

PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 5 NOVEMBER 2013

1.30 PM

Bourges/Viersen Rooms - Town Hall

AGENDA

Page No

1. Apologies for Absence

2. Declarations of Interest

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

Members must also declare if they are subject to their party group whip in relation to any items under consideration.

3. Minutes of the Meeting held on 8 October 2013

3 - 24

4. Development Control and Enforcement Matters

**4.1 13/01478/PRIOR - 48 Hall Lane, Werrington, Peterborough, PE4
6RA**

25 - 30

**4.2 13/01245/R3FUL - Fulbridge School, Keeton Road,
Peterborough**

31 - 48

**4.3 13/01318/OUT - 30B Lincoln Road, Glington, Peterborough, PE6
7JS**

49 - 66



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 as soon as possible.

Committee Members:

Councillors: Serluca (Chairman), Harper (Vice Chairman), Hiller, North, Simons, Todd, Shabbir, Sylvester, Lane and Harrington

Substitutes: Councillors: Kreling, Martin and Ash

Further information about this meeting can be obtained from Gemma George on telephone 01733 452268 or by email – gemma.george@peterborough.gov.uk

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



**MINUTES OF A MEETING OF THE PLANNING AND ENVIRONMENTAL
PROTECTION COMMITTEE
HELD AT THE TOWN HALL, PETERBOROUGH ON 8 OCTOBER 2013**

Members Present: Councillors Serluca (Chairman), Harper (Vice Chairman), Hiller, North, Todd, Sylvester and Ash

Officers Present: Nick Harding, Group Manager Development Management
Julie Smith, Highway Control Manager
Carrie Denness, Senior Solicitor
Gemma George, Senior Governance Officer

1. Apologies for Absence

Apologies for absence were received from Councillor Shabbir, Councillor Harrington and Councillor Lane.

Councillor Ash was in attendance as a substitute.

2. Declarations of Interests

Councillor Serluca declared that, in respect of item 5.6, Lavender House, she knew the Applicant very informally.

3. Members' Declaration of Intention to Make Representation as Ward Councillor

Councillor Serluca declared that she would be speaking as Ward Councillor on item 5.1, 48-50 Jubilee Street and that she would be stepping down as Chairman for this item.

Councillor Simons declared that he would be speaking as Ward Councillor on item 5.3, Land at Manor Drive, Phase Six.

4. Minutes of the Meetings held on:

4.1 3 September 2013

The minutes of the meeting held on 3 September 2013 were approved as a true and accurate record.

4.2 17 September 2013

The minutes of the meeting held on 17 September 2013 were approved as a true and accurate record subject to the following amendment to item 4.1, 270 Eastfield Road, Peterborough, PE1 4BE.

The addition of the words 'and additional reasons as agreed by the Committee' after bullet point one, under the reasons for decisions.

5. Development Control and Enforcement Matters

The Chairman advised that there had been a request from a member of the public to audio record the meeting. Permission was requested from the Committee and this was agreed unanimously.

The Chairman further advised that the press had requested permission to take photographs of the meeting. The Committee agreed this unanimously.

The Chairman allowed the Committee five minutes to read through the update report.

Councillor Harper took the chair for the following item.

5.1 13/000890/OUT - Demolition of existing building and erection of 7 dwellings - (7 x 3 bed houses and associated works) – Resubmission. 48-50 Jubilee Street, Woodston, Peterborough, PE2 9PH

There were a number of buildings on the application site which had historically been used for employment purposes. However the site was not allocated for any specific use within the Local Plan. Land to the north and east of the application site was in commercial use and land to the west and south was residential in character.

Jubilee Street was characterised by older semi-detached and terraced properties that formed a hard edge to the footway. As such most vehicles parked on-street. Jubilee Street was restricted to residents parking only.

The Applicant sought outline consent, with all matters reserved, for the erection of 7 x 3 bed dwellings. Indicative drawings submitted, which were not for approval, illustrated two off-street parking spaces per dwelling with dedicated garden areas.

In 2012, planning application 12/00556/OUT was submitted seeking consent for the erection of seven dwellings and six flats. However this was withdrawn following concerns raised by the residents and the Local Planning Authority (LPA) with respect to;

- Car parking;
- Refuse collection;
- Private amenity space;
- Protecting the amenity of adjacent residential properties; and
- A form and massing which is of an appropriate scale and character to the area.

The current application originally proposed eight units, however further to neighbour and LPA concerns the scheme had been redesigned to propose 7 x 3 bed dwellings.

The Group Manager Development Management provided an overview of the application and the main issues for consideration. It was advised that there had been an indicative layout plan submitted by the Applicant which demonstrated that the properties could be adequately accommodated on the site and access to the site would be taken from Jubilee Street. The officer recommendation was one of approval subject to the imposition of relevant conditions.

Ward Councillor Lucia Serluca and Ward Councillor Nick Thulbourn, on behalf of local residents, addressed the Committee on band responded to questions from Members. In summary, key points highlighted included:

- The development of seven dwellings on such a small piece of land would impact on the residents currently living in the street and particularly on those residents living opposite the development;
- With the application being an outline application only, it was difficult for the residents of the surrounding area to gauge how the proposal would look and what effect it would have on them, for example, what were the parking arrangements to be? There was no indication as to how the bins would be collected, or where they would be stored. The boundary treatment was also not clear. There was also no indication as to the loss of privacy for neighbouring residents and what overlooking would take place;
- Jubilee Street was a small street, with cars parked either side. The construction vehicles may damage the road and parked vehicles;
- It was requested that any reserved matters applications came back to the Committee in order to ascertain how the development would look and what impact it would have on surrounding residents;
- There was no room in Jubilee Street for a turning circle;
- There had been a number of representations made from the industrial units in Wareley Road relating to access difficulties. This development would make access impossible;
- There were a number of businesses in the vicinity which feared that the development would put them out of business;
- The initial consultation response figures were not reflective of the number of local residents against the application, as a number spoke to their Ward Councillors directly; and
- The Applicant could reduce the number of parking spaces at reserved matter stage.

Ms Elizabeth Nyiga, a local resident and objector, addressed the Committee and responded to questions from Members. In summary, key points highlighted included:

- Ms Nyiga was speaking on behalf of herself, her parents and residents of Jubilee Street;
- Development on the site was not opposed, but overdevelopment was. The quantity of houses would impact upon the residents of Jubilee Street;
- Ms Nyiga's property faced the development site and her privacy would be infringed by means of overlooking;
- The new properties would cause a lot of extra traffic and would increase the parking pressures;

- The development only allowed for one visitor car parking space, where would other visitors park?
- Should permission be granted, a condition was requested stating that no parking permits be issued to the new units;
- The street already had an inability to cope with the two way flow of traffic as there were no pull in points;
- The rear access to the garages to some of the properties on Jubilee Street would be affected by the development, causing access to be limited;
- The style of the properties was not in keeping with those in the street;
- It appeared that there was no area allowed for a turning head on the proposals and where would the bins be put for collection?
- Bins already caused obstruction on the pavements on collection days;
- There would be an increase in noise and pollution;
- There were concerns about the demolition of the existing site. There was asbestos on the site which needed specialist attention;
- It was recommended that the working hours not be outside 8.00am to 5.00pm; and
- The traffic when the site was commercial was not extreme.

Mr David Shaw, the Agent and Mr Ingel, the Architect, addressed the Committee and responded to questions from Members. In summary, key points highlighted included:

- The site was in need of re-development and it was felt that residential re-development was the best solution, rather than industrial re-development;
- The scheme submitted by the Architect was illustrative and only one idea at the current time, it had been produced to demonstrate that the number of units, parking spaces and turning head could be provided on the site;
- The development would improve the street and would be an attractive addition;
- The access for construction did not need to be off Jubilee Street, but could be off Waveley Road;
- There was the possibility of an additional visitor parking space; and
- The site would have proper bin storage.

Following questions to the speakers, Members debated the application and raised points for and against, one of which being the possible increase in traffic generated by the development. However, it was noted that the site could be used for a vast array of commercial uses, all of which could generate additional traffic along Jubilee Street. The outline application represented a good development with adequate parking provision and it was requested that any reserved matters application be brought back to the Committee.

The Highways Officer advised that there were existing congestion issues in the area, the application did meet parking standards and the provision of a proposed turning area for refuse trucks would be an improvement to the area.

The Group Manager Development Manager advised that, should the Committee be minded to approve the application, a reserved matters application would not automatically be referred back to the Committee for determination, it would have to

be referred in the usual manner. Furthermore, it was to be noted that any reserved matters application may not be reflective of the indicative drawings presented to the Committee.

A motion was put forward and seconded to approve the application, as per officer recommendation. The motion was carried by 6 votes, with 2 voting against.

RESOLVED: (6 For, 2 Against) to approve the application, as per officer recommendation subject to:

1. Conditions numbered C1 to C13 as detailed in the committee report.

Reasons for the 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:

- The indicative layout demonstrated that the number of units proposed could be accommodated within a layout which was acceptable to the character and context of the surrounding area and on which would not adversely affect neighbours and could provide sufficient levels of amenity for the future occupiers. The proposal was therefore considered acceptable in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011), the NPPF (2012), and PP2, PP3 and PP4 of the Peterborough Policies DPD (2012);
- The plans indicated that a suitable access, parking and turning could be provided. Subject to conditions with respect to securing a demolition and construction management plan the development would not result in an adverse impact on highway safety and was considered in accordance with Policy PP12 and PP13 of the Peterborough Policies DPD (2012);
- The proposal would not result in an unacceptable impact on protected ecological features of the site. An appropriate scheme for hard and soft landscaping of the site, as well as biodiversity enhancements, could be secured via the imposition of conditions. The proposal was therefore in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and PP16 of the Peterborough Policies DPD (2012);
- Subject to conditions with respect to flood resilience, as advised within the Flood Risk Assessment, the proposal would not result in an on or off-site risk of flooding, and would accord with Policy CS22 of the Peterborough Core Strategy DPD (2011);
- Subject to the imposition of conditions with respect to uncovering unknown archaeology or unsuspected contamination, the proposal would accord with Policy CS17 of the Peterborough Core Strategy DPD (2011) and PP17 and PP20 of the Peterborough Policies DPD (2012);
- Subject to the imposition of conditions the proposal would make a contribution towards the Council's aspiration to become the Environment Capital of the UK and accord with Policy CS10 of the Peterborough Core Strategy DPD (2011); and
- The development was subject to a POIS contribution which would be secured through a Section 106 Legal Agreement. The proposal was therefore in accordance with Policy CS13 of the Peterborough Core Strategy DPD (2011).

Councillor Serluca re-assumed the chair.

5.2 13/00927/FUL – Construction of 46 dwellings and associated works - Phase 4. Land at Manor Drive, Gunthorpe, Peterborough.

The application site covered an area of approximately 1.19 hectares. The site was mainly overgrown grassland which was unused and enclosed by temporary fencing. The site was bounded to the north by Car Dyke, to the east by unused land that would be part of the future Paston Reserve urban expansion, the south by Manor Drive and the residential properties beyond, and to the west by Phase 5 residential development, which was currently under construction.

Planning permission was sought for the erection of 46 affordable houses, 23 of which would be affordable rented and 23 would be affordable shared ownership. The development would be comprised of 23 x 2 bedroom, 21 x 3 bedroom and 2 x 4 bedroom properties, 44 of which would be 2 storeys and 2 of which were 2.5 storeys in height. The houses would be a mixture of semi-detached and terraced properties.

It was advised that vehicle access to the site would be from Manor Drive.

The Group Manager Development Management provided an overview of the proposal including a history of the site and the main issues for consideration, which included the shortfall of open space, discussions around which had been undertaken for the early release of land to serve the Burghfield development.

It was advised that the officer's recommendation was one of approval subject to the imposition of relevant conditions.

Members' attention was drawn to additional information contained within the update report. Further comments had been received from Ward Councillor John Knowles, an additional objection letter from a neighbour and a petition against the development, together with a covering letter.

Ward Councillor John Knowles addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The residents had been taken for ride, the initial plans had included shops, doctors and a community centre;
- The residents were now faced with half social housing and half part rent/part buy houses for which there would be no facilities available in the area;
- The proposals needed to be looked at again and the original plans followed. This would give the community a heart;
- Any shops built on the site would be utilised by factories in the area;
- The amended play area offered by Cross Keys was not sufficient;
- The whole site was badly designed, there was no greenery and the quality of life for people living there was not good enough. There was nowhere to go for a walk and no facilities for children; and

- If the Committee did not listen to the residents, the development would become another run down estate.

Mr Stewart Jackson MP addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- This was the only urban extension in the Greater Peterborough area where there were no facilities at all, no bus stops, no shops etc.;
- The residents were being told that affordable homes were to be built, with no community facilities;
- There was £900k of community facilities available in a pot and talk of trigger points was not good enough;
- The application broke a number of policies. It had not been definitively said that there would be no damage to Car Dkys in terms of Phase 4;
- There had not been a flood risk assessment undertaken for Phase 4 since 2007, it had not been given a carte blanche by the Environment Agency. It was in a potential flood risk area;
- Mixed use development policy had been breached, meeting housing needs policy had also been breached and open space and infrastructure policy;
- There was a cross party campaign, a community campaign, a large petition and a public meeting had taken place. Members were requested to look at the proposals again;
- There had been no proper consultation with regards to the proposed children's facility on one part of the site;
- The application should be deferred until such time as a proper plan was available for community infrastructure and S106 spending;
- If deferral was not an option, it was requested that the application be refused for avoidance of doubt;
- There had been a large number of objections from residents and there was a Facebook campaign group; and
- The Chairman of Cross Keys had been very reasonable, however the planning application was sub-standard and needed looking at again.

Ms Karen Ribakovs, a local resident and objector, addressed the Committee and responded to questions from Members. In summary key points highlighted included:

- The residents felt extremely let down by Linden Homes;
- The objections were not against social housing, as it was acknowledged that it was necessary and the only way forward, the objection was to placing the housing en masse which had been statistically proven not to work;
- The proposals went no way to creating a mixed and balanced community. The only way to make it work would be to reduce the amount of social rent and pepper pot it throughout the development;
- Traffic was a major issue on the estate. There was not enough parking for the current residents who were forced to park on the roads;
- The proposals for Phase 6, where a through road was proposed at a 90 degree bend, would exacerbate this and would be an accident waiting to happen;

- It was already impossible for two cars to pass on this road and it would create a rat run for traffic from other areas of the estate;
- There were no open spaces for children to play and this meant that they tended to play in the road. The only area identified was a roundabout;
- It was requested that a play area be considered on the land for Phase 6. The interim arrangements were not considered to be adequate. The land was out of sight and in-between current housing and the parkway;
- The internal infrastructure was not in place to support the additional housing. The local schools in Gunthorpe was also oversubscribed;
- The only route into Gunthorpe was via a badly lit and maintained footpath;
- The promised school and community centre and facilities were how many years away? They were needed now;
- Other than Manor Road, none of the roads would be adopted by Peterborough City Council. The up keep would therefore fall upon the residents;
- The proposals to build on land off Beadle Way would greatly increase the amount of traffic using the road, including an increase in construction traffic; and
- The closest facilities were in Gunthorpe, which could only be reached by car or a 20-25 minute walk.

Mr Julian Foster, on behalf of Cross Keys, the Applicant, addressed the Committee and responded to questions from Members. In summary key points highlighted included:

- There was existing approved planning for Phase 4, the density of which had been reduced;
- Out of the homes being provided at Burghfield Place, 66 would be shared ownership and 63 would be for affordable rent. These were not unreasonable allocations for people needing a home;
- Meetings had been undertaken with local residents and Cross Keys had not been forced to attend;
- Cross Keys were committed to forming a responsible management company to try and address some of the concerns of local residents;
- As a landlord, Cross Keys was committed to supporting the communities that it served, and it tried to do the best to limit anti-social behavior, whether from its own tenants or other residents;
- The neighbourhood centre would be designated on the Paston Reserve. It was not felt appropriate to provide the facilities on particular parts of the land designated for housing;
- Facilities and schools came along following development, not at the outset. Declining or deferring the application would simply hold up the provision of these facilities further; and
- A substantial part of the facilities would be paid for through S106 which was only paid upon completion of a development.

Following questions to the speakers, the Group Manager Development Management addressed a number of concerns raised, highlighting that all of the planning applications had been undertaken through the correct procedures and there had been no objections raised in relation to flood risk from the Environment

Agency, nor had there been objections raised by English Heritage in relation to the scheduled ancient monument.

Members debated the application and it was commented that the planning permission already in place on the site could not be ignored and part buy and part rent houses needed to be encouraged, however concern was expressed in relation to the lack of green space provision.

In response, the Group Manager Development Management provided further context around the ongoing discussions being held relating to the possible early release of land to serve the Burghfield development.

Members debated the application further and raised a number of further concerns in relation to the lack of provision of facilities on the site, specifically the provision of open space for Phase 4.

A motion was put forward and seconded to defer the application, requesting that open space/play area provision be incorporated into the Phase 4 scheme. The motion was carried unanimously.

RESOLVED: (Unanimous) to defer the application.

Reasons for the decision:

To allow officers to request that the Phase 4 scheme be amended to incorporate provision for open space/a play area.

5.3 13/00928/FUL – Construction of 27 dwellings and associated works - Phase 6. Land at Manor Drive, Gunthorpe, Peterborough

The application site covered an area of approximately 0.54 hectares. The site was mainly overgrown grassland which was unused, and enclosed by heras fencing. There was however part of the site, adjacent to Manor Drive, which was cut grass with some landscaping. The site was bounded to the east by Beadle Way Road and the residential properties beyond, to the south by the residential properties on Brickenden Road, to the west by the Barker Perkins site and car parking, and to the north by Manor Drive and the Phase 5 residential development, which was currently under construction.

Planning permission was sought for the erection of 27 affordable houses, 14 of which would be affordable rented and 13 would be shared ownership. The development would comprise of 20 x 2 bedroom, 5 x 3 bedroom and 2 x 4 bedroom properties, 25 of which would be 2 storey and 2 of which would be 2.5 storeys in height. The houses would be a mixture of semi-detached and terraced properties.

It was advised that vehicle access to the site would be from Manor Drive and Beadle Way.

The Group Manager Development Management provided the Committee with an overview of the proposal and the main issues for consideration. The officer's

recommendation was one of approval subject to the imposition of relevant conditions, however it was advised that should the Committee consider that open space should be provided on the site, Cross Keys Homes had provided an initial site layout which made space for open space provision and also cut off the vehicular through link from this phase to an existing phase. The Committee could therefore defer the application to allow for a full public consultation on these proposals.

Members' attention was drawn to additional information contained within the update report. Further comments had been received from Ward Councillor John Knowles, an additional objection letter from a neighbour and a petition against the development, together with a covering letter.

Ward Councillor George Simons and Ward Councillor John Knowles, addressed the Committee. In summary the key points highlighted included:

- There used to be nine houses on the site and outside the show house was a board, detailing all the great facilities that potential residents of the new site could expect;
- Play areas and schools were desperately needed on the site;
- The Ward Councillors had been working for over four years on the site and the only thing that had happened was broken promises with the provision of no facilities at all;
- The Ward Councillors had attended several meetings and a number of site visits;
- The residents had been repeatedly let down and the fairest action was for a deferral of the application;
- Under pressure, the Council had come up with a poor proposal for green space on an area that had yet to be developed;
- The grass verges were rutted and could not be walked upon; and
- The development would be too close to Car Dyke, 30 metres was not adequate distance.

Mr Stewart Jackson MP addressed the Committee. In summary the key points highlighted included:

- No one had been asked whether Phase 5 should have been 100% affordable houses. Local people had been excluded from these discussions;
- Why had Cross Keys not engaged with residents during the past six months?
- There were issues being experienced in Hampton Vale, such as anti-social behavior and infrastructure issues, due in part to the over-concentration of affordable housing. Although this was not solely the reason for the issues, this did need to be looked at to avoid a repeat of the situation;
- The development would be contrary to policy CS19, open space and green infrastructure;
- The belated decision to remove one home for one play area was not good enough. Proper consultation was needed;
- Traffic access and egress was important between Brickenden Road and

- Beadle Way, as the residents were never expecting a road connection; and
- The proposal was contrary to policies OB18, CS8, CS19, OB4 and OB7.

Ms Karen Ribakovs, a local resident and objector, addressed the Committee. In summary the key points highlighted included:

- There were no green spaces, it was more like a concrete jungle;
- Residents had not been notified that previous planning permission had been granted for the site;
- Children playing on the road was a danger and it was only a matter of time before a serious incident occurred; and
- It was requested that the Committee take into account the views of the residents and refuse or defer the application to allow further discussions to take place.

Mr Julian Foster on behalf of Cross Keys Homes, the Applicant, addressed the Committee. In summary the key points highlighted included:

- The site had originally been granted permission for 34 units, the proposed was now for 27 units, to allow for adequate sized homes and adequate parking provision;
- Cross Keys Homes was financially and contractually committed to acquiring the land. Exchange had already taken place;
- Extensive consultation had not taken place as there was already planning permission for the site;
- Green space costs developers money and this was always an impact on the financial viability of a site;
- The additional proposal made was to deal with local residents concerns following the public meeting held;
- Given the deferral of the first phase, Phase 5 would have to be reconsidered too.

The Group Manager Development Management clarified a number of issues relating to the site's case history and it was advised that the site had been granted permission for residential development only.

Members debated the application and raised a number of concerns relating to the lack of provision of green space/a play area on the site. Further consultation was required with the residents to discuss the aforementioned initial site layout provided by Cross Keys, which made space for open space provision.

A motion was put forward and seconded to defer the application, to allow for the draft revised layout provided by Cross Keys to be the subject of a public consultation. The motion was carried unanimously.

RESOLVED: (Unanimous) to defer the application.

Reasons for the decision

So that a draft revised layout, produced by Cross Keys, which made provision for a

play area, could be the subject of public consultation.

The meeting was adjourned for ten minutes.

5.4 13/00967/FUL – Proposed two static caravans and two touring caravans with facilities block for one extended gypsy/traveller family. Land to the North of 4 Werrington Bridge Road, Milking Nook, Peterborough

The application site was comprised of a small parcel of land measuring approximately 0.012 hectares, sited within a wider open pasture field located on the eastern side of Werrington Bridge Road. The site lay to the west of the village of Newborough and north of the area known as Milking Nook.

The boundaries to the site were comprised of an open ditch running along the eastern boundary adjacent to Werrington Bridge Road, with some semi-mature and mature trees and shrubs to the north-western most corner. The northern boundary was comprised of a low post and rail fence with the remaining extent of the site open to the wider field. There were residential dwellings located to the south, screened from the site by mature conifer hedging between 3 and 4 metres in height.

Vehicular access to the site was currently taken by an informal gate across the existing grass verge running along Werrington Bridge Road. A telegraph pole was situated to the front of the site, albeit within the highway verge and outside the extent of the red line boundary.

The application sought planning permission for the siting of two static caravans 3.2 by 9.2 metres by 3 metres high and two touring caravans 2.4 by 6.6 metres for use by a single extended gypsy/traveller family. Associated ancillary development included internal driveway, parking, turning and a facilities block 3.1 x 4.5 metres by 3.4 metres high. The static caravans would have a 1 metre high wall with flood boards.

The Group Manager Development Management provided the Committee with an overview of the proposal and the main issues for consideration. It was advised that Council had a Gypsy and Traveller Assessment, undertaken in 2011, which indicated that for the planned period 2011 to 2016, a total of 10 new pitches were required to be provided, with a further seven to be provided in the period 2016 to 2021. The officer's recommendation was one of approval subject to the imposition of relevant conditions.

Members' attention was drawn to additional information contained within the update report and it was highlighted that revisions to highways conditions C7, C8, C9 and C19 were proposed. A representation had been received from Councillor Harrington, Ward Councillor, an additional neighbour letter of objection and an additional objection from solicitor action for a number of local residents.

Post publication of the update report, the following submissions had been made:

- i) An objection letter had been received from a Mr Edwards highlighting a number of issues including:

- The lack of publicity on the application;
 - The Committee report did not give sufficient weight to the concerns expressed by objectors; and
 - That he would not have bought his property if he knew that this development was proposed or that there was the potential for it to be proposed and in his view, this development proposal would have a negative impact on the landscape, ecology and the social fabric of the area.
- ii) An objection letter from a Mr Hornsby stating that he wanted to know where the improved water course would be in relation to the development;
- iii) Two emails of objection, one being from a Mr Fowler stating that he had spoken to the Environment Agency, who had stated that if there were any changes to the access this may result in the static caravans proposed being moved into the flood zone risk area 3 and the Environment Agency would need to be re-consulted if this happened. Secondly, that the Environment Agency's final comments on the application did not negate the fact that there was the need for a Flood Risk Assessment and the Sequential and Assessments test to be run. The Environment Agency's position, as reported to the Planning Committee, should be changed because there would only be no objection if there was a Flood Risk Assessment which was acceptable and if the proposed mitigation was implemented. If these two things were not provided then the Environment Agency would object to the application. The Environment Agency had stated that the proposal was highly vulnerable and that it should only be permitted if the Sequential and Assessments test was passed; and
- iv) An objection email from a Mr Bishop stating that the visibility splays that Highways said were satisfactory were not.

The Group Manager Development Management advised that in respect of Mr Fowler's additional comments, these were based on a verbal conversation. There had been nothing received in writing from the Environment Agency, nor had he had an opportunity to speak to the Environment Agency Officer.

Mr Stewart Jackson MP addressed the Committee. In summary the key points highlighted included:

- Mr Jackson MP had been approached by a number of residents in the area on this issue;
- There had been inadequate consultation by the Local Planning Authority in respect of the application;
- Allowing residential development on the site would contravene planning policy on building in the open countryside;
- Any such development would change the character of what had been a pasture used for agricultural purposes, this would set precedent for development in the open countryside;
- The land was situated in a high risk flood plain, with a high probability of flooding;
- The comments received from the Environment Agency should be heeded;

- There was poor access and egress to the main road and the site was also situated adjacent to notable nature sites;
- Reference the Department for Communities and Local Government's (DCLG) Planning Policy for Travellers Sites, page 4, Policy B, specifically asked that Local Authorities not locate sites in areas a high risk of flooding, including functional flood plains, given the particular vulnerability of caravans; and
- The site was not a vacant site and alternative accommodation was available for the Applicant at the Oxney Road Traveller's Site.

Mrs Alex Terry, a local resident and objector, addressed the Committee. In summary the key points highlighted included:

- Milking Nook was in an area of open countryside which was of great archaeological and natural importance;
- Solicitor Hewitson's objection letter clearly proved the planning departments conclusions were flawed and lacked vital information;
- There had been no flood risk assessment, no sequential and no exception tests, no archaeological data, no accurate data for the Highways Agency, no mineral statements to satisfy the Minerals and Waste Board objections, no information regarding moving an electricity pole and overhead cables, no information from the Applicant or English Nature regarding ecology or biodiversity, no mention of the three important county wildlife sites or the numerous scheduled monuments and no information about the intention to fill in drains and block culverts;
- New plans had been submitted because the original access was unsafe, but none of the problems had been solved and the plans had been approved without being checked. There was now an electricity pole blocking the entrance and on both sides visibility was well below requirements because of neighbouring trees and hedges;
- The new access required two existing drains and culverts to be filled in which would increase flooding risk;
- It was not correct to say the Environment Agency had no objections. They stated in their original submitted letter that the proposed development was classified as highly vulnerable and that it should only be permitted in flood zone 2 if the sequential and exception tests were passed. On that ground alone the application should at the very least be deferred if not refused;
- The Planning department would not allow a house to be built on the site because of flooding, yet they were happy for vulnerable caravans to be put at risk;
- Sites should not use hard landscaping so that the site and occupants were deliberately isolated. The Applicant wished to enclose this open field in a newly planted hedgerow of over 1.8 metres high. No hedgerows or any form of hard landscaping should be used;
- The site needed to remain open to safeguard the landscape and to help the family become part of the local community;
- The report indicated that the Plan met CS9 because Peterborough had failed to complete its Gypsy and Traveller Plan. The planning department must have been aware that this plan was due to be published the following month;

- 17 pitches by 2021 was a very low level of need;
- The DCLG and the National Planning Policy Framework (NPPF) advised that this type of land should not be used for traveller gypsy sites;
- In Hewitson's legal opinion the site failed to satisfy CS9 in every way;
- The report's conclusions were unsupported and the Committee should have serious health and safety concerns regarding flooding, access and services; and
- It was hoped that the Committee would refuse the application so that the Applicant could either find a more suitable location on a previously developed site or complete all of the necessary paperwork and put in a new and accurate and complete application.

Mr Barry Nicholls, the Agent, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- These applications were always difficult because generally people did not want gypsy and travellers in their location;
- A flood risk assessment had been submitted to the Planning Department;
- Work had been undertaken closely with the planning department, who supported the application;
- In relation to the electricity pole, that was not a planning condition, it was a private treaty between the land owner and the electricity board to move it, hence not a planning issue;
- The site was one of the rarities. It was not a move-on and eviction or appeal against enforcement. The Applicant's had found one of the few rare sites where a land-owner was willing to sell to them to move onto;
- The Environment Agency had advised the Agent that the site was in flood zone two. The data for Newborough, including Northborough, was incorrect and a change was due to the data in 2015;
- The family had local connections and also both their children went to local schools. The need for family pitches was great;
- The gypsy community continued to grow and a supply of approximately 20-30 pitches was required;
- Policies CS9, 14, 20, 21 and 22 had all been proven at appeal;
- 180 pitches in relation to the population of Peterborough, being around 180,000, was a very small percentage;
- In relation to amenities, the site was only 1.7 kilometres away from Newborough;
- The proposal would be surrounded on both sides by development; and
- Mitigation landscaping would aid the proposal and the Planning Department had assisted with positioning the site so that the impact was compliant to the policy.

Following questions to the speakers, Members debated the application and raised a number of concerns relating to the adverse impact that the development would have on the appearance and character of the area and the flood risks. Further clarification was also sought on the access and egress to the site.

The Highways Officer advised that the visibility splays required for the site had been demonstrated, the plans had been checked and officers were happy that they were achievable within the public highway.

The Group Manager Development Management addressed the Committee in relation to the apparent differing views from the Environment Agency. It was advised that a deferral could be sought from the Committee in order to allow for the situation to be clarified.

Members continued to debate the application and expressed differing views, with concerns highlighted relating to flood risk, impact on minerals and landscaping and comments that the consultation had not been as comprehensive as it could have been.

Those in support of the application commented that they felt points had been adequately covered by officers and they could see no valid reasons for refusal.

A motion was put forward to approve the application, as per officer recommendation. There was no seconder for the motion and therefore the motion was not carried and a further proposal was sought.

A motion was put forward and seconded to refuse the application, contrary to officer recommendation. The motion was carried by 6 votes, with 1 voting against and 1 abstention.

RESOLVED: (6 For, 1 Against, 1 Abstention) to refuse the application, contrary to officer recommendation.

Reasons for the decision

1. The nature of the development in the context of the level of flood risk associated with the location was such that it needed to be demonstrated that there were no other sites available at lower flood risk where the proposal could be accommodated. The proposal was therefore contrary to the provisions of Para 100 of the NPPF and Policy CS22 of the Peterborough City Council's adopted Core Strategy DPD 2011 both of which sought to direct development away from areas at highest risk of flooding. It was also contrary to criterion a) of Policy CS9 of the Peterborough City Council Core Strategy DPD 2011 which stated that the proposal should comply with national and local planning policies including those relating to flood risk and Para 11 of the DCLG's Planning policy for traveller sites 2012;
2. The location of the proposed development in the open fenland countryside was such that the development would appear as an obvious new build development which would be difficult to mitigate given the open and flat nature of the local landscape. The proposal was therefore contrary to Para 109 of the NPPF and Policy C20 of the Peterborough City Council's Core Strategy DPD which sought to protect landscapes from inappropriate development. It was also contrary to criterion a) of Policy CS9 of the Peterborough City Council Core Strategy DPD 2011 which stated that the proposal should comply with national and local planning policies including those relating to landscape character; and

3. The proposal site lay within a Minerals Safeguarding Area (MSA), designated due to the presence of reserves of sand and gravel and Brick clay which were considered to be of current or future economic importance. The proposal was contrary to Policy CS26 of the Cambridgeshire and Peterborough adopted Minerals and Waste Core Strategy DPD 2011 as it had not been shown: that the minerals concerned were no longer viable to extract, that the minerals could be extracted prior to the development taking place, that the development would not inhibit extraction of the mineral in the future or that that the proposal was compatible with mineral extraction.

5.5 13/01263/FUL – Extension to retail floorspace with two flats above. 70 - 80 Storrington Way, Werrington, Peterborough, PE4 6QP

The application site was located on the northern side of Storrington Way and on the corner with Amberley Slope to the west and was a grassed area adjacent to the western end unit within a Local Centre. The Local Centre was comprised of a terraced shopping parade with commercial units at ground floor and flats at first and second floors. There were parking bays for up to four cars to the front of the parade and a car park was located to the east and accessed off Storrington Way. The surrounding character was predominantly residential comprising bungalows and 2 storey properties. There were currently two trees located within the grassed area to the west of the site.

The application sought approval for the erection of an extension to the western end unit within the shopping parade. The extension would provide 136m² of retail (A1) floorspace at ground floor and 2 no. 1 bed flats at first floor. The flats would be accessed via an external staircase at the rear in a similar way to the existing flats. The commercial units would also be serviced from the rear. Two parking spaces would be provided to serve the flats. The footprint of the extension would be 11 metres in length x 13 metres in depth. The roof would have a gable end style to match the existing building at a height of 7.2 metres. A small terraced area would be available to both flats on the southern elevation (front) and a small amenity/drying area would be provided to the rear.

The Group Manager Development Management provided the Committee with an overview of the proposal and the main issues for consideration. The officer's recommendation was to approve the application subject to the signing of a legal agreement and the imposition of relevant conditions.

Ward Councillor Paula Thacker, Ward Councillor Julia Davidson and Mr David Hedges, Werrington Neighbourhood Committee, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- There had been numerous problems experienced with the shops including anti-social behavior and flytipping;
- The landlord did not look after the site adequately and this application would add to the dreadful appearance of the building;
- Why did the Applicant want another shop and flats when he could not look after those that he already had?

- There were only four parking spaces in front of the building which encouraged double parking and caused a blind spot on the corner;
- The corner was extremely dangerous, with numbers of buses passing through and children crossing the road regularly;
- Section 7 of the National Planning Policy Framework 2012, stated that development should add to the overall quality of the area and create a safe environment, which was visually attractive. The existing property was far from this;
- PPO2, design and quality, stated that permission would only be granted for development that made a positive contribution;
- Permission should not be granted that would result in an unacceptable loss of green space and be overbearing. There would be a loss of two trees;
- PPO4, residential development should be designed for the needs of residents;
- PP11a, shop frontages, development would not harm the character and appearance of the street scene;
- PP13, for development to only be granted if there was appropriate parking;
- PP16, permission to only be granted for development for retention of trees which contributed to the local landscape;
- There were too many landlords getting away with renting out properties that were in poor states of disrepair;
- The landlord had failed in his responsibility for the maintenance and upkeep of the properties;
- The residents should have been provided with a gas safety certificate to confirm that the gas safety services were applicable and current;
- There was a list of failures in relation to the property including blown double glazing, insufficient lighting, broken windows, insufficient car parking, lack of car park maintenance, flytipping and graffiti issues;
- The Neighbourhood Council concurred with all points mentioned by the Ward Councillors; and
- It was requested that a condition be implemented in relation to the proper surfacing of the car park to the rear.

The Senior Solicitor advised that a large number of the objections raised by the Ward Councillors had been in relation to landlord and tenant issues and were not planning considerations, therefore these representations should be disregarded by the Committee.

Mr John Norman and Mr Roly Pape, local residents and objectors, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The main concern was the safety factor in relation to the visibility around the corner. The addition of the shops and flats would impede visibility even further;
- Car users speeded around the corner, with no thought of safety for children or pedestrians;
- There was no room for two buses to pass at any one time;
- The issues raised by the Ward Councillors were not housing issues, they were environmental issues which affected the people who lived locally;

- There were rats infesting the empty shop and this had been reported;
- There had been many incidents of flytipping, robberies and gangs of unruly youths causing trouble;
- Without the local residents rubbish picking, the area would look like a tip;
- Many local residents had received no information about the development;
- Why should more shops be allowed to stand empty and fall into disrepair?
- There had recently been a flood in one of the shops due to a hole in the roof of the flat above; and
- The road safety issue was of major concern to local residents.

Mr David Shaw, the Agent, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Many of the objectors comments were did not relate to planning matters;
- The site clearly needed improving and in order to do that the current owner was more likely to get development interest in the site, and to be able to sell it, if there was a good planning permission with the site;
- The Applicant had received interest from a food convenience based retailer;
- It was suspected that the premises would be sold onto a new owner should the application be granted; and
- There was no objection for the imposition of a condition relating to the improvement of the car park.

Following questions to the speakers, Members debated the application and raised a number of concerns including the design of the proposal and the safety aspects of the building line.

The Highways Officer double checked the forward visibility and confirmed that it was not achievable and as such, it did represent a highways safety issue.

A motion was put forward and seconded to refuse the application, contrary to officer recommendation. The motion was carried unanimously.

RESOLVED: (Unanimous) to refuse the application, contrary to officer recommendation.

Reasons for the decision

The proposed building would be located such that it would reduce the forward visibility for drivers travelling southbound along Amberley Slope as they approached the 90 degree bend in the highway. The proposal would therefore compromise highway safety, contrary to Policy PP12 of the adopted Peterborough City Council's Planning Policies DPD 2012.

The meeting was adjourned for five minutes.

5.6 13/01272/FUL - Proposed extension to care home to form 3 bedrooms and a lounge. Lavender House, 205 Broadway, Peterborough, PE1 4DS

The application site was located on the south side of Broadway and within the Park Conservation Area Boundary. The site contained a large 2 storey property which dated from the early 20th Century which had had significant extensions and operated as a residential care home run by Peterborough Care. The surrounding area was predominantly residential in character and there was another care home 'Broad Leigh' further to the east at 213 Broadway, also run by Peterborough Care.

The site had 31 rooms, two of which were double rooms and most were equipped with en-suite facilities. The care home was currently registered for 33 beds.

The application sought approval for a single storey extension to an existing single storey rear element of the existing building. The extension would be located on land which was currently the far rear garden of number 209 Broadway. The extension would provide three bedrooms with en-suite facilities and a lounge. The dimensions of the extension were 9.6 metres in length x 11.2 metres in width. The height would align with the existing single storey element of the building. The proposal would replace 2 no. double rooms and enable the provision of en-suite facilities to bedrooms within the existing care home. The 33 registered number of beds would remain the same. The proposal would not result in any additional employees at the care home.

The Group Manager Development Management provided the Committee with an overview of the proposal and the main issues for consideration. The officer's recommendation was to approve the application subject to the imposition of relevant conditions.

Members' attention was drawn to additional information contained within the update report and it was highlighted that Councillor Peach had submitted a statement in objection to the application.

Ward Councillor John Shearman addressed the Committee, on behalf of both the Applicant and local residents, and responded to questions from Members. In summary the key points highlighted included:

- There was a slight error within Councillor Shearman's submission in that he had originally believe that the extension would be for additional residents and not additional room for existing residents;
- The Applicant was seeking to improve the facilities for the residents within the care home. It was imperative that the provision of care was to the highest quality;
- The Broadway Residents Association had expressed concerns that the site had already been extended and this application may represent a modest increase, but these increases could keep happening incrementally going forward;
- The back garden development had a negative impact in relation to the infilling of the green area, to the detriment of surrounding properties and

- the character of the area;
- There had been previous applications that had been refused not only locally, but on appeal to the Secretary of State; and
- There had been a number of accidents in the area, however there would be no increase in residents, therefore no increase in the number of vehicles.

Mr Needham, a local resident and objector, addressed the Committee. In summary the key points highlighted included:

- Mr Needham was also representing the views of the Broadway Resident's Association;
- This was the twelfth application relating to the site in the past twelve years;
- The site was situated within a Conservation Area, made by the Committee for a purpose, which was to protect the area;
- The site and one other were the only non-residential sites in this part of Broadway. All other properties were residential houses;
- The history of the site was outlined and it was highlighted that the previous application had been rejected. The decision highlighted that the site was full and had been developed to its limit;
- The site was full and the application sought to circumvent the previous decision; and
- The extension would be built over the boundary and would reduce the green space within a Conservation Area.

Mr David Shaw, the Agent, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- It was clarified that there would be no increase in the number of residents or staff, this would mean there would be no increased activity in relation to this development;
- In relation to the impact on the Conservation Area, the proposal would be located close to the edge but within it, the trees which could be seen from public areas would be retained and within the new area of space, the majority would be kept as green space;
- The green space would be used as a private garden for the residents. The garden would be quiet as the residents were elderly;
- The building would hardly be visible from any public area; and
- The scheme would have minimal impact upon the Conservation Area.

Following questions to the speakers, Members debated the application and stated that the increase in size of the facility would not mean an increase in residents or staff. The proposed extension would provide facilities for existing residents and ensure a good quality of accommodation.

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

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

1. Conditions numbered C1 to C6 as detailed in the committee report.

Reasons for the decision

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

- The extension would be to the rear of the site and would not harm the character and appearance of the conservation area;
- It was considered that the design, scale and proposed materials of the proposed extension would harmonise with the existing building;
- The proposal would provide enhanced facilities for the existing residents in terms of accommodation and external amenity space;
- The extension would not result in any adverse impact on the amenity of the occupiers of neighbouring properties;
- The proposal would not result in the loss of high quality trees; and
- The proposal would not result in additional bed space or employees and would not result in any adverse highway implications.

Hence the proposal was in accordance with policies PP2, PP3, PP4, PP12, PP13 and PP16 of the Adopted Peterborough Planning Policies DPD 2012, policies CS14, CS16 and CS17 of the Adopted Peterborough Core Strategy DPD 2011 and the National Planning Policy Framework.

1.30pm – 6.28pm
Chairman



LOCATION PLAN 13/01478/PRIOR
 48 Hall Lane, Werrington, Peterborough PE4 6RA

Scale NTS **Date** 23/10/2013 **Name** AA **Department** Planning Services



This page is intentionally left blank

Application Ref: 13/01478/PRIOR

Proposal: Single storey rear extension

Site: 48 Hall Lane, Werrington, Peterborough, PE4 6RA
Applicant: Ms A Cooper

Agent: Mr Steve Pawson

Referred by: **Councillor Thacker**
Reason: Detriment to Neighbour Amenity
Site visit: 24.09.2013

Case officer: Mr S Falco
Telephone No. 01733 454408
E-Mail: sam.falco@peterborough.gov.uk

Recommendation: **Grant** subject to relevant conditions

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

Site Description:

The site is host to a large detached bungalow facing onto Hall Lane Werrington. The dwelling is single storey, constructed of red/brown facing brick, a dark brown concrete tile roof and brown timber windows and doors. The rear garden is laid to lawn with a detached garage to the back of the site, accessed via a road to the rear of the site.

Proposal:

The proposal is for prior approval for a single storey rear extension to the bungalow. The extension will measure 6230mm (projection) x 4300mm (width). The eaves of the proposal will measure 2350mm and 3900mm to the ridge. The extension will form a brick built lounge/sunroom with 2 no. roof lights in each roof slope, high level windows in the south elevation facing the shared boundary with no.46 Hall Lane, with the north facing elevation being mostly glazed.

2 Planning History

No relevant planning history

3 Planning Policy

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

Peterborough Core Strategy DPD (2011)

CS16 - Urban Design and the Public Realm

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

Peterborough Planning Policies DPD (2012)

PP03 - Impacts of New Development

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

4 Consultations/Representations

Under the Governments Prior Approval Scheme, only the abutting neighbours can be consulted on the application.

Local Residents/Interested Parties

Initial consultations: 2

Total number of responses: 1

Total number of objections: 1

Total number in support: 0

Objection:

The adjacent neighbour (no.46 Hall Lane) has objected to the proposal for the following reasons:

- a) The size and positioning of this extension will seriously invade our privacy.
- b) The extension will be of a completely overbearing and hideous nature.
- c) The positioning of the proposed extension will be running adjacent to the boundary of our property and will be visible out of our lounge patio doors.
- d) The two high level windows in the south elevation will be above the fence and will afford views over the fence taking away privacy of our lounge and rear garden.
- e) At night, the light from the proposed elevation windows and roof windows will allow light to shine into the lounge, rear garden and upstairs bedroom window.
- f) The size of the extension is too large, projecting over 6m and will detract from the view from the living room and when we are in our garden the extension will be completely overbearing.
- g) There will be nuisance caused by noise pollution caused by the number of windows in the extension.

5 Assessment of the planning issues

This proposal has been submitted under a prior approval application and therefore the design and appearance of the proposal cannot be considered as part of this application. The adjoining neighbour has objected to the proposal and therefore the application must be considered by the Local Planning Authority. The only element that the Local Planning Authority have control over is the impact on neighbour amenity by way of overlooking, overbearing, overshadowing, noise or similar. These elements will be assessed below.

The proposal will extend 6230mm from the rear wall of the original property and is located 905mm from the shared boundary fence with no.46 Hall Lane. The neighbouring property at no.46 Hall Lane is set back on its plot by approximately 0.9m thus reducing the visible projection past the rear of no.46 to approximately 5.3m.

It must be made clear that this property is detached and benefits from Permitted Development rights of extending to the rear of the property by 4m, up to a height of 4m to the ridge and 3m to the eaves without having to notify the Local Planning Authority. These provisions would allow the insertion of rooflights and similar high level windows facing south towards no. 46. Therefore, only so much weight that can be given to something that would have a similar impact under the provisions of Part 1 Class A of the Town and Country Planning (General Permitted Development) Order. It must also be noted that the extension is 905mm off the shared boundary, with a separation of 1.5m from the proposed extension to the dwelling of no.46.

Effectively, the Local Planning Authority is considering whether the additional 2.2m projection of the proposal over and above what can be done under Permitted Development would have sufficient additional harm on the amenities of the adjoining neighbours residing no.46 Hall Lane. The Case Officer has taken into consideration the 0.9m set back of the neighbouring property which is considered to reduce the visible projection to 5.3m.

The objection from the neighbour has stated that:

- a) The proposed extension will be overbearing in respect of the outlook from both the living room and the rear garden.
- b) That the proposed high level windows will cause an overlooking impact into both the rear windows and garden.
- c) The rooflights will allow light pollution into the adjacent first floor master bedroom window.
- d) Noise pollution will also be experienced from the extension.

The extension is single storey and the host property (no. 48 Hall Lane) is located north of the neighbour and therefore unlikely to have any significant overbearing and overshadowing impact on the adjacent windows and garden space of no. 46 Hall Lane.

The objection with regards to noise is also not considered to be any more harmful than what could potentially be experienced by way of an extension falling under the provisions of the General Permitted Development Order. The use of the extension is deemed to be compatible with the residential area it is located.

As referred to above, the rooflights and high level windows would be permitted development in an extension not projecting more than 4m from the rear of the property and it is considered that the impact of light pollution emanating from the rooflights and potential for overlooking from the high level windows would not be significantly worse in this specific case.

After much consideration, it is the opinion of the Planning Officer that the additional 2.2m projection over permitted development (which is effectively reduced to 1.3m by way of no. 46 being set further back on its plot), with a 1.5m separation, would not result in sufficient additional harm to the occupiers enjoyment of no. 46 Hall Lane to warrant refusal of this application.

6 Conclusions

Following consultation with adjoining neighbours, an objection has been received in respect of the proposed development. In accordance with Part 1 Class A.4(5) of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), the prior approval of the Local Planning Authority is required.

Upon assessment of the proposal, it is considered that the proposed development will not result in an unacceptably harmful impact upon the amenities of neighbouring occupants.

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions:

- C 1 Development must be carried out in accordance with the details submitted to the Local Planning Authority.

Reason: In accordance with Schedule 2 Part 1 Class A Town and Country Planning (General Permitted Development) Order 1995 (as amended).

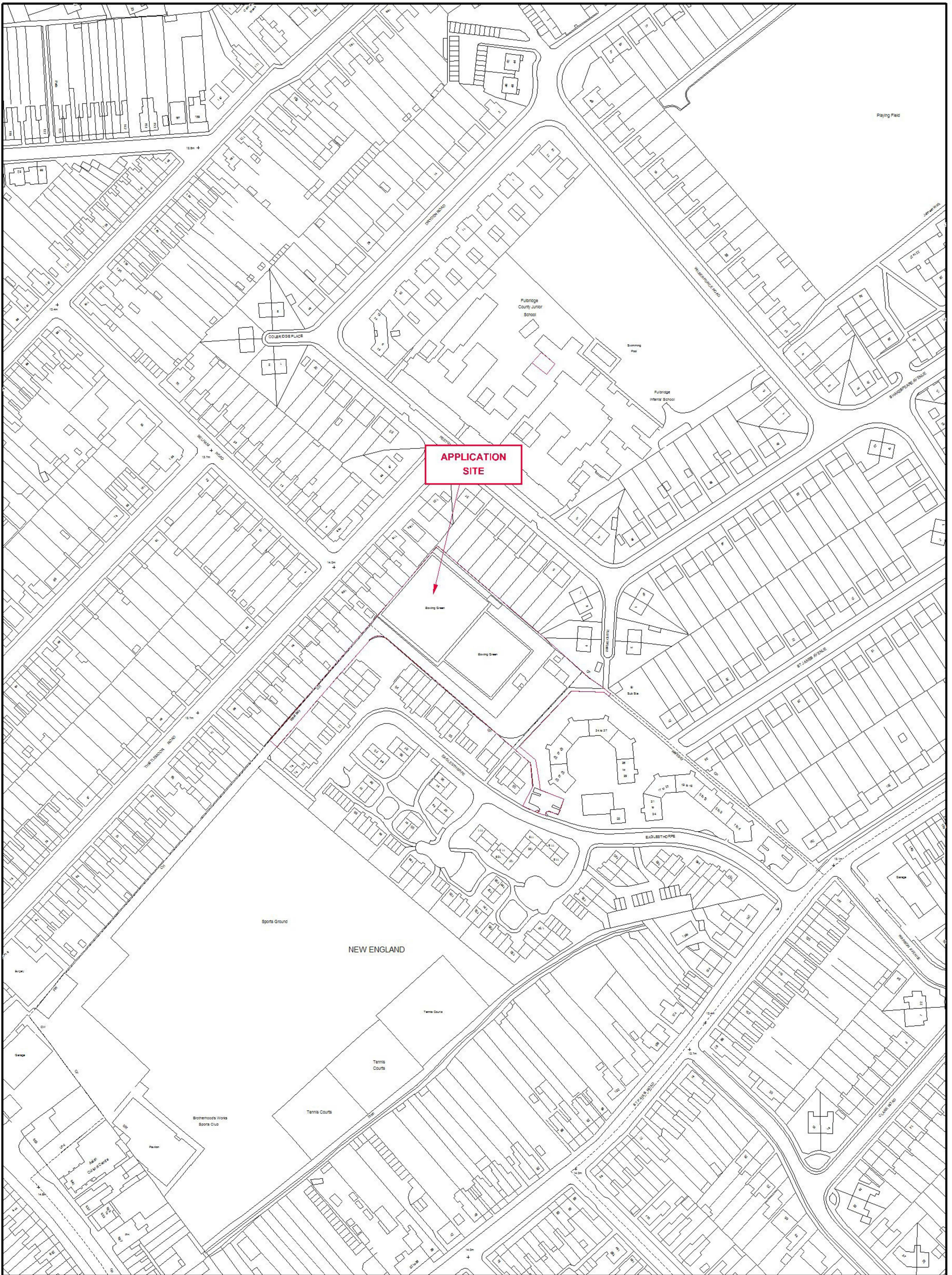
C 2 Development must be completed on or before 30th May 2016.

Reason: In accordance with Schedule 2 Part 1 Class A Town and Country Planning (General Permitted Development) Order 1995 (as amended)

C 3 The Developer must notify the LPA in writing upon completion of the development. The completion notification shall include the name of the developer, the address to which the development relates, and the date of completion.

Reason: In accordance with Schedule 2 Part 1 Class A Town and Country Planning (General Permitted Development) Order 1995 (as amended)

Copies to Councillors D Fower, PV Thacker MBE, J Davidson



LOCATION PLAN 13/01245/R3FUL
 Land To The Rear Of 106 - 118A Thistlemoor Road and 1-21 Keeton Road
Scale NTS Date 23/10/2013 Name AA Department Planning Services



This page is intentionally left blank

Application Ref: 13/01245/R3FUL

Proposal: New single storey school comprising of 8 No. classrooms, studio/stage, amenities, play areas, landscaping and parking; and new classroom to existing school and minor alterations to existing school elevations

Site: Land To The Rear Of 106 - 118A Thistlemoor Road and 1- 21 Keeton Road, New England/Fulbridge School, Keeton Road, Peterborough,

Applicant: Carillion Plc

Agent: TPS Consult

Referred by: Head of Planning, Transport and Engineering Services

Reason: Council owned site

Site visit: 04.10.2013

Case officer: Mrs J MacLennan

Telephone No. 01733 454438

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

Recommendation: **GRANT** subject to relevant conditions

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

The application is for two developments, one being on each of two separate pieces of land.

Site 1:

The application site is the Belvedere Bowls Club located to the rear of 106 - 118A Thistlemoor Road and 1- 21 Keeton Road. The site contains 2 bowling greens and a single storey club hut and pavilion, garages and an area for parking. The site is land locked by residential development to the north-west, north-east and south-west and Accent Nene Sheltered Housing to the south-east. Access to the site is currently served off Lincoln Road adjacent to the Parkway Sports Club, through its car park and via a narrow access road which also runs to the south east boundary and separates the site from the rear of properties at 56 to 64 Eaglesthorpe. There is also a pedestrian/cycle path off Thistlemoor Road which cuts across the access road into Eaglesthorpe where it links with St Pauls Road. The site is enclosed by a mature conifer hedge to a height of approximately 2m to the north west and north east boundaries and there are mature hedges to the south east and south west.

Site 2:

The application site is the Fulbridge Academy primary school building located on the north east side of Keeton Road in the heart of a residential area. The site contains a single storey brick building to the south west of the site and there is a large playing field to the north east. The school had previously had a number of extensions.

Proposal

The application seeks permission for the following development:

Site 1:

Erection of a single storey building to provide 8 new classrooms, a studio/performance area and ancillary support spaces. The new building would accommodate years 5 and 6. Parking would be provided for 20 vehicles (staff only) and vehicular access would be gained off Eaglesthorpe and through the adjacent Accent Nene Sheltered Housing Scheme. Pedestrian access to the new

school building is proposed to be provided off Burns Close at the intersection of Keeton Road and Shakespeare Avenue. The Belvedere Bowls Club would be relocated to the Peterborough Town Sports Club, Bretton Gate and a separate application for this development is currently under consideration (ref 13/01529/FUL).

Site 2:

- a) A single storey extension to the existing primary school to provide 1 new classroom. The extension would be located within a recess between two existing classrooms.
- b) Alterations to windows/doors including addition of windows to the elevations of the existing classrooms adjacent to the new classroom, insertion of door in reception classroom, insertion of door within the front elevation of the school building.

There are approximately 700 pupils and over 130 staff currently located at the existing school. The proposal would increase the number of pupils by 240 and the number of staff by 20. This means the total number of classes will progressively expand from the current number of 3 to 4 in each year.

2 Planning History

No relevant planning history

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 7 - Good Design

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

Section 8 - School Development

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

Peterborough Core Strategy DPD (2011)

CS10 - Environment Capital

Development should make a clear contribution towards the Council's aspiration to become Environment Capital of the UK.

CS14 - Transport

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

CS16 - Urban Design and the Public Realm

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

CS19 - Open Space and Green Infrastructure

New residential development should make provision for/improve public green space, sports and play facilities. Loss of open space will only be permitted if no deficiency would result.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP12 - The Transport Implications of Development

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

PP13 - Parking Standards

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

PP14 - Open Space Standards

Residential development (within Use Classes C3 and C4) will be required to provide open space in accordance with the minimum standards. The type of on-site provision will depend on the nature and location of the development and the needs of the local area.

PP16 - The Landscaping and Biodiversity Implications of Development

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

4 Consultations/Representations

Landscape Officer – No objection - The Arboricultural detail provided has been carried out in line with BS5837:2012. The proposed layout indicates the loss of a single Rowan tree and a short run of shrubs to facilitate access to the site. Whilst the Rowan contributes to the overall greenery of this location, I do not consider that it is worthy of a Tree Preservation Order (TPO). I would question the removal of T7 to the east of the access. No objections to the proposal other than the loss of T7, subject to the Arboricultural Survey forming part of a compliance Condition.

Wildlife Officer – No objections - There are no protected species issues other than nesting birds. A scheme for bird boxes should be conditioned. The species listed on the landscape planting plan (rev. 5) appear acceptable including the wild-flower seed mix.

Building Control Surveyor – No objections - Building regulations approval required.

Transport & Engineering Services – No objection – It is noted that the observed traffic volumes picking up and dropping off children do not accord with the modal shares supplied by the school however the mode share data has been used as a robust case which is acceptable. The accident statistics do not seem to suggest that there is any specific existing safety issues in the vicinity of the school and thus LHA would agree with the conclusions of the Traffic Assessment in this respect. With respect to the future scenario with additional traffic and pupils, it would not necessarily be the case that this accident rate would not rise. Whilst highway improvements may well not be the answer management of parking and pedestrian movements will be required. The

access to the site is technically substandard. Whilst this is acceptable for the portion beyond the existing car park the initial dropped crossing will need to be widened to cater for the additional traffic. There is sufficient space to accommodate this within the site red line. The requirements for visibility are not known. Observations have shown that vehicle speeds are more likely to be around 20mph along this road, this is due to the presence of parked cars along the length of Eaglethorpe between St Paul's Road and the proposed entrance. Also there are two bends in the road which again serve to reduce speeds.

The proposed cycle parking levels in the TA are not acceptable to the LHA. The exact number needed will not be known until a robust Travel plan is submitted however it is recommended that 10 stands should initially be provided and this would be dealt with via a condition.

The traffic generated by the school would not result in specific junction capacity issues. It is however the case that the impact will be on several roads but with a robust Travel Plan to further reduce car borne trips and a Parking Management Plan to manage parent's parking this will be mitigated.

The TA does not propose any 'hard' highways mitigation measures to cater for the increase in pupils to the site. From the information in the TA it is difficult to identify any specific measures at this stage as no data showing future catchments has been included. One obvious area would be St Paul's Road where there does not appear to be a convenient crossing point that would allow pupils to access the new school. There also may be a possible need for a crossing on Fulbridge Road depending on the catchment areas.

Travel Plan/Parking Management Plan - Whilst documents have been submitted these are not yet acceptable to the LHA and therefore would both be conditioned.

Construction Management Plan -The proposed construction access for the new school build is acceptable. The proposed access for the existing school will need some upgrading to accommodate the construction vehicles. There may be a requirement to implement temporary traffic regulation order to prevent parking close to the accesses. A clear plan showing haul routes to the site will also be required. Whilst the LHA would prefer to see a revised plan at this stage this could be conditioned.

Archaeological Officer – No objections - The proposed development is unlikely to impact on important buried remains.

Drainage Team - No objections - We would expect to see Sustainable Drainage Systems (SuDS) methods used for managing flood risk. The site should be able to attenuate flow from the increased impermeable area and, where possible, provide infiltration to ground water. This should be secured by condition.

Rights of Way Officer – No objection - Public footpath Peterborough 49 running between Burns Close and St. Pauls Road is a well-used footpath serving Fulbridge School and should not be obstructed or affected in any way due to building/construction works without prior approval.

Police Architectural Liaison Officer - No objections – A condition should be appended to the decision requiring Community Safety and Crime Prevention Measures to be provided.

Sport England – No objection - No objections in principle subject to the two planning applications being tied together and that the replacement bowls facility be completed within a specified timescale after the commencement of works at the Thistle Moor Road site, to prevent the risk of the new bowls facility not being delivered. Consequently, Sport England would object to any consent without such a requirement. A condition should therefore be imposed to require the replacement facility to be completed within 12 months of development commencing on the existing bowls site.

Local Residents/Interested Parties

Initial consultations: 264
Total number of responses: 2
Total number of objections: 2
Total number in support: 0

Two letters of objection have been received raising the following issues:

- My house is adjacent to the access road which will serve the new school and inevitably it will be used by parents to walk or drive their children to school, causing a lot more traffic and people traffic past my house.
- Traffic flow of people will impact on my open garden which is right next to the path. Children, especially would walk over it and litter would also inevitably rise. I don't want litter being thrown on my lawn. Would be less concerned if a fence was arranged.
- Traffic flow of cars could cause parking problems.
- I would object to double yellow lines (if these were being considered) as I park outside my house at various times.
- The access details are not very clear.
- The current vehicular access is at the rear of our property and construction vehicles, then school vehicles and children will cause a lot of disruption to us and the other residents.
- The proposed site for the new school is very close to residential properties so the building of the school will cause a lot of disruption to the neighbours as will the school itself.
- I feel the new building is likely to have a negative impact on the value of the properties
- Concerned about the hours of construction and noise and disturbance to neighbours
- The development will exacerbate existing problems with children causing trouble in the area.

Millfield & New England Residents Planning Sub Group – Objects -We have no objection to a school per se, but we do object to the loss of the bowls club. New England is already one of the most deprived areas so far as open spaces are concerned. For a city that promotes itself as "green" to therefore build on one of the few spaces that enables the public to get outdoors and to get exercise is hypocritical to say the least. The relocated bowls club would be outside the area and local residents will no longer use them. It also deprives New England of yet another amenity. What happens when this school is full to capacity? Whilst the housing stock in the area continues to be used for over 40% Housing in Multiple Occupancy (HMOs) and extensions are continually added to properties, and any spare small space is built on, the population will continue to grow and school places will need to be found. Where will the next school be built? On Fulbridge Road recreation ground? After all, a children's play area open space has already been taken for the Gladstone Park School and the playing field used there by local youths has now been converted to part of the construction site. If this continues there will be no open spaces left for the New England population to enjoy. Anything that takes away a space than can be enjoyed and enable people to exercise, particularly the older generation, should only be used as a very last resort and we do not consider that to be the case here. We feel this is the easy option that has been taken. There are other options, such as building a separate school on the old St. George's school, or using other brownfield sites.

5 Assessment of the planning issues

a) Background

The proposed development at Fulbridge Academy is part of the Peterborough City Council (PCC) Primary Capital Programme (PCP) project and is required to address insufficient school places available to meet the number of children living in the area. There are limited opportunities to extend the existing school due to space constraints and the site. If planning permission is granted it is anticipated that works would commence in January 2014 with an estimated completion date of November 2014.

b) Importance of providing school places

The National Planning Policy Framework (NPPF) states at para. 72 that the Government attaches great importance to ensuring a sufficient choice of school places is available to meet the needs of existing and new communities and that weight should be given to create, expand and alter schools. It is considered that the proposal is a sustainable option as the school is located at the heart of a residential community which serves a local catchment area. The development would enhance existing facilities and would support the agenda for delivering more school places thus accords with policy PP1 of the Adopted Peterborough Planning Policies DPD.

c) Design and Visual Amenity

Site 1: The building would be located toward the south eastern end of the site and would be mainly single storey with shallow roof pitch to a maximum height of 4.6m. The new hall would have a flat roof to a maximum height of 6m.

The building would have a contemporary design with a mixture of materials comprising predominantly white render, with narrow coloured render panels for relief, and there is a combination of vertical metal cladding and full height curtain walling. The design of the building is modern, clean and simple in form. Due to the characteristics of the site being enclosed by existing development there would only be glimpses of the building from the street scene. It is considered that the building would be inviting, clearly legible from the footpath/cycle path from Burns Close.

The site also incorporates hard and soft external play areas, a habitat study area, class gardens and landscaped boundaries.

The building would function well and provide a comfortable learning experience and add to the overall quality of the area. The external learning environment would create a functional space whilst enhancing the landscaping and visual amenity of the area. Outdoor spaces have been created immediately adjacent to the teaching and learning areas.

It is considered that the proposed development would make effective and efficient use of the site, can be adequately accommodated within the site and design and scale would not detract from the character of the immediate setting. The finishing of the building and the variety of materials and textures would reduce the bulk and mass of the building and it is considered that the relationship with the neighbouring occupiers is acceptable. Hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

Site 2: The new classroom would be situated within a recessed area between two existing classrooms. The height of the new classroom will respect the height of the existing adjacent classrooms and the brickwork will match the existing. The two adjacent existing classrooms to the new infill classroom will also have new windows and doors put into the existing solid walls of the existing classrooms. The new windows and doors will match the existing. The classrooms are internal to the site and would not be visible from any public vantage point.

Two other minor changes are being made to the existing school; a. new external glazed fire door and glazed side screen to classroom facing link from internal courtyard to playing fields, b. new glazed door with glazing above replacing existing window to classroom located adjacent to the main entrance. Both new doors are to match existing doors.

The proposal alterations are acceptable and the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

d) Impact on the amenity of neighbours

Site 1: The site is enclosed by residential development and consideration is given to the amenity of the neighbouring occupiers. The neighbouring properties are afforded long rear gardens;

properties in Keeton Road have gardens of at least 24m in length, properties in Thistlemoor Road have gardens of at least 12m in length, properties in Burns Close have gardens of at least 10m in length and properties in Eaglesthorpe have gardens of at least 10m in length. The building is also positioned off the boundaries by at least 12m and the higher hall/studio element is positioned 14m from the south west and south east boundaries and 20m from the north east boundary. Given that the main footprint of the building would be single storey and the offset from the shared boundaries with adjacent development, the proposal would not unduly impact upon the amenity of neighbouring occupiers in terms of overlooking or overbearing impact. The school hall/studio would have a maximum height of 6m and would include windows/curtain walling high in the elevations. The higher level windows could give the perception of overlooking however, they will not be accessible from the floor level of the hall and therefore no overlooking would result. In addition, given the distance from the boundaries it is considered that there would not be any unacceptable impact on the neighbouring occupiers.

It is acknowledged that the school use of the site would be significantly different to its former use as a Bowling Green. There would be noise resulting from the general comings and goings to the site and indeed to some degree, noise from the external spaces. However, the building would have an institutional function which would operate primarily during school hours.

The access to the site from Eaglesthorpe would be close to the neighbouring Accent Nene Sheltered Housing and the landscaped area serving the western wing of the scheme would be reduced through the formation of the access road. Staff vehicles accessing and exiting the site in the morning and late afternoon would cause some disturbance to the occupiers of this wing of the sheltered housing. However, this would be for short periods by few members of staff accessing/exiting the site and it is considered that this impact would not be unacceptable. The impact would be further reduced by an appropriate boundary treatment to the access road which would be secured by condition.

An objection has been received from a neighbouring occupier adjacent to the west of the Access Road, also raising concerns regarding noise and disturbance caused by vehicles accessing the site. It is acknowledged that hitherto this occupier has been afforded little disturbance to his garden area as this has backed on to the amenity area of the sheltered housing scheme. Again it is likely that there would be some disturbance caused during the morning and afternoon periods and again this would be reduced by an appropriate boundary treatment.

It is considered that the need for the additional school building and the classrooms it would provide outweighs the impact likely to be caused by the neighbouring occupiers in Eaglesthorpe particularly as this would be for a very small proportion of the day.

Concern has also been raised regarding parents dropping children off in Eaglesthorpe in anticipation that they would gain pedestrian access to the school from this point. It is likely that initially some parents would attempt to do this, however, there will be a controlled access to this entrance which would be limited to staff only and there would be no pedestrian access to the school. Therefore if children are dropped off here they would have to walk back to St Pauls Road and along the public footpath to the school entrance. This would discourage parents from using Eaglesthorpe as a drop off point.

The proposal would result in some impact on the amenity of the occupiers of the neighbouring properties to the south east and south west of the site however, given the limited number of vehicles which would access the site and the limited time period this would take place the impact is not considered to be unacceptable. The proposal therefore accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD.

Site 2: The location of the new classroom between two existing classrooms along with the changes to the windows and doors within the existing school building would all be integral to the school site and therefore would not unduly impact on the amenity of the adjacent neighbouring

residential properties. The additional classroom would result in additional pupils however this is an existing school site and the character of the site would be unchanged as a result on the development. Thus the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD.

e) Loss of sports/playing field provision

The main part of the proposed development would require the relocation of the existing Bowls Club. Sport England Planning Manager has been consulted on the application along with the application for the relocation of the Bowling Club to the Peterborough Town Sports Club at Bretton Gate. Sport England Planning Manager has advised that the Bowling Club does not constitute a playing field under the Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), therefore Sport England has considered this a non-statutory consultation. Specifically, bowling greens do not fall within the definition of a playing field (unless they are located within a larger site also containing playing pitches).

Sport England Planning Manager's views are that whilst Sport England would normally object to the loss of an existing sports facility, this application is linked to an application to construct a replacement bowling green and clubhouse at Peterborough Town Sports Club (PTSC), which is situated approximately 1.2 miles (1.9 km) south-west of the existing bowls club. Whilst the proposal will reduce the number of greens from two to one, there are a number of benefits identified in relocating the club to the PTSC site including the existing site off Lincoln Road is difficult to access; has suffered from anti-social behaviour and vandalism and is in poor condition; The move to the PTSC will allow the members of the club to access other sports and social facilities on the site; PTSC will benefit from additional use of their other sports and social facilities by members of the bowls club; and the new location will allow the club to grow and encourage new members from existing members of PTSC.

However, to ensure that there would be no break in the provision of the facility, Sport England urges that the two applications are tied and that a condition is appended to any grant of consent requiring the replacement facility to be completed within 12 months of development commencing on the existing bowls site. This would ensure the delivery of the replacement Bowls Club facility. The appending of such a condition is considered to be reasonable. In any event the two applications are inter-linked and there are currently numerous legal/financial arrangements being put in place for final approval to be given to enter into a contract with Carillion for the school build. This includes the approval of the replacement Bowls Club. Heads of Terms have been drawn up regarding Accent Nene land (for access) and the Bowls Club surrendering their lease and entering into a Tripartite Agreement with Peterborough City Council and PTSC regarding the new Bowls Club. A tripartite agreement is also being produced between the City Council, Peterborough Town Sports Club and Milton Estates to ensure that the Bowls Club is provided. A letter has also been received from Milton Estates who own the land at PTSC confirming that they have allowed the Bowls Green to be laid. There is also agreement from PTSC confirming that they will constitute the Bowls Club into their constitution.

The Bowls Club are currently looking for an interim solution for the 2014 season as the new green at PTSC will not be ready in time. It is considered that as the City Council is involved in the agreement there is more certainty that the Bowls Club replacement would be realised.

An application is currently under consideration for the replacement Bowls Club on the PTSC site (13/01529FUL). It is likely that the application will be determined by delegated powers. However as the school application would be linked by condition to the replacement Bowls Club application, should members resolve to approve the school application, it will not be possible to issue planning permission until planning permission is granted for the replacement Bowls Club.

The views of the Millfield & New England Residents Assoc. are noted. However, as stated by Sport England, the Bowls Club is not defined as a 'playing field'; the development of such would be

strictly resisted as advised by both local and national planning policy. It should also be noted that this is a private membership Bowls Club and would not be available for the general community. As stated above the Bowls Club would be replaced and in the interim temporary provision is being sought.

Furthermore the Fulbridge Recreation Ground is located within some 200m of the site which provides ample provision for numerous sports and recreation facilities.

In respect of the Gladstone Park School this is not for consideration as part of this planning application.

The proposal would not result in the loss of sports facility and indeed would result in a new facility which is likely to generate additional interest in the sport as a whole. Hence the proposal accords with policy CS19 of the Adopted Peterborough Core Strategy DPD and policy PP14 of the Adopted Peterborough Planning Policies DPD.

f) Highway Implications

Access:

Site 1: The site currently takes its access from Lincoln Road through the car park of Thistlemoor Medical Centre. An access road, of approximately 3.5 metres in width and 284 metres in length, leads to the car park and serves only the bowls club. In order to reach the access road however vehicles are required to travel through the Thistlemoor Medical Centre car park which during the site visit was observed as congested and in a poor state of repair. The junction with Lincoln Road is slightly unsighted from both directions on Lincoln Road and vehicles tend to park on both sides of the minor road to visit the developments surrounding the junction.

Although the existing vehicular access to the site will be retained, it is proposed that it be gated and locked at all times such that all vehicles and pedestrians are required to use the new vehicular and pedestrian accesses provided as part of the development.

There will be no vehicular access to the site for parents or pedestrian from Eaglesthorpe or the existing vehicular access, therefore all parents will be required to drop their children off on the roads surrounding the existing school site. Pupils will then be required to walk along Burns Close, which leads off Shakespeare Avenue, and onto the existing shared footway / cycleway facility to a new pedestrian access to the site. The shared footway / cycleway linking Burns Close and St Paul's Road is provided along the northern boundary of the sheltered accommodation development located adjacent to the site. It is well lit and maintained and provides a traffic free link to the existing school site on Keeton Road. This would be the only access for cyclists.

Site 2: There would be no changes to the existing access arrangements post construction.

Parking:

Site 1 and Site 2: In accordance with the parking standards one space per full time member of staff is required. 20 spaces are provided within the site including one disabled parking space. These spaces will be available for use only by the staff working in the building, all other staff and visitors will be required to continue parking at the main school site.

Temporary Construction Access:

Site 1: The construction access for the new building would be from the proposed new access off Eaglesthorpe again through the sheltered housing development. This access would be used for construction traffic only during the construction of the building. The 6 parking spaces currently serving the sheltered housing scheme would be temporarily relocated to another area within the housing scheme. Vehicle swept path analysis has been provided demonstrating that a 12m

articulated vehicle can enter and exit the site, using a forward gear and can manoeuvre within the site without conflicting with other vehicles, the offices or the compound. The drawings also illustrate that a refuse vehicle can access the site. The proposed construction access for the new school build is acceptable.

Site 2: Access to the area under construction will be made via the existing double gates off Wilberforce Road. The LHA considers the proposed access for the existing school will need some upgrading to accommodate the construction vehicles. There may be a requirement to implement temporary traffic regulation order to prevent parking close to the accesses. A clear plan showing haul routes to the site will also be required.

Travel Plan:

Sites 1 and 2: A school Travel Plan has been submitted with the application. It is envisaged that the school would be promoting walking and cycling as a means to come to and from school. The design also allows for the children to walk from the main existing school to the new school building with a designated waiting area for parents located at the entrance to the pedestrian route to the existing school. The Travel Plan and Parking Management Plan are not yet acceptable to the LPA however, the details can be secured by condition.

Cycle Parking:

Site 1 and 2: Provision has been made for cycles in a safe and secure location within the school boundary. The proposed cycle parking levels are not acceptable to the LHA. The requirements in the PCC adopted Planning Policies DPD is one stand per six pupils. Whilst the modal share predictions would not require this the point of Travel Planning is to increase modal share and therefore adequate provision for non-car modes must be made. It is noted that space is reserved for future cycle parking however the LHA would like to see more provide sooner. The exact number needed will not be known until a robust Travel plan is submitted however it is recommended that 10 stands should initially be provided and this would be dealt with via a condition.

A Transport Assessment has been submitted with the application and has been reviewed by the LHA. The following observations are made:

Existing Traffic conditions: It is noted that the observed traffic volumes picking up and dropping off children do not accord with the modal shares supplied by the school however the mode share data has been used as a robust case which is acceptable.

Road safety: The accident statistics do not seem to suggest that there is any specific existing safety issues in the vicinity of the school and thus LHA would agree with the conclusions of the TA in this respect. With respect to the future scenario with additional traffic and pupils, it would not necessarily be the case that this accident rate would not rise. Whilst highway improvements may well not be the answer management of parking and pedestrian movements will be required.

Access: The access to the site as shown on plan L-1194-GAP-001 is technically substandard. Whilst this is acceptable for the portion beyond the existing car park the initial dropped crossing will need to be widened to cater for the additional traffic. Given that this will need to be widened to be used as part of the construction and there is sufficient space to accommodate this within the site red line, this can be conditioned.

Visibility: The TA recognises that the vehicle visibility from Eaglesthorpe does not meet the requirements for a 30mph road however also notes that observed car speeds are not high along this stretch of road thus the requirements could be lowered. Unfortunately the actual speeds of vehicles have not been measured and thus the requirements for visibility are not known.

Observations have shown that vehicle speeds are more likely to be around 20mph along this road, this is due to the presence of parked cars along the length of Eaglesthorpe between St Paul's

Road and the proposed entrance. Also there are two bends in the road which again serve to reduce speeds

Trip generation/Impact: The LHA would not necessarily agree with the TA that the traffic generated by the school would not be significant although it is agreed that there will be no specific junction capacity issues. It is however the case that the impact will be on several roads however, with a robust Travel Plan to further reduce car borne trips and a Parking Management Plan to manage parent's parking this would be reduced.

Mitigation measures: The TA does not propose any 'hard' highways mitigation measures to cater for the increase in pupils to the site. From the information in the TA it is difficult to identify any specific measures at this stage as no data showing future catchments has been included. One obvious area would be St Paul's Road where there does not appear to be a convenient crossing point that would allow pupils to access the new school. There also may be a possible need for a crossing on Fulbridge Road depending on the catchment areas.

With the implementation of conditions the proposal would not unduly impact upon the highway network and the proposal therefore accords with policy CS14 of the Adopted Peterborough Core Strategy DPD and policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

g) Landscape Implications

Site 1: An Arboricultural Implications Assessment and Arboricultural Method Statement has been undertaken and a report submitted in support of the application. The statement concluded that there were no trees of any merit on site however there are some on adjacent land which provide a good screen for nearby properties. The Landscape Officer confirms that the assessment has been carried out in line with BS5837:2012.

Trees T6 – Rowan and T7 and T8 – Pear and a section of shrubbery are to be removed in order to implement the development. The Landscape Officer considers that whilst the Rowan contributes to the overall greenery of this location, it is not worthy of a TPO. The loss of the Pear Tree to the east of the access (T7) is resisted by the Landscape Officer however, due to the geometry of the access route for the large construction vehicle whilst this is regrettable it is also unavoidable. It is considered that the loss of this tree would not significantly detract from the visual amenity of the area and replacement tree planting would mitigate against this loss. However, further information has been requested of the applicant to demonstrate that the access cannot be reconfigured to allow retention T7. This information would be provided to members in the update report. All other details contained within the Arboricultural Assessment would be secured by conditions. The proposal therefore accords with the requirements of policy PP16 of the Adopted Peterborough Planning Policies DPD.

Site 2: There are no landscaping implications resulting from this element of the application.

h) Ecology

Site 1: A Phase I Habitat Survey has been undertaken and a report has been submitted with the application. The report concluded that there are no protected species present on site. There were a number of birds present and an informative would be appended to the decision notice requiring the applicant to be mindful of the Wildlife and Countryside Act and the possibility of trees and shrubs likely to contain nesting birds between 1 March and 31 August. It is considered that the biodiversity within the site could be enhanced by the planting of native species, as proposed on the landscaping plan and provision of bird boxes etc, which would be required by condition. The proposal would enhance the biodiversity within the site and accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

Site 2: There are no ecological implications resulting from this element of the application.

i) Archaeology

Site 1 and Site 2: A desk based assessment has been submitted with the application in accordance with policy PP17 of the Adopted Peterborough Planning Policies DPD. The Archaeologist considers that the proposed development is unlikely to impact on important buried remains.

j) Flood Risk and Drainage

Site 1: The site is located in flood zone 1 however, as the site is greater than 1 hectare a Flood Risk Assessment (FRA) is required to be submitted. The FRA has concluded that soakaway tests show favourable results although the groundwater level is too shallow to make soakaways a viable option. It is proposed to form a new connection to the surface water sewer in Burns Close subject to approval by Anglian Water. The trafficked areas would discharge via permeable paving or porous asphalt in the parking bays. A surface water drainage scheme shall be required by condition prior to the commencement of development.

Site 2: To be dealt with under Building Regulations.

k) Community involvement

A separate comprehensive "Community Involvement Report" has been included in this planning application which gives detailed information on the process and strategy that was employed to fully engage the school, key stakeholders and the wider community. A consultation event was held at Fulbridge School on Monday 22nd July 2013 between 2.30 and 7.00 pm.

l) Environment Capital

The development incorporates a number of measures to achieve a reduction in carbon dioxide emissions including natural ventilation through the building, improved thermal building performance values, improved air tightness standards and high levels of daylight in the teaching spaces will minimise the use of artificial lighting. It is considered that the proposal would achieve a greater contribution towards the Environmental Capital than that required by Building Regulations and accords with policy CS10 of the Adopted Peterborough Core Strategy DPD.

6 Conclusions

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

- the site is located at the heart of a residential area and the proposal would enhance the educational capacity for the catchment area;
- this is a sustainable development which would make efficient and effective use of site;
- the proposal would result in the loss of a sports pitch however an enhanced Bowls Club facility on an alternative site can be provided;
- the site would provide safe and convenient access and is accessible by a choice of means of transport and the use of non-car modes of travel will be encouraged through the School Travel Plan;
- the layout, scale, proportions and design of the new building would not detract from the character of the immediate context;
- the siting of the building provides an adequate separation distance to existing neighbouring residential properties and the proposed vehicular access would not result in any adverse effects on the amenity of the occupiers of these properties to an extent that the proposal is unacceptable; and
- the proposal would provide replacement planting and features to enhance the biodiversity within the site.

Hence the proposal accords with Policies CS14, CS16, CS19, CS21 and CS22 of the Peterborough Core Strategy DPD (2011), Policies PP1, PP2, PP3, PP12, PP13 and PP16 of the Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework (2012).

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the grant of planning permission for the application for the replacement Bowls Club at PTSC ref. 13/01529/FUL and 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 Section 91 of the Town and Country Planning Act 1990 (as amended).
- C2 No development shall take place until details/samples of the materials to be used in the construction of the external surfaces of the buildings/extensions hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Details of the following shall be submitted:
- external surfacing materials (walls and roof samples);
- windows;
- doors; and
- rainwater goods.
Development shall be carried out in accordance with the approved details.
Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).
- C3 Lighting shall be arranged so that no adverse impact would be caused to the occupiers of neighbouring properties. Details of the proposed lighting including design/lux levels shall be submitted to and approved in writing by the Local Planning Authority prior to its first use.
Reason: In order to protect neighbouring amenity and in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD (2011) and policy PP3 of the Peterborough Planning Policies DPD (2012).
- C4 The new building shall not be occupied until the areas shown as parking and turning on the approved plans have been drained, surfaced and marked out in bays 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 building. The parking area accessed from Eaglesthorpe shall not be used by anyone other than the staff and visitors of building.
Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).
- C5 Notwithstanding the submitted details, prior to commencement of development full details of the measures to control pedestrian access from Eaglesthorpe shall be submitted to and approved in writing by the Local Planning Authority. These measures must be implemented in accordance with the approved details and be fully operational before the building is brought into use.
Reason: To discourage parents from dropping-off pupils on Eaglesthorpe, in the interest of Highway safety and neighbouring amenity and in accordance with Policies CS14 and CS16 of the Adopted Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C6 Prior to the commencement of any development hereby approved details of the construction access to the existing school site shall be submitted to and approved by the Local Planning Authority. The construction access shall be implemented in accordance with the approved details prior to the commencement of the construction phase.
Reason: In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Policies DPD.
- C7 Prior to the commencement of any development hereby approved details of widening of the access proposed school site (between the highway and the existing car park) shall be submitted to and approved by the Local Planning Authority. The access shall be implemented in accordance with the approved details prior to the occupation of the school.
Reason: In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Policies DPD.
- C8 Details showing 10 cycle parking stands for the new school shall be submitted to and approved by the Local Planning Authority. The cycle parking stands shall be covered, secure and overlooked and shall be provide prior to the occupation of the new school.
Reason: In the interests of promoting Travel to and from the school by non-car modes in accordance with Policies PP12 and PP13 of the adopted Peterborough Planning Policies DPD.
- C9 Prior to the commencement of any development hereby approved a revised Construction Management Plan (CMP) shall be submitted to and approved by the Local Planning Authority. The CMP shall include plans showing the proposed haul routes to the existing school site and the proposed school site. Any areas where temporary parking restrictions will be required shall also be identified and shown on a plan.
Reason: In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Policies DPD.
- C10 Prior to the occupation of the new school a Travel Plan and Parking management plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan shall contain SMART targets to encourage the reduction of car trips to the school site and promote the use of non-car modes instead. The Parking Management Plan shall contain details of how staff parking and deliveries within the site shall be managed and also how vehicles dropping off and picking up pupils will be managed.
Reason: In the interests of promoting Travel to and from the school by non-car modes and in the interests of highway safety in accordance with Policies PP12 and PP13 of the adopted Peterborough Planning Policies DPD.
- C11 The development shall be implemented in accordance with the approved Landscape Planting Plan L-1194-PPP-001 Rev 5. The soft landscaping 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.
Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policies CS16 and CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012).
- C12 No development or other operations shall commence on site until the approved details for tree protection in the Arboricultural Assessment dated 2nd September 2013 for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site, including trees which are the subject of a Tree Preservation Order currently in force, has been implemented. No development or other operations shall take place except in accordance with the approved protection scheme.

No operations shall commence on site in connection with the development hereby approved

(including any tree felling, tree pruning, demolition work, soil moving, temporary access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place. No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme. Protective fencing shall be retained intact for the full duration of the development hereby approved, and shall not be removed or repositioned without the prior written approval of the Local Planning Authority.

Reason: In the interests of visual amenity and protection of existing landscaping features, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C13 If within a period of 5 years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives written consent to any variation.

Reason: In the interests of visual amenity, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C14 Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to the local planning authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme. The following also needs to be submitted as part of any approved works/scheme:

- Full and up to date design details of the proposed drainage systems for this development should be forwarded for approval
- Results of ground tests to confirm possibility for infiltration of surface water
- Calculations to confirm runoff and attenuation volumes
- Confirmation of overland flood flow in the event of surface water system failure
- Details of the route of surface water disposal; if existing drains are to be used then these would need to be fully surveyed and made suitable for disposing of surface water.

Reason: To reduce the impact of flooding on the proposed development and future occupants and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

- C15 A scheme for the ventilation and air conditioning (including Sound Power Level data) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: In the interests of the amenities of neighbouring residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

- C16 Details of the position, design, materials and type of boundary treatments and gates to be erect shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be completed before building is brought into use or in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the amenities of neighbouring residents, visual amenity and crime prevention, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2012) and Policies PP2 and PP3 of the Peterborough Planning Policies DPD (2012).

- C17 Notwithstanding the details hereby approved a scheme of community safety measures,

including all proposed external lighting and CCTV cameras where used, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme. Development shall be implemented in accordance with the approved details prior to the building being brought into use. No external lighting shall be erected unless it is in accordance with a scheme submitted to and approved by the Local Planning Authority.

Reason: In the interests of crime reduction and to safeguard the amenity of residents in accordance with Policies CS16 and CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP3 and PP16 of the Peterborough Planning Policies DPD (2012).

C18 Details for the provision of fire hydrants, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details prior to the building being brought into use.

Reason: To ensure the provision of adequate water supplies for fire fighting as part of the development, in accordance with Policy CS12 of the Peterborough Core Strategy DPD (2011).

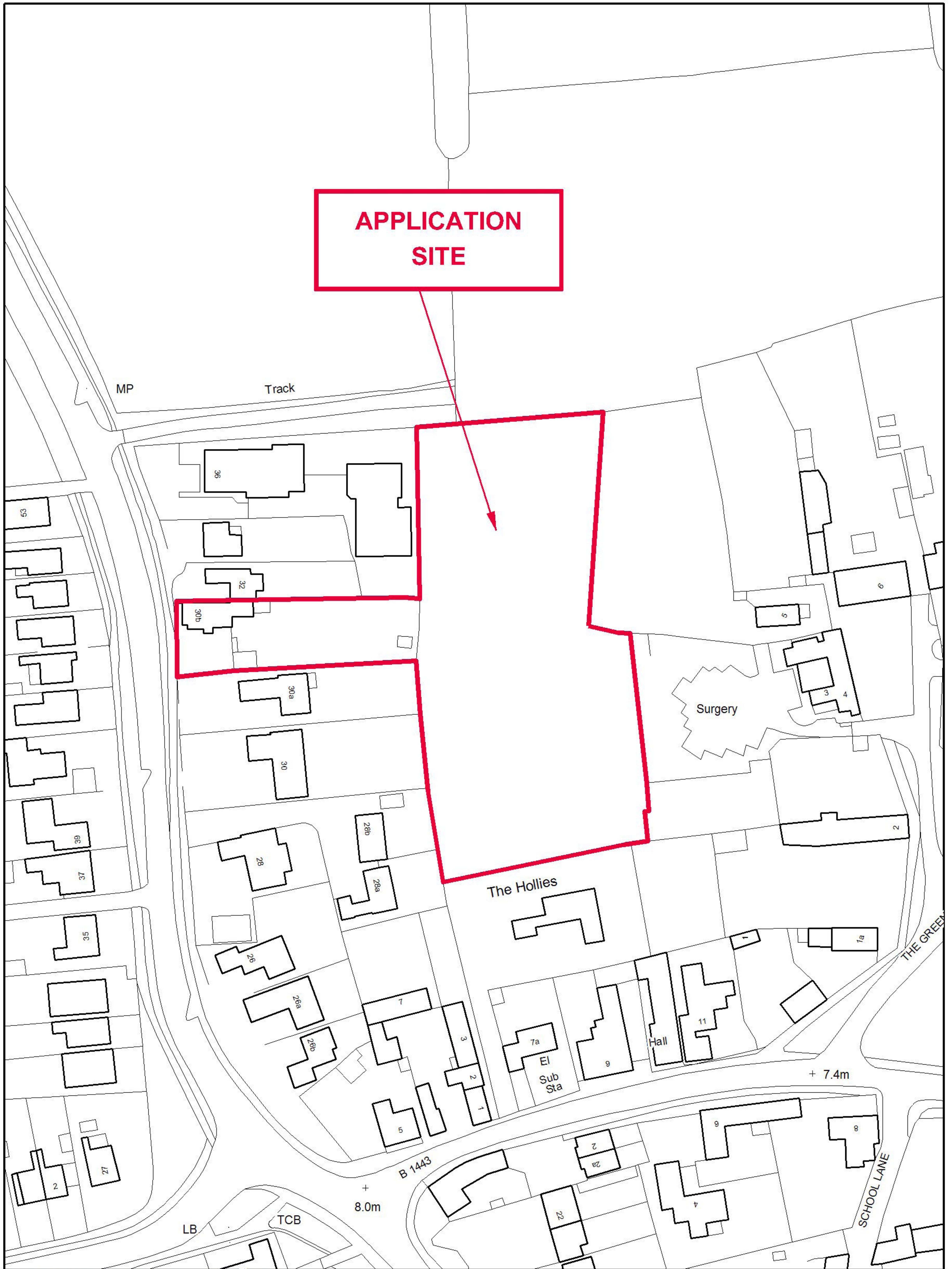
C19 Notwithstanding the details hereby approved the number of bird boxes and their locations shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details and thereafter retained.

Reason: In the interest of promoting biodiversity within the site and in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011).

C20 The replacement Bowls Club facility shall be completed within 12 months of the commencement of the development hereby approved on the existing bowls site.

Reason: In order to ensure the delivery of the replacement Bowls Club facility in accordance with policy CS19 of the Adopted Peterborough Core Strategy DPD.

Copies to Councillors K F Sharp, C W Swift OBE



LOCATION PLAN 13/01318/OUT
 30B Lincoln Road, Ginton, Peterborough PE6 7JS

Scale NTS **Date** 23/10/2013 **Name** AA **Department** Planning Services



This page is intentionally left blank

Application Ref: 13/01318/OUT

Proposal: Erection of up to 14 no. dwellings including demolition of 30B Lincoln Road

Site: 30B Lincoln Road, Glington, Peterborough, PE6 7JS

Applicant: Mr D Briggs

Agent: Emma Ousbey
Carter Jonas LLP

Referred by: Glington Parish Council

Reason: Level of neighbour concern and concerns regarding access, highway safety and impact upon neighbour amenity

Site visit: 18.10.13

Case officer: Miss L C Lovegrove

Telephone No. 01733 454439

E-Mail: louise.lovegrove@peterborough.gov.uk

Recommendation: **GRANT** subject to relevant conditions

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

Site and Surroundings

The application site comprises a parcel of agricultural paddock located to the east of dwellings along Lincoln Road, to the north of dwellings along the High Street and to the west of the Glington Doctors Surgery. In addition, the application site includes the curtilage of the existing dwelling of No.30B Lincoln Road. The paddock is bound by a number of mature trees and shrubs/hedgerow to the north, south and west and boundary fencing to residential dwellings to the east. The site forms part of a wider parcel of land which is allocated under Policy SA6.9 of the Peterborough Site Allocations DPD (2012) and is contained wholly within the identified Village Envelope.

To the south of the site lies the Glington Conservation Area which runs along the southern boundary and extends to the east of the site, albeit not with a shared boundary. In addition, there are a number of Grade II Listed Buildings located to the south-east.

Proposal

The application seeks outline planning permission for the construction of up to 14 dwellings on the site. The current application seeks approval of the proposed vehicular access to the site which would be from Lincoln Road, in place of No.30B Lincoln Road which is proposed for demolition. Matters relating to layout, appearance, landscaping and scale are proposed as 'reserved matters' to be secured at a later date through further submissions.

The Application has been accompanied by an indicative site layout and dwelling elevations/floor plans however it is not proposed for these to be agreed under this outline application. The information submitted in this respect is illustrative only and should not be used for purposes of detailed assessment of the scheme.

2 Planning History

No relevant planning history.

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 4 - Assessment of Transport Implications

Development which generates a significant amount of traffic should be supported by a Transport Statement/Transport Assessment. It should be located to minimise the need to travel/to maximise the opportunities for sustainable travel and be supported by a Travel Plan. Large scale developments should include a mix of uses. A safe and suitable access should be provided and the transport network improved to mitigate the impact of the development.

Section 6 - Residential Development in the Open Countryside

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

Section 7 - Good Design

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

Section 10 - Development and Flood Risk

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

Section 11 - Natural and Local Environment

Should be enhanced through the protection and enhancement of valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity. New and existing development should not contribute to or be put at unacceptable risk by unacceptable levels of soil, air, water or noise pollution and land instability.

Section 11 - Biodiversity

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

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

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

Section 12 - Conservation of Heritage Assets

Account should be taken of the desirability of sustaining/enhancing heritage assets; the positive contribution that they can make to sustainable communities including economic viability; and the

desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation.

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

Peterborough Core Strategy DPD (2011)

CS01 - Settlement Hierarchy and the Countryside

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

CS02 - Spatial Strategy for the Location of Residential Development

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

CS10 - Environment Capital

Development should make a clear contribution towards the Council's aspiration to become Environment Capital of the UK.

CS12 - Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

CS13 - Development Contributions to Infrastructure Provision

Contributions should be secured in accordance with the Planning Obligations Implementation Scheme SPD (POIS).

CS14 - Transport

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

CS16 - Urban Design and the Public Realm

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

CS17 - The Historic Environment

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

CS21 - Biodiversity and Geological Conservation

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

CS22 - Flood Risk

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

Peterborough Site Allocations DPD (2012)

SA06 - Limited Growth Villages

Identifies the sites within the Limited Growth Villages which are allocated primarily for residential

use.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP12 - The Transport Implications of Development

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

PP14 - Open Space Standards

Residential development (within Use Classes C3 and C4) will be required to provide open space in accordance with the minimum standards. The type of on-site provision will depend on the nature and location of the development and the needs of the local area.

PP16 - The Landscaping and Biodiversity Implications of Development

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

PP17 - Heritage Assets

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

Community Infrastructure Levy (CIL) Regulations 2010

Paragraphs 203-205 of the National Planning Policy Framework: Planning Conditions and Obligations

Requests for planning obligations whether CIL is in place or not, are only lawful where they meet the following tests:-

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In addition obligations should be:

- (i) relevant to planning;
- (ii) reasonable in all other respects.

Planning permissions may not be bought or sold. Unacceptable development cannot be permitted because of benefits/inducements offered by a developer which are not necessary to make the development acceptable in planning terms. Neither can obligations be used purely as a means of securing for the local community a share in the profits of development.

4 Consultations/Representations

Transport & Engineering Services (03.10.13)

No objections - The proposed access (as shown on drawing 1209-45 PL01) is acceptable to serve the site subject to the provision of visibility splays shown. With respect to the internal layout, it is

understood that this is to be dealt with at reserved matters stage and a number of criteria must be met in order for any layout to be considered acceptable.

Landscape Officer (02.10.13)

No objections - The submitted layout is merely indicative and will be finalised at reserved matters stage. Notwithstanding this, the siting of Plots 7, 8 and 9 as shown is inappropriate as there would be unacceptable overshadowing from the trees and pressure for felling which is not acceptable. Other proposed tree removal set out is acceptable and mitigation should be provided by way of a comprehensive landscaping scheme. Owing to the sensitive nature of the site and the timescales for submission of reserved matters, further Arboricultural details may be required to ensure good quality trees are not lost in the future and this should be secured by condition.

Conservation Officer (24.09.13)

No objections - The southern boundary of the application site abuts the Glington Conservation Area which continues to the east of the site, albeit not sharing a boundary. The demolition of No.30B is not resisted as it is of little or no historic merit. The access road should be landscaped to a high quality to provide an attractive approach and retention of existing planting where possible should be encouraged.

The views of the Landscape Officer will be pertinent in terms of the relationship of the proposal to important trees. There is some concern with regards to the potential impact on views of the Church spire from the north and tree canopies which are characteristics of the historic village core and development in part will need to be limited in height (to one and a half storeys) to prevent detriment.

Archaeological Officer (18.09.13)

No objections - The site is located within an area of high archaeological potential, albeit there are no recorded findings from within the site. As such, trial trenching in accordance with the trench positions submitted, should be undertaken prior to the submission of any layout at reserved matters stage to ensure archaeological potential is fully considered.

Wildlife Officer (01.10.13)

No objections - The conclusions set out in the submitted ecological report are accepted. Given that the proposal would result in the clearance of several trees/shrubs, mitigation for the loss of potential habitat should be provided by way of bird and bat boxes. Any future layout should be designed with appropriate buffers to retained trees and hedgerows to prevent future pressures which may arise. It is disappointing that no additional tree/shrub or other wildlife habitat is proposed and consideration should be given to opportunities for biodiversity gain.

S106 Planning Obligations Officer (02.10.13)

Until the number of bedrooms is confirmed, unable to state the precise contribution sought however this may be secured by using the standard tariff set out in the Planning Obligations Implementation Scheme SPD. An off-site contribution towards public open space may also be required. A 2% monitoring fee will apply to all financial contributions.

Building Control Surveyor

No comments received.

Pollution Team

No comments received.

Glington Parish Council (17.10.13)

Request that the application is referred to Committee if Officers are minded to recommend approval.

There are concerns regarding the safety of the proposed access onto Lincoln Road and would request review of traffic calming measures in order to slow traffic near to the junction. In addition,

the access must be constructed as shown and visibility will need to be fully considered owing to the significant use of the footpath along Lincoln Road which is used by cyclists and school children.

A 2 metre high brick wall is requested to run along the boundaries of Nos. 30A and 32 Lincoln Road adjacent to the proposed access (similar to the entrance to Clarendon Park). Assessment should be undertaken in terms of surface water run off as the surrounding area already suffers from flooding during heavy rain which could be exacerbated by the proposal.

Consideration should be given to property heights in proximity to the western boundary, which should ideally be 1.5 storeys high. All new dwellings should conform to the highest energy efficiency standards as Glington is an environmental village.

If permission is granted, consideration should be given to considerate construction and all boundary treatments to the access road must be constructed prior to commencement of development.

An off-site contribution towards open space improvement within the village by way of gym equipment is requested.

Welland & Deeping Internal Drainage Board (23.09.13)

No objections - The proposal seeks to deal with surface water drainage by way of discharge into the mains sewer. This will require agreement from Anglian Water. Notwithstanding this, a more sustainable system should be considered.

Police Architectural Liaison Officer (18.09.13)

No objections - The submitted layout indicates that the development adequately addresses vulnerability to crime and future consultation should be undertaken in respect of any future reserved matters submissions.

Local Residents/Interested Parties

Initial consultations: 42

Total number of responses: 11

Total number of objections: 10

Total number in support: 0

Ten letters of objection have been received from local residents on the following grounds:

- The village has suffered in recent years from increases to its population which has eroded the rural way of life.
- Lincoln Road has suffered most from expansion as most traffic passes in a north/south direction with the sole exception of the High Street. This road has become progressively more difficult to negotiate at peak times and the traffic calming has done little to alleviate the problems.
- Traffic noise from Lincoln Road creates a disturbance.
- The addition of another 14 dwellings with an entrance on to Lincoln Road will make the situation intolerable and destroy the quiet and peace of the rural village into a suburban sprawl, harmful to the quality of life of residents.
- Construction noise will give rise to unacceptable harm.
- The appearance of Lincoln Road will be harmed by the removal of a good and pleasant house from the roadside and replacement with an access road and street lighting.
- Residents on Lincoln Road will not be able to exit their driveways.
- The demolition of No.30B will leave Nos.30A and 32 seriously exposed and the provision of a wall along these boundaries is essential.
- Proposed landscaping would be good however this should not exceed 2 metres in height to prevent obscuring light to neighbouring windows.
- The construction of the access and laying of services should be done first after demolition to prevent disturbance to neighbours.
- There should be no interruption to telephone and internet services to local residents resulting

from the development.

- The proposed access will interrupt the only north-south footpath used frequently and this poses a dangerous situation.
- No additional accesses are proposed which could be dangerous if a major incident were to block the road and emergency vehicles could not gain access.
- The proposed layout provides an access to more land to the rear which would further increase the amount of traffic from the site.
- Some years ago the site was cleared and a number of trees felled which has reduced the amount of ecology on the site. The development will result in even further loss.
- Where will surface water go?
- The proposed modern dwelling designs are uninspiring and will be at odds with the surrounding vernacular of the village.
- The submitted layout would result in direct overlooking to neighbouring residents.
- Properties along Lincoln Road will lose their views.
- The existing sewerage system may not be able to cope with more demand.
- The demolition of No.30B will allow pedestrians direct views into the living room of No.32 along with disturbance from car headlights.
- The potential to convert the garage of No.32 into a fourth bedroom will be seriously compromised by the proposed access road.
- Infilling of this land would ruin the character of the old part of the village.
- There are sufficient areas around Glington, including green belt that could be expanded rather than infilling smaller areas with high density new housing.
- There are already issues of surface water flooding in the area which will be exacerbated by the proposal.

Peterborough Civic Society (24.09.13)

No objections however comments from the Conservation and Landscape Officer will be key in respect of the impact resulting from the proposed tree removal.

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Highway implications
- Landscape implications and impact upon the character and appearance of the Conservation Area
- Impact upon neighbour amenity
- Ecology
- Drainage
- Archaeology
- Environment Capital
- Developer contributions

a) Principle of development

As detailed in Section 1 above, the application site forms part of a wider parcel of land allocated under Policy SA6.9 of the Peterborough Site Allocations DPD (2012) for residential development. Given that the proposal seeks to develop only part of this allocation, it is essential that any proposal does not prejudice or prevent the development of remaining land. The remaining allocation to the south-east of the application site is not considered suitable for development owing to its relationship with neighbouring properties, including a Grade II Listed Building. However land to the north-east could in principle be developed. The application scheme has indicated that any future layout would allow for vehicular access to this land and as such, it is considered that the application scheme would not prejudice further development on the adjacent allocated site.

With regards to the proposed vehicular access on to Lincoln Road, as detailed below, it is considered that this is acceptable. The access would result from the demolition of No.30B Lincoln Road. Whilst the loss of large detached dwellings within the City area is not usually permitted, in this instance it would allow for the provision of additional housing which has been allocated to contribute towards the City's housing target. The dwelling in itself is not of such significance or architectural/historical merit to require retention.

On this basis, the principle of the proposed residential development is acceptable, in accordance with Policies CS1 and CS2 of the Peterborough Core Strategy DPD (2011) and Policy SA6 of the Peterborough Site Allocations DPD (2012).

b) Highway implications

The current application seeks approval for the proposed access to the site via Lincoln Road. It is acknowledged that a significant amount of traffic uses this road, with high levels of usage at peak hours (most notably at school drop off and pick up times) and parking along the highway with parents collecting children. Lincoln Road has been subject to a number of traffic calming measures and it is noted that a number of residents have raised concerns regarding the impact of the proposal upon congestion and road safety in the locality as a result of additional vehicle movements into and out of the application site.

The Local Highway Authority has raised no objections to the application proposal and considers that the submitted access layout comprising 5.5 metre wide carriageway, bell mouth junction and 2 metre wide footway is sufficient to accommodate the number of dwellings proposed. With regards to the resulting increase in traffic from the development, it is considered that notwithstanding neighbour objections, no unacceptable detriment will result to highway safety along Lincoln Road. The proposal would, in accordance with established traffic generation trip rates, generate only 7 additional vehicular movements within the am peak. Accordingly, it is not considered that the proposed development results in any need for improvements to the existing traffic calming measures within the locality.

The submitted application drawings identify vehicle-to-vehicle visibility splays of 2.4 metres x 43 metres which accord with adopted standards to the speeds at which vehicles travel along Lincoln Road. These splays are contained entirely within the public highway and as such, will be kept clear of any obstructions. Accordingly, drivers using this access will have clear sight lines of all oncoming vehicles. In addition, sufficient visibility is afforded to the footway/cycleway which runs along Lincoln Road thereby preventing conflict between drivers and oncoming pedestrians/cyclists. It is acknowledged that concern has been raised from local residents and the Parish Council with regards to the impact upon this footway/cycleway which forms part of the Green Wheel Cycle Way however means of safe crossing for all users of the footway (including tactile paving) would be secured through technical vetting under a Section 278 Licence (under the Highways Act 1990) and as such, it is not considered appropriate to deal with this through the planning process.

On the basis of the above, it is considered that the proposed vehicular access will not result in any unacceptable danger to highway safety or pose an unacceptable risk to users of the Green Wheel, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

c) Landscape implications and impact upon the character and appearance of the Conservation Area

The application has been supported by a site layout drawing and detailed elevations/floor plans of proposed dwellings. These drawings are indicative only and have been submitted to demonstrate that the level of development proposed can be accommodated on the application site. As such, they should not be used to determine the impact of the proposal upon the character and appearance of the Glinton Conservation Area and surrounding locality. Issues relating to site layout, dwelling appearance and scale are reserved matters and subject to approval through further applications at a later date.

At present, the site is readily visible when approaching the village from the north and views are permitted to the spire of the Grade II Listed St Benedicts Church through the gaps between the existing dwellings in the village. These views are framed by a landscape of mature trees and natural hedgerows which form a buffer between the built form of the village and the open countryside to the north. The submitted scheme seeks to remove a number of trees within the site and, whilst this will impact upon the overall setting of the site, most trees proposed for removal are of poor quality and at risk of future structural failure. As such, their loss is accepted. Mitigation by way of native replacement planting may be secured by condition to ensure that the development maintains a suitably robust natural buffer to the open countryside and maintains a verdant appearance from wider views into the village and Conservation Area.

It is considered that subject to the retention of important mature landscape features, such as the Horse Chestnut trees along the southern boundary of the site, and adequate comprehensive landscaping of the future development, that the proposal will not result in any unacceptable impact upon the character, appearance or significance of the Glington Conservation Area. The proposal is therefore in accordance with the National Planning Policy Framework (2012), Policies CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policies PP2, PP16 and PP17 of the Peterborough Planning Policies DPD (2012).

d) Impact upon neighbour amenity

The proposed development would result in the loss of an existing area of open land situated to the rear of residential dwellings along Lincoln Road and the High Street and will represent a significant alteration in the existing views from these neighbouring dwellings. Whilst this is noted, no occupant has the right to a view and as such, objections in relation to this cannot be considered. Furthermore, a number of objections have been received from local residents in relation to potential overlooking and overbearing impact from the proposed dwellings. As detailed above, the submitted site layout is indicative only and not for determination at the current time. Therefore, objections in relation to this cannot be considered.

However, the proposed vehicular access is subject to determination and its impact upon neighbour amenity must be considered. It is noted that the demolition of No.30B Lincoln Road and replacement with a 5.5 metre wide road with 2m wide footways will result in a level of disturbance to the immediate neighbouring occupants at Nos.30A and 32 Lincoln Road and allow for the potential of direct overlooking from passing pedestrians. The proposed access will generate vehicular and pedestrian movements adjacent to areas which are generally considered should be private and quiet. However, the proposed access has been positioned centrally within the plot, maintaining a separation distance of some 4 metres to the boundary with No.32 and 1.5 metres to No.30A. This will allow for mitigating planting to soften the impact and Officers will be seeking a robust boundary treatment to ensure the level of disturbance is reduced as far as is practicable. It is noted that both the occupants of these dwellings and the Parish Council have requested that a 2 metre high brick wall boundary be constructed and this is not rejected by Officers. However, more detailed assessment and discussion with neighbouring occupants should be undertaken by the Developer to secure an agreeable scheme whilst maintaining visibility to oncoming pedestrians/cyclists.

e) Ecology

The application has been supported by a Protected Species Survey which was undertaken in February 2012. This report has concluded that the site has no protected species (birds, bats, reptiles or badgers) species present, however the existing landscape features such as trees, shrubs and hedgerows have potential for bird nesting and bat roosting. The findings and conclusions of this report are accepted by the City Council's Wildlife Officer who has raised no objections to the proposal. In order to mitigate against any loss of potential habitat resulting from the proposed tree felling, it is considered appropriate to secure mitigation measures in the form of bat and bird boxes by way of a condition. Furthermore, there may be opportunities for biodiversity gain through the landscaping of the site and Officers will be seeking the planting of native trees and shrubs, along with strengthening of the natural hedgerow along the northern boundary. On this basis, it is considered that the development of the site will not

result in the loss of important habitat, will not cause harm to any protected species and will represent no net loss in biodiversity. The proposal is therefore in accordance with the National Planning Policy Framework (2012), Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

f) Drainage

The application site does not lie within any areas identified as high risk of flooding however it is acknowledged that a number of local residents have raised concern regarding surface water flooding issues that arise at times of heavy rainfall or snow thaw. The Applicant proposes for all surface water drainage to be discharged into the existing mains sewer and whilst this is accepted to ensure that any drainage and foul sewerage strategy is capable of meeting the demands of development without resulting in increased flood risk, it is considered necessary to secure the submission of scheme by way of a condition, prior to the commencement of development. Such a scheme would be subject to approval by the City Council's Drainage Engineer and Anglian Water. On this basis, it is considered that the surface and foul sewerage demands of the development can be met, in accordance with the National Planning Policy Framework (2012) and Policy CS21 of the Peterborough Core Strategy DPD (2011).

g) Archaeology

The application site lies within an area of high archaeological potential given its proximity to the historic core of the village. The City Council's Archaeologist has requested that evaluation by trial trenching be secured by condition, subject to evaluation being undertaken prior to the submission of any reserved matters application owing to the high sensitivity of the site and known surrounding archaeology. This will ensure that the site is fully assessed in terms of undiscovered archaeological remains and that any future site layout will take into account any archaeology found. On this basis, it is considered that the proposal is in accordance with the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

h) Environment Capital

In accordance with Policy CS10 of the Peterborough Core Strategy DPD (2011), all new development is required to make a contribution towards the City's Environment Capital Agenda. This is to be secured by way of a compliance condition, requiring all dwellings to be constructed to achieve a 10% betterment of Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.

i) Developer contributions

As set out in Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011), all new development is required to make a financial contribution towards the infrastructure demands it generates. As the application seeks outline approval with matters of dwelling size, scale and appearance reserved, the level of contribution required under the Peterborough Planning Obligations Implementation Scheme SPD (2010) is unknown however this may still be secured through a legal agreement. In addition, the level of development proposed exceeds the policy trigger for a public open space contribution. The scheme does not propose to secure this on-site and this is accepted by Officers owing to the size of development. As such, an off-site contribution towards improvements of existing open space within the village is sought. Glinton Parish Council has requested a contribution of £20,000 towards the provision of outdoor gym equipment for adults and children and the refurbishment of existing equipment. This level of provision is considered reasonable and proportionate to the development however discussions with the Applicant are ongoing and the outcome of this will be provided to Members in the Update Report.

j) Other matters

In response to objections from local residents not detailed above, Officers make the following comments:

Overdevelopment of the village and loss of rural character/way of life – The application site forms part of a larger parcel of land which has been allocated for residential development within the Peterborough Site Allocations DPD (2012) and as such, the principle of development is already established.

Insufficient access points – It is not considered that a single vehicular access in to the site will give rise to any unacceptable public safety dangers. Furthermore, there is no possibility for further vehicular accesses owing to the constraints of existing development.

Noise/disruption during construction – There will undoubtedly be some level of disruption to surrounding residents resulting from construction of the dwellings however the requirement for a Demolition and Construction Management Plan will ensure that adequate measures are put in place to prevent unacceptable disturbance.

Inappropriate dwelling design and layout – The submitted site layout and dwelling designs are indicative only and matters relating to layout and appearance are reserved, thereby requiring future determination by the Local Planning Authority. Issues regarding impact upon the character and appearance of the surrounding area and overlooking to neighbouring occupants will be fully considered.

Loss of views – There is no right to a view and as such, this is not a material planning consideration.

6 Conclusions

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

- the application site forms part of a wider allocation under Policy SA6.9 of the Peterborough Site Allocations DPD (2012) and accordingly, the principle of residential development is acceptable;
- the submitted indicative site layout affords provision for access to the remaining allocation and as such, would not prejudice future development, in accordance with Policy CS2 of the Peterborough Core Strategy DPD (2011) and Policy SA6 of the Peterborough Site Allocations DPD (2012);
- the demolition of No.30B will not result in any unacceptable impact upon the character and appearance of the streetscene along Lincoln Road as it is not of such significance or historical/architectural merit, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012);
- the site is of a sufficient size to accommodate the level of development proposed without resulting in unacceptable harm to the character, appearance or significance of the Ginton Conservation Area and surrounding locality, in accordance with the National Planning Policy Framework (2012), Policies CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP17 of the Peterborough Planning Policies DPD (2012);
- the proposed vehicular access would provide safe access into/out of the site and would not result in any unacceptable impact upon the public highway, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012);
- the proposed residential development will not result in any unacceptable impact upon the safety of the surrounding highway network, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012);
- the proposed vehicular access will not result in any unacceptable impact upon the amenities of neighbouring occupants, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012);
- the site does not contain any protected species and subject to mitigation measures, the

proposal will not result in any net loss of biodiversity, in accordance with the National Planning Policy Framework (2012), Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012);

- adequate surface water and foul drainage will be provided so as to not result in any unacceptable risk of flooding in the locality, in accordance with the National Planning Policy Framework (2012) and Policy CS22 of the Peterborough Core Strategy DPD (2011);
- archaeological evaluation will be undertaken to ensure no harm results to unidentified buried archaeology, in accordance with the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012);
- the development will make a contribution towards the City Council's Environmental Capital Agenda, in accordance with Policy CS10 of the Peterborough Core Strategy DPD (2011); and
- the development will make a financial contribution towards the infrastructure demands it generates, in accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011) and Policy PP14 of the Peterborough Planning Policies DPD (2012).

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions:

- C 1 Approval of details of the appearance, landscaping, layout and scale (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

- C 2 Plans and particulars of the reserved matters referred to in condition 1 above, relating to the appearance, landscaping, layout and scale shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

- C 3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- C 4 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- C 5 The details to be submitted under condition 1 above shall include details of the following external materials:

- Walling and roofing
- Windows and doors
- Rainwater goods
- Cills and lintels
- Soil flues and vents

The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

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

- C 6 The details submitted under condition 1 above shall include a scheme for the hard and soft landscaping of the site. 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:

- proposed finished ground and building slab levels;
- external paving and surfacing materials;
- all boundary treatments;
- planting plans including retained trees, species, numbers, size and density of planting; and
- an implementation programme.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C 7 Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP14 of the Peterborough Planning Policies DPD (2012).

- C 8 Development carried out within three years of the date of this permission shall be in accordance with the recommendations set out in the submitted 'Tree Survey, Arboricultural Implications Assessment Report and Arboricultural Method Statement' (reference 2054.AIA.Glinton.CarterJonas).

If plans and particulars relating to the reserved matter of layout referred to in condition 1 above are submitted after three years from the date of this permission, a further Arboricultural Implications Assessment and Method Statement in accordance with BS5837:2012 shall be submitted in support of any proposed layout.

Reason: The site contains trees which may be desirable to retain as part of the approved landscaping scheme, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C 9 The details submitted under condition 1 above shall include a scheme for the provision of fire hydrants. The fire hydrants shall be installed in accordance with an implementation scheme submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of fire safety, in accordance with Policy PP3 of the Peterborough Planning Policies DPD (2012).

- C10 Prior to the commencement of any development (including demolition), a Demolition and Construction Management Plan (DCMP) shall be submitted to and approved in writing by the Local Planning Authority. The DCMP shall include:
- Details of parking, turning, loading and unloading of all construction and delivery vehicles;
 - Hours of construction; and
 - Location of material storage, compounds and welfare facilities.

A chassis and wheel cleaning facility for all construction vehicles visiting the site shall be operated such that no debris is deposited on the public highway which would constitute a danger to highway safety.

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

Reason: In the interests of the amenities of neighbouring residents and highway safety, in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP3 and PP12 of the Peterborough Planning Policies DPD (2012).

- C11 The access road and footways as shown on drawing number 1209-45 PL01, shall be constructed to base course level prior to the first occupation of any dwelling.

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

- C12 Notwithstanding the provisions of condition 6 above, prior to the commencement of development of the vehicular access hereby approved, details of boundary treatments between the access road and Nos.30 A and 32 Lincoln Road shall be submitted to and approved in writing by the Local Planning Authority. These boundary treatments shall be implemented in accordance with the approved details prior to construction of the access.

Reason: In order to protect the amenity of neighbouring occupants, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

- C13 Prior to the submission of any application for approval of the reserved matters referred to in condition 1 above, archaeological evaluation by trial trenching shall be undertaken on the site in accordance with the submitted 'Brief for Archaeological Evaluation' (dated 20 September 2012) and trench positions plan. An assessment report containing appraisal of any recorded evidence shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of any application for approval of the reserved matters.

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 paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

- C14 Prior to the commencement of development (other than demolition), a scheme for the provision and implementation of surface water drainage and foul sewage from the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.

Reason: To ensure the development does not result in any increased flood risk elsewhere, in accordance with the National Planning Policy Framework (2012) and Policy CS22 of the Peterborough Core Strategy DPD (2012).

- C15 Prior to first occupation of any dwelling, 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 the Local Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details.

Reason: In order to preserve and enhance the biological diversity of the surrounding area, in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012).

- C16 No construction/demolition/excavation works or removal of hedgerows/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year unless a detailed bird nesting survey has been submitted to and approved in writing by the Local Planning Authority beforehand.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012).

- C17 The development hereby approved shall be constructed so that it achieves at least a 10% improvement on the Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.

Reason: To accord with Policy CS10 of the Peterborough Core Strategy DPD (2011).

Notes to the Applicant

- IN1 The layout and height of dwellings to be submitted at reserved matters stage should, as far as practicably, facilitate the preservation of existing views to the spire of St Benedict's Church when approaching the village from the north.

Copies to Councillors J Holdich MBE, D Lamb

This page is intentionally left blank