable. However, the proposed roofing material is considered wholly inappropriate. The applicant proposes the use of Marley Eternit Rivendale faux slate which has previously been refused by Officers at under delegated powers as part of application reference 11/00488/DISCHG. It is considered that the use of this roofing material would result in a form of development that appears entirely at odds with the established character of the Huntly Lodge development. From the outset and under a site development brief, it has been specified that all properties in this development should be constructed from stone on front facing elevations with mock Collyweston Slate roofing. Whilst it is acknowledged that Members have approved a dwelling to be constructed from buff brick, a further move away from the approved palette of materials would result in a development which appears truly incongruous. The roof of the approved dwelling on Plot 5 is large and complicated and, owing to the general form, massing and design of the dwelling, the only way to ensure that the development does not appear at odds with the neighbouring dwellings is to create a sense of unity by the use of matching roofing materials. The current material fails to achieve this and as such, is considered unacceptable.

Furthermore, Plot 5 is the dwelling closest to the Grade II listed Orton Hall and can readily be seen from both the hotel and the surrounding grounds. It is considered that the proposed faux slate, which has a shiny appearance, fails to respect or reflect the materials (namely natural slate and Collyweston Slate) used in the adjacent listed building and as such, will result in significant harm to its setting.

b) Condition C6 (Ecological Mitigation Strategy)

It is accepted that the dwelling has been constructed to slab level and as such, the full discharge of this condition is supported.

c) Condition C7 (Landscaping Scheme)

Two separate drawings have been received in respect of the landscaping scheme for the approved dwelling as part of this application – one showing the communal turning head and access areas, and one showing the access to the individual dwelling. From the outset it has been critical that the landscaping to the communal areas of this development is cohesive to ensure that the development appears whole and integrates into its sensitive setting. The planting for the communal and access areas has been informally agreed by Officers and all applicants on the Huntly Lodge site have agreed to use this as a basis on which to form the individual planting within their plots up to the boundary walls to the front. However, the second drawing which shows the planting proposed to the access of Plot 5, has failed to meet the criteria required under the details of Condition C7. The applicant has failed to specify a number of details, such as which fruit trees are to be planted, species size and planting density. Without such details the submission for the landscaping of the driveway to Plot 5 cannot be accepted, the landscaping scheme for the communal turning head is accepted. The applicant has requested that the current scheme, without amendment (as requested by Officers), be determined by Members.

8 CONCLUSIONS AND RECOMMENDATIONS

Condition C2 (Materials) – the details submitted with regards to the window materials (Velfac powder coated finish to RAL colour 7015 Grey) are acceptable and the submission element of this aspect of the condition is therefore discharged. Development must be carried out in strict accordance with the approved details. However the details submitted with regards to the roofing material (Marley Eternit Rivendale) are not acceptable and as such, the submission element of this aspect of the condition is not discharged. The Local Planning Authority will only accept the use of substitute Collyweston Slate.

Condition C6 (Ecology Mitigation) – this condition is fully discharged.

Condition C7 (Landscape Scheme) – the details submitted with regards to the landscaping scheme of the access to Plot 5 are incomplete and therefore unacceptable. As such, this element of the condition is not discharged. The details shown on drawing no. 2773P/01A for the landscaping of the communal turning head and access road are acceptable and this element is discharged. Development should be carried out in strict accordance with the approved details.

The Head of Planning Services recommends that Condition C2 of planning permission reference 10/00990/FUL be **PARTIALLY DISCHARGED**; that Condition C6 be **FULLY DISCHARGED**; and that Condition C7 be **PARTIALLY DISCHARGED**.

Copy to Councillors Casey, Goodwin and Winslade

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