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PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 14 DECEMBER 2021

1.30 PM

Engine Shed, Sand Martin House, Bittern Way

AGENDA

Page No

1. **Apologies for Absence**
2. **Declarations of Interest**

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

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

4. **Development Control and Enforcement Matters**

- | | | |
|-----|---|----------------|
| 4.1 | 21/00864/HHFUL - 17 Welmore Road Glinton Peterborough PE6 7LU. | 5 - 14 |
| 4.2 | 21/01015/FUL - 4 Debdale Orton Waterville Peterborough PE2 5HS | 15 - 32 |

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Committee Members:

Councillors: C Harper (Chairman), P Hiller (Vice Chairman), R Brown, Warren, Iqbal, Jones, Hogg, Bond, Dowson, Hussain and Sharp

Substitutes: Councillors: B Rush, M Jamil, Bond and Yurgutene

Further information about this meeting can be obtained from Karen Dunleavy on telephone 452233 or by email – karen.dunleavy@peterborough.gov.uk

CASE OFFICERS:

Planning and Development Team: Nicholas Harding, Sylvia Bland, Janet MacLennan, Louise Simmonds, Amanda McSherry, Ishita Sheath Matt Thomson, Asif Ali, Michael Freeman, Jack Gandy, Carry Murphy, Mike Roberts, Karen Ip, Shaheeda Montgomery and Gerald Chibumu

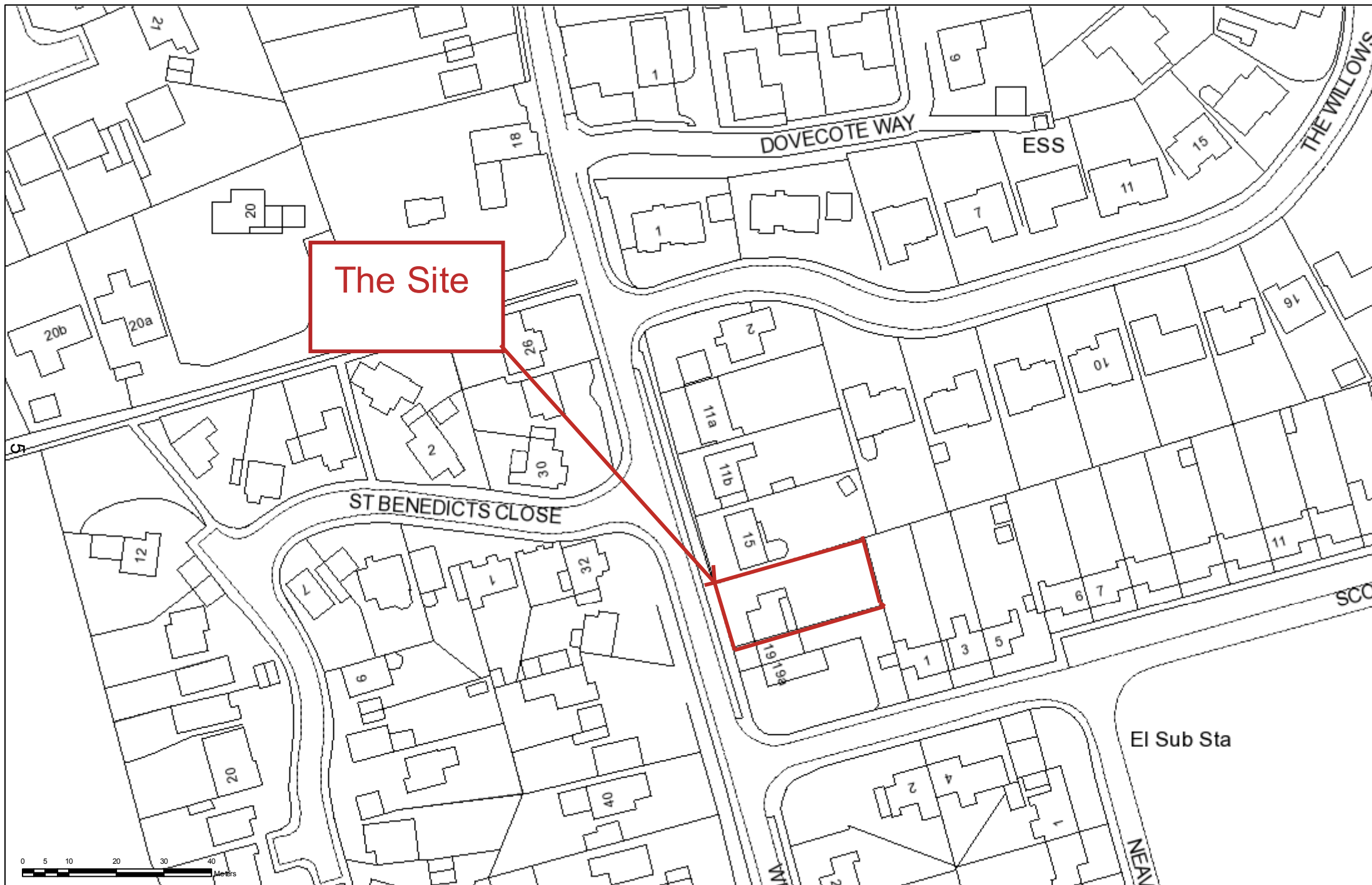
Minerals and Waste: Alan Jones

Compliance: Lee Walsh, Amy Kelley and Alex Wood-Davis

NOTES:

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer, Head of Planning and/or Development Management Manager 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.

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Planning Committee Location Plan-21/00864/HHFUL 17 Welmore Road Ginton Peterborough

Scale 1:1,000
Print Date: 29/11/2021

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Planning and EP Committee

Application Ref: 21/00864/HHFUL

Proposal: Two storey extension to side of dwelling and single storey rear extension

Site: 17 Welmore Road, Glington, Peterborough, PE6 7LU
Applicant: Mr Steve Stinders

Referred by: Glington Parish Council
Reason: The proposal results in detrimental impact on the streetscene and results in a lack of sufficient car parking space.

Agent: Mr Simon Percival
H A Architectural Services

Site visit: 06.09.2021

Case officer: Mrs Shaheeda Montgomery
Telephone No. 01733 4501733 453410
E-Mail: Shaheeda.Montgomery@peterborough.gov.uk

Recommendation: **GRANT** subject to relevant conditions

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

Site and surrounding area

The application site is located on the southern side of Glington Village in a residential area characterised by brick and tile properties. The Glington Conservation Area is located due north.

The application site consists of a two-storey semi-detached dwelling finished in facing brick work and concrete tiled roof with gable end to side. The dwelling is located with a 4.7m setback from the back edge of the footway with a flat roofed single storey hallway and utility space which abuts the main dwelling to its north elevation. The site benefits from an enclosed east-facing rear garden and a separation distance of 7.9m between the side wall of the existing dwelling and the shared boundary with No.15 Welmore Road due north.

The adjacent property at 15 Welmore Road is a chalet bungalow. The other half of the two-storey semi-detached property has been extended with a similar two storey side extension together with a two-storey rear extension. This forms 19 and 19a Welmore Road.

Proposal

The initial submission for the proposed development has been revised to reduce the width of the side extension proposed. The general layout remains largely as per the initial scheme.

Planning permission is sought to replace the existing flat roofed single storey utility with a proposed two storey side extension. It would have a width of 4.3m and a depth of 6.9m. The proposed side extension would be in line with both existing front and rear elevations. Windows are proposed to front and rear elevations together with a utility room door to the side elevation. It would have a pitched roof to match the existing dwelling. It would provide for a playroom at ground floor and a bedroom, ensuite and bathroom at first floor.

The proposed flat roofed single storey rear extension would extend across the full width of the existing dwelling and the proposed side extension. It would have a depth of 4.8m. The extension would accommodate an open plan kitchen/dining/family area and utility room. It would have a total external height of 2.7m from the natural ground level. There would be a series of bi-fold doors across the rear elevation.

The proposals would create an enlarged family dwelling, increasing the overall number of bedrooms to four, and creating a larger ground floor living area. Two parking spaces would be provided.

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 Local Plan 2016 to 2036 (2019)

LP13 - Transport

LP13a) New development should ensure that appropriate provision is made for the transport needs that it will create including reducing the need to travel by car, prioritisation of bus use, improved walking and cycling routes and facilities.

LP13b) The Transport Implications of Development- Permission will only be granted where appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

LP13c) Parking Standards- permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

LP16 - Urban Design and the Public Realm

Development proposals would contribute positively to the character and distinctiveness of the area. They should make effective and efficient use of land and buildings, be durable and flexible, use appropriate high quality materials, maximise pedestrian permeability and legibility, improve the public realm, address vulnerability to crime, and be accessible to all.

LP17 - Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- 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.

Glington Neighbourhood Plan (Adopted July 2021)

Policy GNP03

4 Consultations/Representations

Welland & Deeping Internal Drainage Board

No comment to make with regard to this application.

Glington Parish Council

First round of consultations:

Objects to the application on the following grounds:

- The scale of the planned development is excessive for the site and in the opinion of the Parish Council represents overdevelopment
- The width of the two storey side extension would result in an unacceptable change to the street scene
- The gable end is significantly higher than that of the neighbouring bungalow at No.15 Welmore

Road and is too close and overbearing to that property to the detriment of the neighbour's amenity

- In addition the height and proximity of the gable end to the chimney of No.15 Welmore Road could cause downdraft to that property to the detriment of the health of any occupants (potential CO2 emissions)
- The submitted plans are inadequate, contrary (including, but not limited to, an external door on one plan is omitted on another)
- The reduction of vehicular access and parking provision is contrary to the policies in the adopted neighbourhood plan
- Parish Council are wholly supportive of the objection(s) raised by neighbours and interested parties.

Furthermore, IF officers are minded to approve the application Parish Council ask that the application then be referred to the Planning and Environment Protection Committee.

Second round of consultation to revised plans:

Objects to the application.

- Acknowledged the changes made by the applicant but noted that the proposed building work extended over one metre beyond the existing outhouse and in consequence had a detrimental impact on streetscene and resulted in a lack of sufficient car parking space.
- It was also noted that considerations of vehicular access to the site is not sufficiently covered by the application and that there was no comment from highways who in the opinion of councillors should be invited to comment.
- Parish council also considered that any approval should contain a condition that the premises should be for the sole use of the applicant and his/her resident family and not be used for any commercial purpose which would exacerbate the lack of onsite vehicle parking.
- Parish Council also noted the large size of the proposed "Playroom" which prompted more concern over possible commercial use.
- Parish council therefore remain wholly OPPOSED to the application and supports the neighbours' objections which are considered to be completely legitimate.

Local Residents/Interested Parties

Initial consultations: 4

Total number of responses: 24

Total number of objections: 4 (including Parish Council)

Total number in support: 20

The first round of consultations towards the initial submission received 4Nos. letters of objection, including from the Parish Council, and 20Nos. letters in support.

The objections raised the following concerns:

- The proposed development is significantly larger than the existing footprint of the property and when completed it will engulf the side of the neighbouring bungalow
- The proposed extension coming up to 2m of the neighbouring bungalow
- It would appear that the completed height will be 8m and this is approximately 1/3rd higher than my property at its highest point.
- The design will effectively block all of the light from 2 side windows that directly face the extension and, it will also significantly limit the light entering my sunroom.
- Aesthetically, it is out of scale to the surrounding properties and as the neighbouring house, it completely overwhelms my home.
- I would also seek assurance that the BT overhead cable that provides service to my property will be protected should any works proceed.
- I am also concerned about the safety risk with regard to the proximity of the extension to my chimney. There is potential to cause a down draught which could force carbon monoxide fumes into the living area. The impact of such down draught could have potentially lethal implications for me or any future owner of the property.
- the additional development is much too large for the site in particular the width of the two storey

side extension is much greater than the footprint of the outbuildings and would bring the property very close to the neighbouring dwelling.

- The neighbouring chalet bungalow has several windows on the southern side and would be negatively impacted.
- Other properties similar to 17 Welmore may have extensions but these are generally over the footprint of the outbuildings and set back from the front of the house, or on corner plots with no neighbouring houses on the extended side, especially not a bungalow.
- I am also concerned about the proposed materials to be used- Although this is not in the conservation area, because the extension is so large the use of materials differing from the attached buildings would be even more prominent.

Second round of consultations to the revised proposal received one letter of objection raising the following concerns:

- Despite a small reduction in the width of the side extension, I do not feel the new plans address the issue of over development of the site, nor the adverse impact on the neighbouring chalet bungalow properties

5 Assessment of the planning issues

The main considerations are:

- Design and impact on the character and appearance of site and surrounding area
- Neighbour amenity
- Highway safety and parking provision
- Other matters

a) Design and impact on character and appearance of site and surrounding area

The other half of the semi-detached property was extended in the 1990s with the side extension in line with the front elevation and the ridge height of the original dwelling. The proposed side extension would match the extension to 19 Welmore Road in width, appearance and height creating a balanced appearance. The extensions would be well related to the original dwellings.

The property at 15 Welmore Road and others to the north of the application site are chalet bungalows of a different building design and height. The proposal would retain a 3.6m gap between the side elevation of the extension and the side boundary. This is considered to be sufficient distance to achieve a distinct visual gap between the different heights of the properties and to retain the character of the area.

Furthermore, the properties located north of 17 Welmore Road form a more compact arrangement that extends down to the application site, with typically smaller separation distances between the properties.

Whilst the application form indicates the extension would be finished in render and cedar cladding materials, a condition is proposed to require the submission of the finished materials to ensure that they would be in keeping with the host dwelling and the surrounding area.

It is considered that the proposal would be in accordance with Policy LP16 of the Peterborough Local Plan (2019).

b) Neighbour Amenity and Future Occupant Amenity

The proposed single storey rear extension would extend 4.8m from the rear elevation along the shared boundary with 19 Wilmore Road. This is considered to be an acceptable distance given that the proposed height of the extension would be 2.7m and that there is a 1.8m boundary fence.

The chalet bungalow at 15 Welmore Road benefits from 3Nos. windows sited on its south facing

side elevation, facing 17 Welmore Road and a conservatory. The occupant has confirmed that two of these windows serve the sitting room, a main habitable space. Furthermore, the occupant has submitted an access to daylight study to demonstrate the loss of skyline and light from these side windows as a result of the proposed side extension. Notwithstanding, officers note that these are not the sole windows serving the sitting room.

The local planning authority has a responsibility to assess the benefits of a development against its adverse impact on neighbour amenity, including the potential loss of daylight. Officers note that there would be a degree of adverse impact to 15 Welmore Road from the siting of the two-storey extension to its south. However, the proposed reduction in the revised scheme with the separation gap between the two properties to be no less than 3.5m and the side windows not being considered as the main windows serving the sitting room, officers consider that on balance the impact of the proposed two-storey extension would not be of a level to warrant a refusal.

The proposed single storey extension would extend from the rear of the host dwelling by 4.8m which would be in line with the rear of the existing conservatory at 15 Welmore Road. There would be a distance of 3.6m from the side elevation of the proposed extension and the side boundary. Given the separation distance and single storey height of the extension, it is not considered that it would have an adverse impact on the neighbouring property.

The application site benefits from an 18m deep rear garden and considering the typical width of the properties on streetscene and the size of the application site officers consider that the site would be able to assimilate the additional footprint whilst ensuring that ample outdoor/garden area would be retained for the enjoyment of future occupants.

It is considered that the proposal would accord with Policy LP17 of the Peterborough Local Plan (2019).

c) Highway safety and parking provision

The proposed scheme would result in a net increase of one bedroom within the property. However, this would not result in an increase in the requirement for the number of on-site parking spaces as the Council's parking standards require two spaces for dwellings with up to six bedrooms. Officers note that the application site benefits from a 4.7m setback from the footway and the proposal retains a 3.6m gap between the proposed side extension and the boundary. Officers note that there is a dropped kerb in place in front of this gap and that the space would provide adequate width to enable two cars to park back-to-back within this area.

On this basis officers consider that the proposed scheme would not result in an adverse impact on highway safety and would meet the Council's standard requirement for two on-site car parking spaces for dwellings of this size.

Considering the above, the proposal would comply with Policy LP13 of the Peterborough Local Plan.

c) Other matters

- The safety risk with regard to the proximity of the extension to the chimney of 15 Welmore Road:
Officers have sought guidance from the Council's Building Control Officers as well as Environment Health Officer who have stated that the separation distance between the proposed two storey side extension and the neighbouring property would not result in health hazard with regards to the existing chimney and potential downdraft, and that this would meet with Building Regulation Approved Document J.
- Concerns over commercial use/ large size of the playroom/ and condition that premise should be for the sole use of the family and not any commercial purpose:

Officers note that the application has been assessed on its own merit and as submitted i.e. for a playroom. If in the future, a business use was undertaken at the property, this would be assessed on its own merit either as to whether a material change of use has taken place or under a submitted planning application.

6 Conclusions

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

- The proposed extension would not impact on the existing character or appearance of the host building or street scene to an unacceptable level, and is considered that on balance would comply with Policy LP16 of the Peterborough Local Plan (2019);
- The proposed extension would not unacceptably harm the amenity of adjoining neighbours and thereby accords with Policy LP17 of the Peterborough Local Plan (2019); and
- The proposal would not result in a highway safety hazard and sufficient on-site car parking can be provided in compliance with Policy LP13 of the Peterborough Local Plan (2019).

7 Recommendation

The case officer recommends that Planning Permission is **GRANTED** subject to the following conditions:

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

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

- C 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

- Block/ Site Plan (Submitted 19 October 2021)
- Proposed Ground Floor Plan (submitted 19 October 2021)
- Proposed First Floor Plan (Submitted 19 October 2021)
- Proposed Elevations (Submitted 19 October 2021)
- Site Location Plan (Submitted 27 July 2021)
- Existing Plans and Elevations (Drawing Number 4173/100 Revision P1)

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

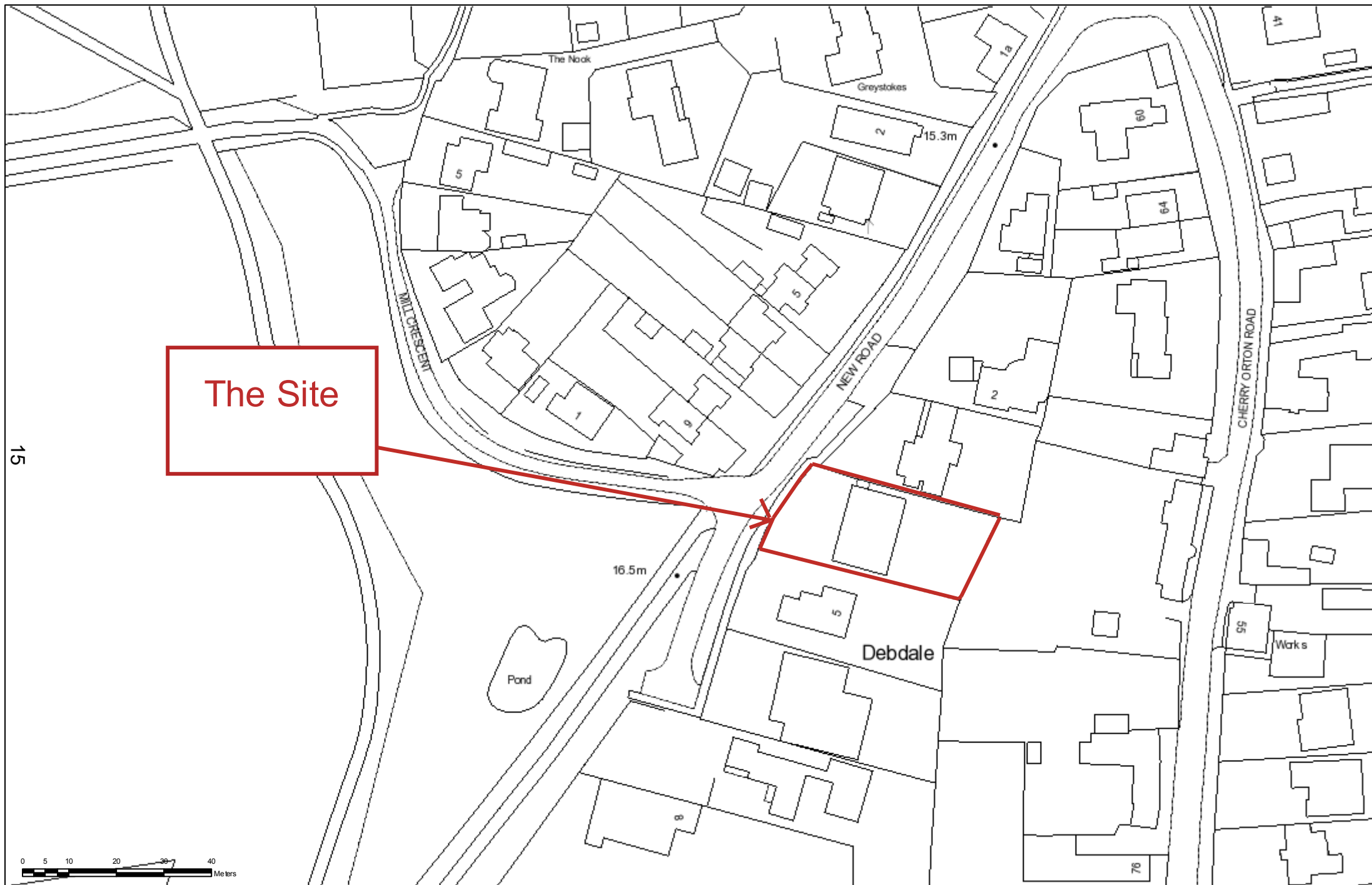
- C 3 No development other than groundworks and foundations shall take place until details of all external facing materials have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number as well as elevation drawings to indicate application. The development shall not be carried out except in accordance with the approved details.

The required details are:

- External finishing
- Windows and external doors

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy LP16 of the Peterborough Local Plan (2016-2036) Adopted 2019.

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The Site

Planning Committee Location Plan-21/01015/FUL 4 Debdale Orton Waterville Peterborough

Scale 1:1,000
Print Date: 29/11/2021

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Planning and EP Committee

Application Ref: 21/01015/FUL

Proposal: Change of use from dwelling (Class C3a) to a Residential Institution Use (Class C2) with associated alterations to driveway access

Site: 4 Debdale, Orton Waterville, Peterborough, PE2 5HS

Applicant: Mrs J Payne
Achieve Together

Agent: Mrs Jennifer Hughes
Consult Construct Ltd

Site visit: 08.09.2021

Case officer: Mr Asif Ali

Telephone No. 01733 4501733 207123

E-Mail: asif.ali@peterborough.gov.uk

Recommendation: **GRANT** subject to relevant conditions

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

Site Description

The application site is located within a cul-de-sac located off New Road leading from Cherry Orton Road. The surrounding area is mostly of a residential character. The application site is located within the Orton Waterville Conservation Area. To the rear of the application site there are a number of listed buildings including the Grade II listed Rectory Farmhouse on Cherry Orton Road.

The property is currently a 5-bed detached property with an attached garage and is set off the public highway providing parking and turning space to the front of the application site.

Proposal

The application site seeks permission for the change of use from a dwelling (Class C3a) to a residential institution use (Class C2) with associated alterations to driveway access. Within the proposed C2 use the application specifically seeks to change use for the provision of residential accommodation and care to people in need of care (ie. care home).

The C2 use also includes use as a hospital, nursing home, residential school, college or training centre. But a condition will be appended onto the decision notice to restrict use to the care home use as mentioned above.

The arrangements for the care home, as outlined in the Design and Access Statement are proposed as follows:

- The proposal will accommodate 5no. adults
- Two self-contained units are provided to enable temporary supported independent living for residents prior to establishment elsewhere in the community once the necessary skills are achieved
- 6 members of management/support staff supporting service users on a 24 hour basis
- There will be staff office accommodation but no sleep-in facilities
- The level of care provided may vary from an 'at home' level to a 'personal care' level. So, the proposal can provide a level of care varying from providing some support to residents who can operate with a level of independence to a more intensive level of care which would provide support to residents in more basic living needs.

The proposal includes 2 bedrooms and 2 self-contained units (each containing one bedroom) at first floor level with a further bedroom at ground floor level.

The proposal does not propose any external alterations to the application site.

The proposal was revised providing a 3m wide access and 2mx2m visibility splays which was provided with the reduced 600mm height of the wall adjacent to the access.

2 Planning History

Reference	Proposal	Decision	Date
21/00345/FUL	Change of use from dwelling (Class C3a) to a Residential Institution Use (Class C2)	Withdrawn by Applicant	14/05/2021
07/01397/TRE	Fell and remove one Ash tree of TPO 8_72	Permitted	16/10/2007
03/00337/FUL	Two storey rear extension	Permitted	02/05/2003
02/01575/TRE	Reduce crown of Ash tree by 40 per cent – TPO 8.72	Permitted	12/12/2002

3 Planning Policy

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

Peterborough Local Plan 2016 to 2036 (2019)

LP08 – Meeting Housing Needs

LP8a) Housing Mix/Affordable Housing – Promotes a mix of housing, the provision of 30% affordable on sites of 15 or more dwellings, housing for older people, the provision of housing to meet the needs of the most vulnerable, and dwellings with higher access standards

LP8b) Rural Exception Sites- Development for affordable housing outside of but adjacent to village envelopes maybe accepted provided that it needs an identified need which cannot be met in the village, is supported locally and there are no fundamental constraints to delivery or harm arising.

LP8c) Homes for Permanent Caravan Dwellers/Park Homes- Permission will be granted for permanent residential caravans (mobile homes) on sites which would be acceptable for permanent dwellings.

LP13 – Transport

LP13a) New development should ensure that appropriate provision is made for the transport needs that it will create including reducing the need to travel by car, prioritisation of bus use, improved walking and cycling routes and facilities.

LP13b) The Transport Implications of Development- Permission will only be granted where appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

LP13c) Parking Standards- permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

LP13d) City Centre- All proposal must demonstrate that careful consideration has been given to prioritising pedestrian access, to improving access for those with mobility issues, to encouraging cyclists and to reducing the need for vehicles to access the area.

LP16 – Urban Design and the Public Realm

Development proposals would contribute positively to the character and distinctiveness of the area. They should make effective and efficient use of land and buildings, be durable and flexible, use

appropriate high quality materials, maximise pedestrian permeability and legibility, improve the public realm, address vulnerability to crime, and be accessible to all.

LP17 – Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- 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.

LP17b) Part B Amenity of Future Occupiers- Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

LP19 – The Historic Environment

Development should protect, conserve and enhance where appropriate the local character and distinctiveness of the area particularly in areas of high heritage value.

Unless it is explicitly demonstrated that a proposal meets the tests of the NPPF permission will only be granted for development affecting a designated heritage asset where the impact would not lead to substantial loss or harm. Where a proposal would result in less than substantial harm this harm will be weighed against the public benefit.

Proposals which fail to preserve or enhance the setting of a designated heritage asset will not be supported.

LP29 – Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered. Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

4 Consultations/Representations

PCC Peterborough Highways Services - Objection

Initial

Can you request the Applicant amends the proposal as follows:

- The access is a shared access and therefore the access should be 5m wide, sealed and drained
- The boundary feature either side of the 5m wide access should include 2mx2m pedestrian visibility splays with no obstruction above 0.6m
- I accept the agent's comments in respect of the on-site parking provision, however to ensure the parking layout is used as intended, the parking area should be hard paved and demarcated. The gravel parking layout is likely to result in informal parking and possible demand for on-street parking.
- One of the parking bays should be suitable for disability parking, the other parking bays should be dimensioned at 5mx2.5m with an isle width of 6m or greater.
- The parking and access should be drained to prevent surface water runoff into the public highway. Permeable paving for the access and parking areas is recommended.

Final

The LHA requires the following additional information:

- Fully dimensioned and scale drawings clearly showing all parking bay dimensions and visibility splays for vehicle/pedestrian (2m x 2m) and vehicle/vehicle (2.4m x 43m)
- Swept path analysis for vehicles entering and exiting the site in forward gear and for vehicles parking within the site

- The entrance is to be shared by pedestrians and vehicles and must be at least 5.5m wide
- The relocation and closure of the access, and new access require construction details to be provided.

Orton Waterville Parish Council - Objection

- Appears to be a commercial venture in a residential and conservation area which is inappropriate and out of keeping with the area
- Triple glazing is being proposed at this property which implies that there will be higher noise levels coming from the property in a quite small residential street which may cause distress to neighbouring properties, which has been seen in a neighbouring street from a similar scheme.
- More traffic from employees and visitors to the property which will have an impact on neighbouring properties especially as Debdale is a narrow cul-de-sac.
- Restrictions on the Land Registry Title Register of this property which states no business use from the property and not to use the land for any purpose which may be or may grow to be a nuisance or annoyance to the Company or to the owner or occupiers of any adjoining property.

Parish Council continues to object to the application and any amendments to the plans do not change their earlier comments and objections.

Councillor Julie Howell – Objection

- Myself, Cllr Knight and Cllr Day are very disappointed to see this revised application, having objected when the plans were originally presented.
- Do not share the applicant's view that Debdale is a suitable location for this facility, and we do not believe that there is a presently a need for it within the unitary authority, concerned that it would be utilised by residents from other local authorities.
- Debdale is a quiet residential street that is used by children who attend Bushfield Academy as a pedestrian route. The application states that staff won't sleep on site, which seems to imply they will be working in shirts thus increasing the amount of traffic on this very quiet residential street.
- Concerned that the applicant has not heeded the feedback from local residents, the majority of whom object most strongly.
- Nor has the application sought dialogue with the three ward councillors or the 13 parish councillors who represent local residents.

PCC Tree Officer - No Objection

The application is acceptable in Arboricultural terms, subject to a condition securing the protections and measures set out within the submitted Arboricultural Method Statement.

PCC Conservation Officer - No Objection

The proposals are for the change of use from class C3 to C2, however it is noted that this is still a form residential use. This is considered an appropriate use for residential area of Orton Waterville Conservation Area.

There are no proposals to alter the external appearance of the dwelling and any changes in traffic levels will be immaterial and to not affect the tranquility of setting.

The proposals are not considered to be detrimental to the setting of the Orton Waterville Conservation Area.

The proposed amendments to the wall are considered an acceptable compromise which ensure that the opening is kept to a minimum width, while also retaining its character.

It is strongly suggested that the stone from the existing wall is reused. This will both less en the cost of the works but also ensure that the stone matches in terms of grade and weathering.

Adult Social Care – No objection

Initial

Following the dialogue with the Applicant PCC Commissioners can confirm that:

- The proposal is in-line with the development of the current draft all-age Autism strategy which has identified a need for specialist support services for autism needs to be developed locally and appropriate housing needs to be sourced
- The draft strategy has identified approximately 8,700 people in Peterborough and Cambridgeshire with Autism, expected to increase to 9,300 particularly for those in the over 25 age bracket
- In the 0-25 Disability Service there are currently 9 individuals who would meet the criteria of which 2 are actively looking for accommodation. In the Adult and Autism Team in Cambridgeshire there are 4 individuals currently looking for accommodation.
- However, PCC has been unable to identify specific demand at this time, there is 1 individual who is currently being assessed by the Applicant as to their suitability for the proposal. There is currently no other provision suitable for the individual.
- Applicant has advised that pricing is based on the individual and no financial discussions have taken place. Any rates charged to PCC must be in line with current framework agreement and subject to affordability criteria.
- The Cabinet Member for Adult Social Care and Ward Councillors have been contacted regarding the proposal, the comments from the ward councillors are below:
 - o We, the three ward councillors for the ward and Orton Waterville Parish Council, are strongly opposed to this application.
 - o The site is a residential property in a quiet, residential area. The local residents strongly oppose this application due to the additional traffic and altering the character of Debdale. Debdale is a quiet route that services as a main pedestrian route for children walking from the village to Orton Bushfield Academy.
 - o Also, very concerned that PCC probably cannot supply sufficient residents for the business to be viable so it is likely that those occupying the facility will be from other local authorities.
 - o We do not accept that the applicant has sufficiently consulted local residents. We have not heard from a single local resident who is happy about the plans and most are concerned and distressed.

Final

This application is for a provision of services for people with complex needs who will inevitably present with challenging behaviours which may cause disruption to the local community. There has not been any community engagement in the local area to determine the impact for a provision of this type.

Beyond this there are no specific objections.

Children's Commissioning - No Comments

Local Residents/Interested Parties

Initial consultations: 13

Total number of responses: 19

Total number of objections: 19

Total number in support: 0

Two consultations were carried, the original consultation received 12 comments from 10 different addresses, all in objection to the proposal.

The revised consultation received 7 comments from 6 different addresses, all in objection to the proposal.

Original consultation – Objections:

- At times of staff changing there will be 12 cars plus visitors, this is not possible in the restricted area of parking within the site and will therefore result in parking on the road which is not wide enough for two cars to pass so parking will be on the pavement.
- Request that this application is put to the Planning Committee and would welcome the opportunity of showing them my concerns personally as safety should be paramount in the consideration of this application.
- Not enough parking for this business to operate in this location.
- Increase in traffic from both staff and supply vehicles which will impact on local residents adversely.
- Websites frequently mention the many issues with management problems, poor pay, frequent staff turnover and dissatisfaction cited.
- If this application does go ahead, and problems arise, where do neighbour raise their concerns?
- This location is not suitable for such a facility.
- Changing the entrance way to No.4 will still not prevent cars visiting the property from parking outside of the boundary of the site.
- The kerbside is much higher on the Debdale side of the road at the application site so cars will park on the side of the road with the lower kerbside (New Road) and will impact other vehicles trying to pass in the already narrow road.
- Proposal will result in increased noise, vehicles and people over a longer period of time during a 24 hour period.
- The access is inappropriate and will result in an adverse impact on neighbouring properties.
- No mention of the drainage/surface water diversion which is located next to the proposed new drop kerb or its impact on the flow of surface water to the drain across the road and potential for all water to flow across the road towards 9 New Road car parking space and foot gate access, should the other point become overwhelmed.
- No mention of tactile paving at the new entrance to alert current residents of the area who are partially sighted of the change in entrance way point.
- Parking spaces do not meet modern car standards with a length of 4.8m.
- Total of 9 parking spaces required not 8.
- The proposal for a 20 minute window for certain staff to leave early to prevent congestion in the property is not a realistic arrangement.
- The new proposed parking arrangement does nothing to reduce the flow of traffic to this cul-de-sac as shift handovers will still need to take place and resident services required to attend the property.
- Commercial activity not suitable to this cul-de-sac.
- Local employment as mentioned by the application cannot guarantee no use of cars turning up to the site.
- Limited bus availability.
- 'Technical Transport Notice' is inaccurate as the road does not have footpaths either side of the road along its entire length, it is also not 5m in width.
- New Road/Debdale experiences a relatively high volume of traffic to the side of the roadway with normal flow of resident and refuse collection traffic.
- The road is also commonly used by individuals for school and sport drop off/collection traffic due to the close proximity to the playing fields and schools. This is both during the working week and at weekends.
- Proposal would result in an increase in vehicles using Mill Crescent as a turning location which will result in exacerbated degradation to the gravel track and impact to the residents. The fences of both 9 New Road and 1 Mill Crescent have been damaged/knocked over by large vehicles and lorries in the past year alone, when incorrectly used as a turning location.
- The cul-de-sac which the site is located on (New Road/Debdale) has a very narrow access point (single carriageway from Y junction from Cherry Orton Road) to the intended property. Access will be further impacted should traffic and parking on roadway increase. This will lead to additional costs to the council for maintenance of the New Road/Debdale road.
- Due to an increase in activity on this road there will be an increased risk to domestic users and pedestrians of collisions.
- Minor increase in air pollution from hazardous fumes from traffic movements/idling outside the property at 4 Debdale.

- Signage type is not mentioned anywhere on the plans, this may detract from the conservation area aesthetic.
- No mention of fire safety arrangements and if additional fire escapes are required, this will impact on the visual aesthetics of the conservation area.
- No security arrangements mentioned to ensure the safety of the care facility residents and local residents.
- No pre-application consultation has been carried out with local residents.
- Front wall is within the conservation area and should be protected. Removing the wall would also damage the large grass verge and footpath outside of the property.
- A Covenant in the Deeds to the properties maintains that no business of any kind may be transacted.
- The road is also used by children attending Orton Bushfield Academy on foot and by bicycle.
- Proposal not in keeping with this area of Orton Waterville.
- The Applicant has stated that the proposal is a 4 bed care home yet the proposal clearly shows 2 units and 3 bedrooms generating a total of 5 bedrooms, the concern is once the proposal is granted then the Applicant would be able to add an additional resident and what is being proposed today is not the reality of what we shall be facing as local residents in the future.
- Concerns over the level of privacy being completely removed, with Trees T1, T2 and T3 being removed meaning that our garden and kitchen are completely overlooking, and contradicts the statement from Alderwood and my trust has been broken in the facts and intentions of this application.
- Side windows of the application site would overlook our front garden and can also see into one of our front bedrooms, this change would raise privacy concerns.
- The applicant states that residents will meet visitors off site, if I had a loved one living in a residential institution, I would want to visit it to ensure all was well.
- Increase traffic flow resulting in congestion, danger to pedestrians, pollution, noise and disturbance.

Revised consultation – Objections:

- Proposal still contravenes stipulation that property is used purely for domestic purposes.
- The reduction in the height of wall is unnecessary and seems to be to re-use the stone removed. The proposed front boundary is ill suited and out of keeping with the local character of the area, other walls are of single height and continuous along the boundary, the two tiered incline design in the new location will be unsightly and detrimental to the area.
- The Orton Waterville Conservation Area Appraisal – Section 8.3 states there should be no further puncturing of existing stone walls in the area.
- The proposal will exacerbate the access and parking problems already encountered.
- Planning Department seems to have no perception of a conservation village. We already suffer from parking disruption of juggernauts delivering to RP Meats along with damage to the roads.
- Drawing 20 Rev B shows 5 parking bays, a bin storage area and clearance between the parking bays and the garage door. Each parking bay appears to be shown as 3.6m wide and therefore a total width of 18m is required for the 5 bays let alone space for garage access and bin store. The actual distance from the garage door to the inside of the front boundary is 15.2m.
- How can cycle users access the cycle store when someone has parked in car bay 4, there will be no clearance to open the up and over garage door. Car bay 8 will be difficult to utilise.
- The proposed access is 3m wide. Delivery vehicles are expected to negotiate this narrow entrance after having performed a 90 degree off a 4.9m wide road which may well have vehicles parked opposite. The result will be lots of vehicle manoeuvring, air pollution and noise pollution.
- The proposal is completely inappropriate for the location.
- Objections remain on my previous comments.
- There is no mention of the installation of an oil interceptor for this commercial vehicle parking area, which would cause a risk of contamination and pollution of the soils, protected tree root system, and the local surface water drains and sewer system where the oil/fuel should not enter.
- The proposal is not suitable for a large volume of traffic at any point in the day, the roadway is as narrow as 9ft in parts which will result in blockages to homes and along the carriageway to allow vehicles to pass and parking on the footpaths.
- The excavation of the driveway will have an impact on the protected tree root system and when

building this new driveway the works vehicles will be parked along the arrow roadway, causing obstruction.

- The drawings only show dimensions for one accessible space, still not clear if the proposed 8 spaces will actually fit with enough space for people to get out of the vehicles and manoeuvre on site. How can we be confident in this development when so many inaccuracies and vague components are being submitted?
- Proposal is for a commercial business to be run from a residential house, involving commercial deliveries and services coming to the property such as clinical waste collections and servicing of commercial equipment such as hoists, and electrical servicing. There will also be daily visits in cars of healthcare providers such as occupational therapists, physiotherapists, district nurses and GPs etc.
- Parking is insufficient, plans show 8 parking spaces but 9 are needed. Appendix C of the Peterborough Local Plan mentions 1 parking space per full-time equivalent staff, plus 1 visitor space per 3 beds is required.
- The block paving with parking bays being marked out onto the paving is not in keeping with a residential conservation area. This would look unsightly and detract from the visual appearance of the property.
- Plans contrary to Local Highway Authority comments. There also appears to be contrary views from the LHA and Conservation Officer regarding the width of the access.
- Loss of privacy and disruption would be experienced by properties across from the site due to the proposed new expanded entrance way placed directly opposite.

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Design and character of the site and surrounding area
- Neighbour amenity
- Highway safety and parking
- Trees
- Other

a) Principle of development

Policy LP8 supports the provision of homes for vulnerable persons subject to certain criteria.

First, a need has been identified and is supported by Adult Social Care Commissioning.

Cambridgeshire and Peterborough Children's Commissioning and Adult Commissioning services were consulted and they raised no specific objections to the proposal. However, the Adult Commissioning service did raise a concern over the lack of community engagement within the area, and noted that this application is for a provision of services for people with complex needs who will inevitably present with challenging behaviours which may cause disruption to the local community. Nonetheless, the Applicant has no statutory duty to consult prior to the submission of this application, and a full consultation was carried out with neighbouring properties and a Site Notice was also put up near the application site.

Secondly, it is considered that the proposal provides a sufficient level of amenity provision and Officers consider the application site to be suitable to provide the future occupiers with the necessary facilities, level of independence and provision of support/care.

Thirdly, the application site is located a short distance away from shops located at Church Drive (0.2 miles) as well as a bus stop, there are also further shops and bus stops also are located within the surrounding area. It is considered that the proposed site provides access to essential services

and community facilities, with the Orton Waterville Village Hall located within 0.2 miles of the location.

Fourthly, the site does not conflict with any strategic policy of the Peterborough Local Plan and the material considerations will be considered below.

Paragraph 8 of the National Planning Policy Framework (NPPF) (2021) outlines three objectives to achieve sustainable development, one of which is the social objective which further outlines the need to support communities' health. Adult social care provision is a key and fundamental provision that is necessary within Peterborough and subject to meeting the criteria set out within Policy LP8 such provision is supported.

The proposal includes two self-contained units within the first-floor plan which are labelled 'Unit 1' and 'Unit 2'. The Agent confirmed that these self-contained units were to enable temporary supported independent living for residents prior to establishment elsewhere in the community once the necessary skills are achieved.

As such Officers recommend a condition to be appended onto the decision notice which ties the self-contained units with the proposed use so that the units are not sold or rented out separately.

Officers consider that whilst there is potential for challenging behaviour which may cause disruption to the local community, the main consideration for Officers would be the land use and on the basis of the above, the principle of development is considered to be acceptable and in accordance with Policy LP8 of the Peterborough Local Plan (2019), subject to the following material planning considerations.

b) Design and character of the site and surrounding area

Whilst there are limited alterations proposed to the existing dwellinghouse itself, alterations are proposed to the front boundary treatment and front driveway.

The proposed access will be relocated further along the front boundary. It will be retained at a width of 3m with the adjacent walls to either side of the access being retained at 600mm then sloping up to the existing height of the retained wall. The Conservation Officer raised no objections to this element but recommended a condition to ensure that the stone from the closure and relocation of the existing access is reused for the alteration works. A compliance condition would be attached to the decision notice should permission be granted.

The other alteration would be the hard landscaping of the front driveway area in permeable block paving in dark grey with parking spaces demarcated in light grey block pavers laid in a Herringbone pattern to replace the existing gravel. The Conservation Officer raised no objections to this element. It is considered to be a sympathetically designed landscaping treatment.

In light of the above Officers consider the proposal to be in accordance with Policies LP16 and LP19 of the Peterborough Local Plan (2019).

c) Neighbour amenity

As there are no extensions, enlargements or alterations to the property proposed under this application, it is not considered that the proposal would cause unacceptable overbearing, shadowing or loss of privacy impacts to surrounding neighbours.

It is considered that whilst the proposal will change the application site from a C3a Residential Dwellinghouse to a C2 Residential Institution, as the main uses of the first-floor rooms will remain as bedrooms; there will be no adverse impact on privacy to neighbouring properties by way of additional overlooking or loss of privacy from first floor level. No additional openings are proposed.

The garden of the site would be used as the private amenity area for the proposal, there would be

no adverse change in character of the rear amenity area.

In light of the above, the proposal is considered to be in accordance with Policy LP17 of the Peterborough Local Plan (2019).

d) Highway safety and parking provision

Appendix C of the Peterborough Local Plan (2019) outlines the parking requirements for a C2 use as 1 per full-time equivalent staff plus 1 parking space per 3 beds. The proposal would have 6 full time equivalent staff and 5 beds on site, as such the required parking provision would be 7 parking spaces. The proposal provides 8 car parking spaces including 1 accessible parking space. The proposal also provides for cycle parking provision within the existing attached garage.

The Council's Local Highway Authority object to the proposal raising the following concerns:

- Fully dimensioned and scale drawings with parking space dimensions and visibility splays
- Swept path analysis demonstrating vehicles for entering and leaving the site in a forward gear and parking
- The access must be 5.5m wide
- Construction details of the alterations and moving of the access are required

Officers note that the submitted drawings are to scale and the dimensions for the accessible parking space measures 5m x 3.6m and the dimensions for the remaining spaces is 5m x 2.4m. Further, 2m visibility splays are provided on either side of the access with the wall height reduced to 600mm for 2m along the proposed access. It is also noted that the requirement for construction details is onerous given that a Permit would be required from the Local Highway Authority under Section 184 of the Highways Act 1980 and details would be provided then, as such providing details now would be unreasonable and not meet the tests for appending a condition onto the decision notice.

The Conservation Officer and the Local Highway Authority hold conflicting views regards the need of a 5.5m wide vehicular access to the application site.

Taking the nature of the proposals into account, it is considered that the proposal would not generate a demand in terms of vehicle movements that would result in two vehicles using the proposed access at the same time. Further, the proposal is located within a quiet cul-de-sac where the potential for creating a bottleneck is limited. It is therefore considered that a reduced 3m wide access with the provision of the reduced wall height on either side providing the necessary vehicle to pedestrian visibility splays provides an acceptable compromise between the conservation and highway safety impacts of the proposal.

As such it is recommended that the objection from the LHA be overruled subject to conditions securing eight parking space, visibility splays, remodelling of the boundary wall and provision of cycle parking. On balance, the proposal is in accordance with Policy LP13 of the Peterborough Local Plan (2019).

e) Trees

The Council's Tree Officer noted the protected Horse Chestnut TPO T.4 08/1972, located within the front garden of No.5 Debdale and raised no objection subject to a condition securing the protections set out within the submitted Arboricultural Method Statement.

In light of the above it is considered that the proposal is in accordance with Policy LP29 of the Peterborough Local Plan (2019).

f) Other

The Orton Waterville Parish Council raised an objection to both the original and revised schemes

which are addressed in detail as follows:

- *Appears to be a commercial venture in a residential and conservation area which is inappropriate and out of keeping with the area*
- *Triple glazing is being proposed at this property which implies that there will be higher noise levels coming from the property in a quite small residential street which may cause distress to neighbouring properties, which has been seen in a neighbouring street from a similar scheme.*
- *More traffic from employees and visitors to the property which will have an impact on neighbouring properties especially as Debdale is a narrow cul-de-sac.*
- *Restrictions on the Land Registry Title Register of this property which states no business use from the property and not to use the land for any purpose which may be or may grow to be a nuisance or annoyance to the Company or to the owner or occupiers of any adjoining property.*

The principle of the development was assessed in the first section, Officers consider that care facilities as long as they meet LP8 and other material considerations are acceptable and the proposal is able to accommodate 5 residents with 6 staff providing 24 hour cover. Whilst a different use from C3a it is considered that the proposed use which falls within C2 is a related residential use and the principle of setting it within a residential area is not unacceptable as long as the necessary policy requirements are met. The potential noise impact was noted but whilst Officers can consider the land use of the proposal, considering the behaviour of the residents would be difficult given that this would vary from individual to individual. The Applicant does mention upgrading works including triple glazing, which may not need planning permission as it involves just the altering of the glazed panels. Moreover, the site is a detached building with no party walls with other properties. Finally, it is noted that 24/7 cover is proposed to allow for oversight and staff presence at all times which would allow for mitigation against adverse noise impacts. Officers accept that the proposal may generate more traffic to the property but it is also noted that the necessary parking provision has been provided on site. Officers cannot consider covenants and restrictions within the Title Register as material considerations as these matters are civil matters, and any current or future planning permissions would not override any private legal agreements.

Local residents also raised objections to the proposal, whilst I will not address matters that have been considered above in the main report any remaining concerns will be addressed below.

- *Proposal still contravenes stipulation that property is used purely for domestic purposes.*
Any private legal agreements and Land Registry Title restrictions are not material considerations, and any approved planning permission would not override any private legal agreements which the Applicant may have entered into.

- *The reduction in the height of wall is unnecessary and seems to be to re-use the stone removed. The proposed front boundary is ill suited and out of keeping with the local character of the area, other walls are of single height and continuous along the boundary, the two tiered incline design in the new location will be unsightly and detrimental to the area.*

The Conservation Officer raised no objections to the revised proposal consider the frontage design is a sympathetic design which does not adverse impact the design and character of the site and surrounding area.

- *The Orton Waterville Conservation Area Appraisal – Section 8.3 states there should be no further puncturing of existing stone walls in the area.*

The proposal moves the existing access which is of a similar width and a condition has been appended onto the decision notice for the existing stone to be re-used to allow for a sympathetic appearance and design to the existing frontage.

- *Planning Department seems to have no perception of a conservation village. We already suffer from parking disruption of juggernauts delivering to RP Meats along with damage to the roads.*

The Conservation Officer raised no objections and did not consider the proposal would adversely impact the design and character of the site and surrounding Conservation Area.

- *Drawing 20 Rev B shows 5 parking bays, a bin storage area and clearance between the parking bays and the garage door. Each parking bay appears to be shown as 3.6m wide and therefore a total width of 18m is required for the 5 bays let alone space for garage access and bin store. The actual distance from the garage door to the inside of the front boundary is 15.2m.*

Only the accessible parking space would be 3.6m, the remaining parking spaces measure approximately 2.4m wide.

- *How can cycle users access the cycle store when someone has parked in car bay 4, there will be no clearance to open the up and over garage door. Car bay 8 will be difficult to utilise.*

A condition has been added onto the decision notice to provide the necessary cycle parking details including access into the garage. Officers on balance accept the parking provision and given that the necessary parking provision would be 7, the proposal provides 8 so that there is sufficient provision on site in line with Policy.

- *There is no mention of the installation of an oil interceptor for this commercial vehicle parking area, which would cause a risk of contamination and pollution of the soils, protected tree root system, and the local surface water drains and sewer system where the oil/fuel should not enter.*

The need for an oil interceptor would be inappropriate given the level of development which is a fairly low scale care home, and vehicles visiting the site would generally be staff vehicles.

- *The drawings only show dimensions for one accessible space, still not clear if the proposed 8 spaces will actually fit with enough space for people to get out of the vehicles and manoeuvre on site. How can we be confident in this development when so many inaccuracies and vague components are being submitted?*

The Proposed Site Plan is a scaled drawing which does allow for measurements to be taken off the drawing.

- *Proposal is for a commercial business to be run from a residential house, involving commercial deliveries and services coming to the property such as clinical waste collections and servicing of commercial equipment such as hoists, and electrical servicing. There will also be daily visits in cars of healthcare providers such as occupational therapists, physiotherapists, district nurses and GPs etc.*

Whilst the proposal has potential for healthcare providers and commercial deliveries coming on site, this would heavily depend on the requirement for each resident. The submitted information does not propose an intensive care home and whilst there is potential for residents with higher care needs than others being present, it is considered on balance the proposal provides the necessary parking to mitigate against any adverse impact on the site and surrounding area.

- *At times of staff changing there will be 12 cars plus visitors, this is not possible in the restricted area of parking within the site and will therefore result in parking on the road which is not wide enough for two cars to pass so parking will be on the pavement.*

The proposal states there will be approximately 6 staff supporting these service users on a 24 hour basis, the total staff numbers of 6 are likely to be spread over the 24 hour period working a shift pattern.

- *Websites frequently mention the many issues with management problems, poor pay, frequent staff turnover and dissatisfaction cited.*

Officers cannot consider these matters as material considerations.

- *If this application does go ahead, and problems arise, where do neighbours raise their concerns?*

Depending on the type of concern, the management company or other part of the Council may be the relevant part to raise concerns to (i.e. parking concerns raised to Local Highway Authority, statutory nuisance issues raised to Pollution Control team etc).

- *No mention of the drainage/surface water diversion which is located next to the proposed new drop kerb or its impact on the flow of surface water to the drain across the road and potential for all water to flow across the road towards 9 New Road car parking space and foot gate access, should*

the other point become overwhelmed.

Any impact on drainage or other street furniture can be considered when the Applicant looks to gain the Road Opening Permit from the Local Highway Authority.

- No mention of tactile paving at the new entrance to alert current residents of the area who are partially sighted of the change in entrance way point.

The proposal includes a single access which is of a similar dimension and location to the existing access on site as such tactile paving is considered to be onerous on the Applicant.

- Minor increase in air pollution from hazardous fumes from traffic movements/idling outside the property at 4 Debdale.

The level of air pollution would be limited given the small scale of the proposal.

- Signage type is not mentioned anywhere on the plans, this may detract from the conservation area aesthetic.

No signage has been proposed and approved as part of this application.

- No mention of fire safety arrangements and if additional fire escapes are required, this will impact on the visual aesthetics of the conservation area.

The proposal does not include any external alterations to the existing building, if any additional changes are required, then planning permission may be required which can be considered at the time of submission.

- No security arrangements mentioned to ensure the safety of the care facility residents and local residents.

There is 24 hour staff presence on site which can allow for mitigation against any challenging behaviour.

- Front wall is within the conservation area and should be protected. Removing the wall would also damage the large grass verge and footpath outside of the property.

The proposal does include re-instating the grass verge in front of the existing access after it's closure which has been conditioned to ensure this.

- Concerns over the level of privacy being completely removed, with Trees T1, T2 and T3 being removed meaning that our garden and kitchen are completely overlooking and contradicts the statement from Alderwood and my trust has been broken in the facts and intentions of this application.

T1, T2 and T3 are shown on the proposed plans as being retained on the plans, and for the sake of clarity the current application does not approve the removal of any trees on site. As the site is located within the Conservation Area, a tree works application would need to be submitted to the Council's Tree Officer for any works, if any works to trees have been conducted without the relevant permission should be reported immediately to the Planning Enforcement team (enforcement@peterborough.gov.uk).

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 impact of the proposal on the character of the site and Orton Waterville Conservation Area is considered to be in accordance with Policies LP16 and LP19 of the Peterborough Local Plan (2019);

- The impact of the proposal on the amenity of the occupiers of neighbouring dwellings is considered on balance to be in accordance with Policy LP17 of the Peterborough Local Plan (2019); and

- The impact of the proposal on the safety of the adjacent public highway is considered to be on balance in accordance with Policy LP13 of the Peterborough Local Plan (2019).

7 Recommendation

The case officer recommends that Planning Permission is **GRANTED** subject to the following conditions:

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

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

C 2 The development hereby permitted shall be carried out in accordance with the following details:

- Site Location Plan (Drawing number 01)
- Existing Site Plan (Drawing number 02)
- Existing Ground Floor Plan (Drawing number 03)
- Existing First Floor Plan (Drawing number 04)
- Existing Roof Plan (Drawing number 05)
- Existing Elevations 1 of 2 (Drawing number 06)
- Existing Elevations 2 of 2 (Drawing number 07)
- Proposed Site Plan (Drawing number 20 Revision A)
- Proposed Ground Floor Plan (Drawing number 21)
- Proposed First Floor Plan (Drawing number 22)
- Proposed Roof Plan (Drawing number 23)
- Proposed Elevations 1 of 2 (Drawing number 24)
- Proposed Elevations 2 of 2 (Drawing number 25)
- Frontage Alteration Proposals (Drawing number 26)

Reason: For the avoidance of doubt and proper planning.

C 3 Prior to first occupation of the development, car parking including garages and turning shall be provided in accordance with the approved layout shown on drawing number 20 Revision A.

Thereafter, the car parking and turning shall be retained solely for the parking and turning of vehicles in connection with the use of the development to which it relates and shall not be used for any other purpose in perpetuity.

The front driveway area shall be finished in permeable block pavers in Herringbone pattern in dark grey with the parking spaces demarcated in light grey as per drawing number 20 Revision A.

Reason: In order to ensure that sufficient parking and turning remains available in site in the interests of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

C 4 Prior to the first occupation of the development hereby approved; the visibility splays, grass verge and access width shall be constructed and maintained in accordance with drawing number 26. The 2m visibility splays as identified on drawing number 26 shall remain free from obstruction over 600mm high for perpetuity.

The new access and proposed front boundary treatment shall recycle stones from the existing wall for the proposed works.

The access hereby approved shall remain ungated for perpetuity.

Reason: In the interest of public highway safety in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C 5 The two self-contained units, labelled Unit 1 and Unit 2 on drawing number 22, shall not be occupied or used at any time other than for purposes ancillary to the C2 use of the property known as 4 Debdale Orton Waterville PE2 5HS, and shall not be occupied, leased or rented as separate dwellings.

Reason: The site is not adequate to support a separate dwelling and the self-contained units are only acceptable as ancillary accommodation, in accordance with Policies LP13 and LP16 of the Peterborough Local Plan (2019).

- C 6 Prior to first occupation of the development hereby permitted, details of the cycle parking shall be provided to demonstrate how access will be gained to the existing garage and the level of provision provided within the garage shall be submitted to and agreed in writing with the Local Planning Authority.

Thereafter the development shall be carried out in accordance with the approved details and the provision of cycle parking shall be retained for perpetuity.

Reason: In order to ensure that sufficient and suitable cycle parking is available and to promote more sustainable methods of travel to/from the site, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C 7 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking and re-enacting that Order with or without modification) the development hereby permitted shall be used for the provision of residential accommodation and care to people in need of care within C2 use class (Residential Institution) only and for no other use within the C2 use class.

Reason: In the interest of neighbour amenity and highway safety, in accordance with Policies LP17 and LP13 of the Peterborough Local Plan (2019).

- C 8 As per the submitted Arboricultural Method Statement (AMS) from Silva Arboriculture Ltd received (Ref 21090 Issue 1, received 29/10/2021), all measures and protections as laid out in the aforementioned AMS must be implemented and adhered to before the arrival of any materials on site and the beginning of any construction works associated with the proposed development hereby approved and must be maintained throughout the period of construction.

Reason: In the interest of the protection of the existing trees, in accordance with Policy LP29 of the Peterborough Local Plan (2019).

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