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PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 12 APRIL 2022

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. **Minutes of the Meeting Held on 22 February 2022** 5 - 16
5. **Development Control and Enforcement Matters**
 - 5.1 **22/00176/FUL - The Golden Pheasant 1 Main Road Etton Peterborough** 17 - 28
 - 5.2 **21/01943/FUL - Castor Business Centre- Vogel Training Centre Helpston Road Ailsworth Peterborough** 29 - 46
 - 5.3 **22/00106/ADV - 2 Alma Road Millfield Peterborough PE1 3AW** 47 - 54



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Committee Members:

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

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

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

CASE OFFICERS:

Planning and Development Team: 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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**MINUTES OF THE PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE
MEETING
HELD AT 1:30PM, ON
TUESDAY, 22 FEBRUARY 2022,
ENGINE SHED, SAND MARTIN HOUSE, BITTERN WAY, PETERBOROUGH**

Committee Members Present: Harper, (Chair), Hiller (Vice Chair), A Bond, Brown, Dowson, Hogg, Jones, I Hussain and Rush.

Officers Present: Sylvia Bland, Development Management Group Lead
Karen Dunleavy, Democratic Services Officer
Chris Gordon, Planning Solicitor
Matthew Fulcher, Legal, Governance
Alex Woolnaugh, Highways Engineer
Louise Simmonds, Development Management Team Manager

50. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Sharp and Councillor Iqbal. Cllr Rush attended as substitute.

51. DECLARATIONS OF INTEREST

Councillor Hiller declared a non pecuniary interest on agenda item 3 21/01965/HHFUL - 28 West End Road, Maxey as he knew the applicant and would be speaking on the item.

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

There were no declarations of intention to make representation as Ward Councillor.

**MINUTES OF THE PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE
MEETING HELD ON 14 DECEMBER 2021**

The minutes of the meeting held on 14 December 2021 were agreed as a true and accurate record.

53. PLANNING AND ENFORCEMENT MATTERS

53.1 20/01113/FUL - THE FORMER STANILAND COURT SITE, WERRINGTON CENTRE

The Committee received a report, which sought planning permission for the 'erection of two, three-storey buildings and one, two - storey building comprising 59 affordable residential units and two retail units, with associated car parking, landscaping and relocation of bus stop'.

Blocks one and two would stand at three storey in height and would comprise entirely of residential units. These two blocks would have an overall floor area of 94m x 17.8m and propose to stand at 10.2m (11.1m including plant) in height utilising a mansard roof with recessed windows. These blocks would comprise a total of 56 residential dwellings over three floors.

Block three would have a floor area of 17.3m x 18.1m and propose to stand at 7.3m in height, also utilising a mansard roof with recessed windows. This building would comprise two retail units and bin storage for both the retail and residential units at ground floor, with three residential dwellings above.

Access for cars and refuse collection vehicles would be from Staniland Way to the north, which was shared with Olympus House, the service yard for Tesco Supermarket and a number of retail units situated within Werrington Centre, as well as the exit to the Tesco Petrol Filling Station.

These buildings would be served by a communal car park, which would provide 75 parking spaces (four of which would be disabled).

To facilitate development, several landscaped areas and a bus stop would be removed. A new bus stop was proposed to be situated along Goodwin Walk, and public realm improvements were proposed within Werrington Centre. Further, the adjacent service yard would be remodelled to facilitate the proposed car park, which would displace 21x staff car parking spaces and a cycle store.

The Officer introduced the report and highlighted the key points in the application. Members were also directed to the update report which contained several revised and additional conditions.

Cllr John Fox, Judy Fox, Stephen Lane, Ward Councillors, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Ward Councillors expressed concerns about the short notification that was given to prepare for the meeting and about no site visit being conducted. It was therefore requested that the committee gave consideration to the concerns raised and that the proposal should be deferred until the next full planning meeting
- The proposal was the biggest planning application involving residents with many objections.
- There were no known buildings in new Werrington above two high storey flats and therefore was not conducive to the area.
- The application would equally look out of character to the surrounding residential houses by failing to respect the visual character of Werrington's well-established urban area.
- The plans involved such a large area of Werrington and would be detrimental to the whole unique environmental layout that already existed and gave no positive environmental gain.
- There were concerns felt about the loss of the bus terminal which was built to serve bus routes coming from both directions, which also facilitated for any increase of public transport improvement plan, bringing about a much cleaner environment, which complied with the PCC local transport plan to attract more people onto public transport.
- The very busy route served the rural communities, Werrington Centre and beyond. The current terminal gave bus drivers a place to turn round and wait for customers if the driver arrived ahead of the allocated time slot. In the winter months, bus drivers would keep the engines running to warm the coach, which had not presented a problem as they were far enough away from residential

houses, to impact on noise pollution and air quality. If the bus terminal was moved to the proposed location, it would present the opposite effect on residential houses.

- Concerns were raised about only one bus stop provision proposed and with the proximity close to the road. Local school students and the elderly would have to cross the road and there appeared to be no plans for any provision to install controlled crossings.
- It was disappointing that the police comments to the consultation which had stated that because of historical issues in the local Werrington Centre, such as drug dealing and anti-social behaviour, they felt that the pocket park should be removed from the proposals.
- It was felt that placing two further shop units near the Werrington Centre may create an adverse effect and be a detrimental factor to the anti-social behaviour that was being experienced.
- If the application was approved, Werrington would lose several open access points into a shopping centre for both pedestrians and cyclists and this would create an adverse effect on the present environmental landscape and was not perceived as a regeneration of Werrington Centre at all.
- Both proposed buildings being in such proximity to the single storey aspect of Werrington Centre would be unjustifiable oversized and out of character.
- The proposed buildings would not contribute to inclusion and community cohesion illustrated in the layout, the blocks were a customary route to the Werrington shopping centre, which had been designed into the neighbourhood landscape by the Peterborough Development Corporation. Visually, the purposeful symmetrical design through Crowhurst to the centre had been an obvious route for residents and had been for most 40 years. The proposed layout had overridden and disrupted the local context and therefore conflicted with LP 16.
- Up until recently the Highways Authority had always objected to insufficient parking provision insisting the development required 102 parking spaces. The applicant's argument stated that the lack of car use figures for such developments and suggested a ratio of only 0.62 parking spaces per flat and requested a variation of parking stands to be allowed. The applicant's claimed that their current proposal percent of 75 spaces should be sufficient and acceptable. Highways had stated that the parking standards would not differentiate between flats or houses nor private or affordable ownership.
- Parking provisions of policy LP 13 stated that the planning permission for new development within the use classes A,B,C and D1 would only be granted if the proposal was an appropriate and deliverable parking provision. Therefore, the proposal had not allowed for any variation.
- Overspill parking provision in Ploverly and Crowhurst had not been properly assessed, as the dynamics in both roads were everchanging. There had been no safe parking provision in these areas currently and it was confusing as to where the free parking spaces had materialised. Therefore, the overspill parking provision should be disregarded or prevented by condition.
- Concerns were raised about the potential for noise pollution from nearby businesses and electricity substation for future occupiers of the proposed flats.
- Refuse collections would present and issue for residents of the proposed development, and the Council's Waste Officer had objected to the proposal.
- It was not clear why there were two shop units proposed within the application for Werrington Centre as there were already empty shops in the area. In addition, a similar application was refused by the planning committee in 2018 and then after appeal, the inspector's decision was to dismiss it on the grounds that the proposal would impact on the character and appearance of the area and on public safety, so it was uncertain why this application had been any different.

- The Tree Officers had objected to the proposal stating that it was too large for its position and location. In addition, it was felt that the proposal would affect the landscape, including the footpath and highways and would dominate the street scene.
- There would be an obvious issue with regards to the close proximity of the proposed development and the existing trees as they mature and reached their full growth potential, which seemed to have been downplayed within the application. In addition, the proposed buildings with balconies could affect the future management and pruning of the trees significantly, which had not complied with LP29 and had not offered any amenities spatial grass open space.
- The removal of the large public open space adjacent to Goodwin Walk would mean that there would be nowhere for the children to play and residents to enjoy.
- It was felt that the proposed development would not promote and enhance biodiversity.

Sally Weald, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- Werrington Centre was the core of the community that contained schools, a nursery, shops, doctors and dentists and it fulfilled a major social and community purpose.
- The plastic grass, the bare ground and the remains of a derelict toilet block, had made the centre an unpleasant environment.
- Residents deserved better and had given views along with the Neighbourhood Council and Ward Councillors on the proposal.
- There were no three storey flats being built around Werrington Centre and the proposal would overwhelm the area if the application was approved.
- The application had not taken on the points raised by the Planning Inspector at appeal.
- Over 150 people would be deposited into a tired and run-down shopping centre without any satisfactory open space and greenery. In addition, the Werrington Centre had been set at medium risk for antisocial behaviour.
- The development should provide a benefit for the City and include much needed social housing. It should also provide benefits to the current residents living in and around a neglected shopping centre.
- Many of the residents were disappointed by the withdrawal of the landscaping plans as a result of being deemed by the police, to attract anti-social behaviour. The current landscape was also inefficient and had attracted anti-social behaviour.
- Investment was needed in Werrington Centre and not Cuckoo's Hollow as proposed.
- Werrington was distant from the City Centre and employment areas and people need to travel by car to get to work.
- Half of the proposed flats would have two bedrooms, which could require two cars to travel to places of employment.
- The current parking arrangements had been subject to anti-social behaviour and was at times, used to full capacity with no parking enforcement measures in place. It was felt that parking standards should be introduced for the Werrington Centre car park.
- Crowhurst Way and Skaters Way would experience an over concentration of parking as a result of the proposed development. This could cause parking problems for current residents who were already subject to congested parking in the area.
- It was essential that the parking proposals were fully consulted with current residents in order to find a solution to the issues already being experienced in the area.

- It was appreciated that rejuvenation was required for the Werrington Centre, however, appropriate consultation should focus on the issues raised such as parking, the removal of the pocket park to provide landscaping.
- The proposal had addressed the City Council's demand for low-cost housing; however, it was the wrong size building in the wrong place. In addition, there needed to be a more effective compensation package for current residents to accept future development proposals for the area.

Kate Wood, agent, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The sites comprised of two areas, one which was vacant land where Staniland and Court office building had been demolished and then along with the bus turn around area the bus stop which was to be moved South along Goodwin Walk.
- The proposed bus route would sit at the end of a widened walking route to and from the Werrington Centre and Stagecoach had not objected to the proposed location.
- The proposal contrasted with the commercial buildings deliberately due to the non-commercial use being proposed. The proposal was lower in height than the office building at Olympus house, despite being three stories.
- The applicant had worked with officers for several years on the scheme including at pre application stage when the initial proposal was for a taller building with 92 flats. The proposal had been reduced overtime to 59 following the submission of the planning application in August 2018.
- At 100% affordable, the application represented a unique opportunity to make up part of a significant shortfall in the City area for housing.
- The applicant sent a letter to all Committee Members, which been attached to the agenda. The letter outlined how the applicant had responded to initial objections in particular setting the buildings back further from the trees on Goodwin Walk and widening the route between the centre and the bus stop.
- The rest of the proposal would serve two new shops and the addition of CCTV and lighting, and Members were asked to note that the shops were currently let.
- Parking and access issues had been resolved with the Highways Officers, with parking provided at one space per flat plus 25% for visitors. Highway Officers agreed that this would be appropriate given that the development of one and two bed units.
- Some of the units would be reserved for the over the 55 population. In addition, the applicant's transport consultant had carried out additional survey work at the request of the Highway Officers and there had been capacity to accommodate the traffic.
- There was no requirement for any overspill parking and certainly no need to park as far away as Crowhurst and Ploverly. Officers had also required that the section 106 agreement included provision to make traffic regulation orders if it transpired that overspill parking occurred.
- The pocket park had not been removed from the application and the Committee was asked to consider whether it should be, given the police objection. Despite the police objection to the pocket park, a significant amount of section 106 agreements would contribute towards work on existing open spaces and the allotments.
- The applicant had secured Athene communications to carry out a major consultation exercise several years ago and in Werrington Centre itself. There was significant consultation and the responses led to the application that was presented in August 2020. In addition, there was a meeting with Local Councillors and the Neighbourhood Council to talk through the scheme. Furthermore, a tour of the

Werrington Centre was attended with two of the Local Councillors. Residents and neighbours had also been kept informed throughout the pre-application and application process.

- Although the Ward Councillors were against the application despite the consultation undertaken, there had to be a balance found for all parties to provide a financially viable scheme, which supplied the right amount of affordable housing and meet the Section 106 fees.
- The applicant would agree to accept a condition to provide EV charging points in the car park.
- As part of the negotiations with Highways Officers, there was sufficient parking included within the application and overspill parking had only been suggested should there be a need if the anticipated requirement had not completely accommodated the parking prediction.
- There would be 75 parking spaces to accommodate all units plus 25, which was the Council parking standard.
- Buses would be able to access the bus stop, but they would take a different route which Stagecoach had been consulted about. Stagecoach raised no concerns, and the change would be accommodated it within their routing systems.
- The proposal would not take away public transport opportunities as the bus stop was only just moving along from its current location and close to the Werrington Centre for people to access their property. In addition, a condition for a travel plan would be required to encourage new residents to use public transport, walk and cycle where possible, which would complement the current sustainable location.
- The agent agreed that the travel plan should be implemented before residents move into the proposed units.
- There had been a condition imposed on the application in relation to the rubbish disposal storage which meant that residents would not be expected to drag their bins around a service yard. In addition development would not be permitted until the applicant had agreed changes to the bin storage requirements with the Council.

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

- Condition 25 of the report sought to secure that Electric Vehicle (EV) charging points would be provided, and for the avoidance of doubt five percent of the parking bays must be EV.
- The Council had to adhere to the adopted planning policies in relation to EV charging points, however, Officers could ask the applicant post resolution to provide additional EV bays, or the Committee may choose to amend the Condition 25 as they saw fit through any proposal.
- The Civic Society had raised objections, which included concerns about height, massing and scale of the development.
- Members were advised that the provision of less parking spaces for the proposal had been acceptable because the applicant had provided robust and comprehensive evidence to demonstrate that the onsite parking provision was acceptable. Furthermore, the evidence provided had been presented from the current census data for car ownership levels for flats across the country and additional data of parking habits around Peterborough.
- The Local Highways Authority had not differentiated between the different tenures of property and that an exceeded lower parking requirement had been accepted.
- The applicant had moved the development in light of the proximity of trees on Goodwin Walk following concerns. Therefore, Planning Officers felt that there had

been sufficient breathing room to prevent undue pressure on the proposed development.

- The on-site parking provision was adequate for the proposed development and there should be no need for any off-site parking. Furthermore, the purpose of the two additional surveys, which, included the supermarket had provided reassurance that should there be any overspill this would present an acceptable impact.
- The LHA had suggested that as a failsafe, monies for a TRO to be secured if there was an overflow parking issue in the future, however, Planning Officers had not felt that the request would fit the tests that contributions must meet in terms of being secured under the Town and Country Planning Act. Furthermore, a TRO required consultation, and would not guarantee installation of double yellow line parking restrictions. Therefore, there was no legal mechanism to be able to secure TRO monies through a section 106 agreement.
- Members were advised that the Council's Community Infrastructure Levy (CIL), pooled monies for use for certain aspects as set out in the PCC community infrastructure levy and the SPD. There were certain elements relating to infrastructure contributions that were not included in the CIL which included things like affordable housing, public open space and any other site-specific matters that need to be secured through a financial contribution. In this instance, policy LP21 related to new developments and the provision of public open space, and as none was provided on the site, an off-site contribution had instead been secured. Furthermore, the Council's Public Open Space Officer had made recommendations as to where the monies should be spent based upon where the greatest demand would be as a result of the people moving into the proposed homes. Therefore, a specific pot of money had been based on a quote for 49 replacement trees and this had met the requirements of LP29.
- The development could not be reliant on the Tesco's car park.
- A TRO option had only been considered due to the service yard that Tesco's staff used, and the assumption was that they were more likely to park in surrounding streets rather than vehicles resulting from the proposed development.
- The lack of amenity was appropriate and a recreation ground to the west of the proposed development would be sufficient to provide residents with an outdoor space.
- Officers were comfortable with the evidence provided to support the proposal of reduced parking spaces.
- Members were advised that they could request a pot of money to secure the implementation of a TRO in the future if necessary.
- One hundred percent of the proposed properties would be offered as affordable tenure.
- Members felt that the application was on balanced, however shared some of the concerns raised.
- Some Members felt the car parking seemed acceptable, however there had been very strong objections to the application despite the proposed accommodation being offered as affordable.
- The S106 should be spent in the locality and in Werrington Centre and compensate the loss of amenity for current residents.
- A travel plan should be in place before any residents moved into the proposed units.
- There was a high demand for social affordable housing in the City, however it was felt that the application had not accommodated an appropriate level of parking. In addition, it was felt that a lower number of accommodation units should be considered for the area.

- There were currently two apartments in the area that had caused several issues, therefore an additional development would not be appropriate.
- The representation by the Local Councillors was very strong and should be given the appropriate consideration.
- Although a deferral of the decision was discussed to allow for a site visit, however, Members were content that they could reach a decision without one.
- Members felt that the proposed development seemed oversized.
- The amenity had not seemed sufficient for 100 residents that would reside in the proposed development.
- The community opposition was considered very strongly against the proposed development.

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **APPROVE** the officers recommendations and approve the application. Following a vote, (3 for, 6 against) the motion was **DEFEATED**.

A motion was proposed and seconded to refuse the officers recommendations and **REJECT** the application. Following a vote, the Committee **RESOLVED** (6 for, 2 against, 1 abstention) to **REFUSE** the planning permission.

REASON FOR THE DECISION:

Members felt that the application was not acceptable for the following reasons:

- Design, size and massing on the character of the area:
The proposed development, by virtue of its design, size and massing, would result in unacceptable harm to the character, appearance and visual amenity of the area. The proposal is therefore contrary to Policy LP16 of the Peterborough Local Plan (2019).
- Insufficient car parking:
The proposed development would provide for only 75no. parking spaces which falls below the adopted minimum parking standards for the mix of dwelling/unit sizes proposed. Whilst evidence has been submitted by the Applicant to justify this reduced parking provision, this is not accepted. As such, the proposal would not provide parking which sufficiently meets the need generated by the development and is contrary to Policy LP13 of the Peterborough Local Plan (2019).
- Insufficient amenity space for future occupants:
The proposed development would not provide future occupiers with any private or semi-private outdoor amenity space in which their day-to-day living needs could be met. In addition, public open space is not located in a sufficiently close proximity for this deficiency to be mitigated. As such, the proposal would not afford future occupiers with an acceptable level of amenity and it is therefore contrary to Policy LP17 of the Peterborough Local Plan (2019).

3:16PM - At this point the Committee took a break.

53.2 21/01745/HHFUL - JUBILEE HOUSE, FIRST DRIFT, WOTHORPE

The Committee received a report, which sought the benefit of planning permission to raise the roof level of the existing dwelling to create a first-floor level to accommodate additional living spaces consisting of three ensuite bedrooms and associated internal alterations to

the existing layout. The gap between the existing detached garage and the principal elevation would be infilled with a part two-storey development which would abut the rear wall of the garage.

In addition, the scheme included alterations to the existing double garage from a dual pitch roof to a single pitch roof with two roof lights and the creation of a mezzanine level for a 'Hobby Room'. The proposed roof of the garage would follow the existing dwelling in height and pitch as seen on the north elevation.

The finishing materials would consist of a combination of limestone and cream render, ashlar quoins, aluminium cladding and aluminium powder coated window frames, which would match the existing dwelling.

It was noted that the current application was a re-submission of application reference number 21/00583/HHFUL which was previously withdrawn, and amendments had been secured as part of the application.

The initial proposal submitted had been revised after discussions between the Officers and the Applicant to reduce the scale of the development proposed on its north (principal) elevation as well as a reduction in scale of the windows on the east elevation.

The Development Management Team Manager introduced the item and highlighted key information from the report and the update report.

Helen Raymond, agent, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The dual pitch roof looked a little out of place with the rest of the house being the only one that was dual pitched and much shallower pitched in the main roofs on the house. There had been 49 metres in front of Jubilee House and Terracotta House which was locally listed and 46 metres to the northeast was Tarrants which sat in a 108 metre long plot. Friarfield was located 60 metres and angled obliquely to Jubilee House with a two acre garden with one point two five acre woodland to the southwest.
- There had been mature planting to the east and west boundaries of Jubilee House and the rear garden was at high level above the house floor levels.
- The original house application for Terracotta had planning permission for a double garage to the southern end of the garden, adjacent to Jubilee House garage, however the drawings had not shown the garage. The proposed garage would be one point three metres higher than the floor level of Terracotta House.
- Jubilee House had a basement over the southern side and mezzanine over the central space. The clients had considered extending the mezzanine to accommodate their requirements but felt that the house had more potential, though they had not wanted to lose space in the central location of the property.
- Negotiations with the Planning Officers had taken place to address the concerns raised by Tarrants, so it was believed by the applicant that the issues had been resolved.
- The roof lines had been reduced facing towards Tarrants in order to address the concerns raised.
- The applicant's wished to gain guest accommodation and it was believed that the proposals presented the least impact on the neighbours with provision for a smaller footprint as possible.
- There were no comments from the Ward Councillor in relation to the application.

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

- Members felt that the property was very interesting, although alien in design, was acceptable for the area.
- The area had been dominated by large housing stock which and it was therefore felt that the application had not looked out of place.
- The proposed design was acceptable and positioned away from the neighbouring properties. In addition, the mature planting would obscure the view.

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to go with officer recommendation and **APPROVE** the application. The Committee **RESOLVED** (Unanimously) to **APPROVE** the planning permission subject to conditions delegated to officers.

REASON FOR THE DECISION:

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

- The proposal would not unacceptably impact upon the character and appearance of the site and the surrounding area, including the setting of a Locally Listed Building and Special Character Area, in accordance with Policies LP16 and LP20 of the Peterborough Local Plan (2019) and the Peterborough Design and Development in Selected Villages SPD (2011).
- Neighbours surrounding the application site would retain an acceptable standard of amenity, in accordance with Policy LP17 of the Peterborough Local Plan (2019).
- Parking provision and the safety of the surrounding highways would be retained to acceptable levels, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

At this point Cllr Hiller stood down from the Committee.

52.3 21/01965/HHFUL - 28 WEST END ROAD, MAXEY

The Committee received a report, which sought planning permission for the demolition of the existing rear conservatory and replacement with a single storey flat roof extension with roof lanterns and an adjoining timber pergola structure.

The proposed single storey rear extension would project approximately four metres outwards beyond the rear elevation of the house, and the adjoining timber pergola structure approximately 1.9m beyond this. The extension would measure approximately 9.7 metres in width and three metres in height.

The Development Management Team Manager introduced the item and highlighted key information from the report and the update report.

Cllr Hiller, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The applicant had owned the property for 30 years.
- The application was for an Orangerie construction.
- The property was situated within the conservation area of the village and so external alterations were subject to closer scrutiny by planning officers.
- The proposal had the support of the Council's Conservation Officer the support of Maxey Parish Council neighbours and Historic England.
- The extension was larger than the conservatory and would be far more energy efficient, with the use of very high thermal efficiency glass in the roof and bifold doors and underfloor heating.
- An Orangerie was different and more energy efficient than conservatories because of its design.

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

- Members commented that the proposals were acceptable.

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to go with officer recommendation and **APPROVE** the application. The Committee **RESOLVED** (Unanimously) to **APPROVE** the planning permission subject to conditions delegated to officers.

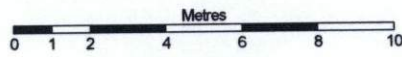
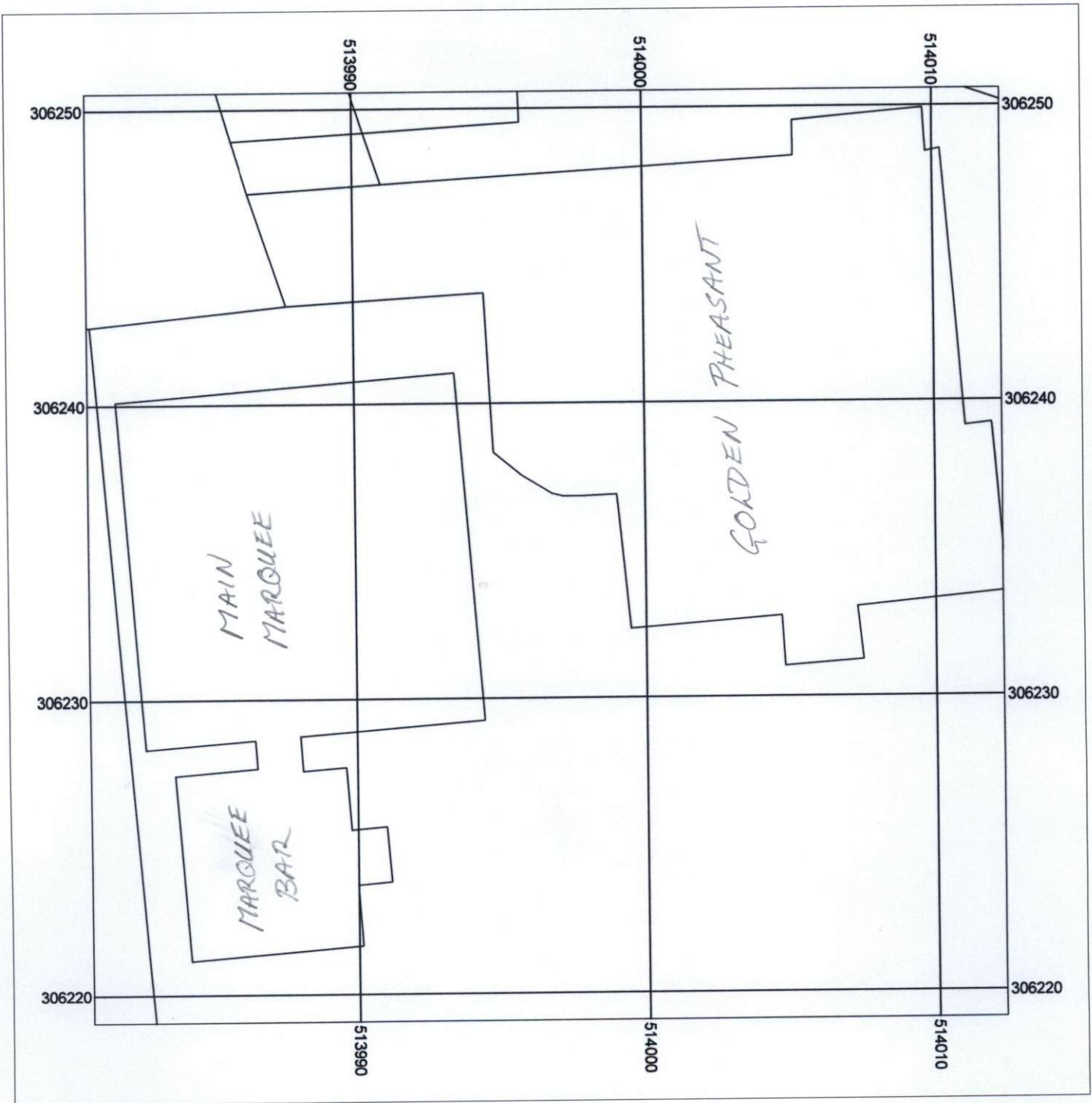
REASON FOR THE DECISION:

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

- The character and appearance of the site and the surrounding Maxey Conservation Area would not be unacceptably impacted upon by the proposed development, in accordance with Policies LP16 and LP19 of the Peterborough Local Plan (2019); and
- The proposal would not unacceptably impact upon the amenity of surrounding residents, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

CHAIRMAN
1.30 – 3.57 PM

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Planning and EP Committee

Application Ref: 22/00176/FUL

Proposal: Retention of two marquees

Site: The Golden Pheasant, 1 Main Road, Etton, Peterborough
Applicant: Mr Stuart Johnson

Agent: N/A
Site visit: 25.02.2022

Referred by: Sylvia Bland
Reason: High level of public interest

Case officer: Karen Ip
Telephone No. 01733 453405
E-Mail: karen.ip@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 site is set within the Etton Conservation Area on its southern periphery. The character of the site is primarily rural with an abundance of open agricultural land surrounding. Adjacent to the site to the north is a cluster of agricultural buildings which were originally associated with the listed building when it was simply a dwelling with a farm attached.

The Mid-19th Century Grade II Listed Public House is set back from the highway with access taken from a short driveway which opens into a large gravel parking area. The site is predominantly demarcated by post and rail fencing, with an historical stone boundary wall along its rear. A number of large established trees add to the setting of the site.

Proposal

The proposal is for the retention of two marquees linked by a short covered walkway. The application seeks the retention of the marquees to be used for events and in addition, in use Fridays and Saturdays 6-11pm and Sundays and bank holidays 12-4pm.

The two marquees are split into the 'bar marquee' and the 'main marquee'. The bar marquee measures 6m in width, 6m in depth and 3.9m in height. The main marquee measures 12m in width, 12m in depth and 5.1m in height. The bar marquee is served by a small BBQ area along its western flanks and an outside standing area to its south.

2 Planning History

Reference	Proposal	Decision	Date
00/00550/FUL	Siting of temporary marquee and its associated use for private functions (retrospective)	Permitted	12/03/2001
01/01395/FUL	Renewal of planning permission 00/00550/FUL for retention of marquee	Permitted	08/03/2002
02/01390/WCPP	Variation of condition 1 of permission 01/1395/FUL to retain marquee between 1st October and 31st March	Withdrawn by Applicant	19/12/2002
03/01357/FUL	Renewal of planning permission 01/01395/FUL for retention of marquee	Permitted	22/01/2004
05/01816/WCPP	Variation of condition 1 of planning permission 03/01357/FUL to allow the erection of a marquee on site from 1st April each year until 5th January the following year	Permitted	09/03/2006
08/00026/WCPP	Variation of condition 1 of planning ref: 05/01816/WCPP to permit the retention and use of the Marquees until 30 October 2011	Permitted	09/07/2008
11/00422/WCPP	Variation of condition 1 of planning permission 08/00026/WCPP dated 10/07/2008 to permit the retention and use of the marquee until 30 October 2014	Permitted	09/05/2011
15/00095/FUL	Retention of 2 marquees	Permitted	01/05/2015
18/01456/FUL	Retention of two marquees	Permitted	01/11/2018
21/01767/FUL	Retention of two marquees	Refused	08/01/2022

3 Planning Policy

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

Planning (Listed Building and Conservation Areas) Act 1990

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

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

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

The Local Planning Authority has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

National Planning Policy Framework (2021)

Chapter 16 - Conserving and enhancing the historic environment

Chapter 6 – Building a strong competitive economy

Chapter 9 – Promoting sustainable transport

Peterborough Local Plan 2016 to 2036 (2019)

LP13 - Transport

LP16 - Urban Design and the Public Realm

LP17 - Amenity Provision

LP19 - The Historic Environment

4 Consultations/Representations

PCC Tree Officer (22.02.22)

No objection, on arboricultural grounds.

PCC Conservation Officer (08.03.22)

Objection - Failure to comply with NPPF paragraph 194, Detrimental impact upon the setting of Listed Buildings, Detrimental impact upon the character of a Conservation Area.

Etton Parish Council (10.03.22)

The Parish Council recommends approval for this application. The Golden Pheasant offers an amenity facility for the village and space for parish to conduct meetings as well as employment for local people. We do not believe the marquees have a detrimental effect on character of the conservation area or fabric of the listed building. From our observations, the marquee do not generate additional traffic and there is sufficient onsite parking. Highly recommended by central government that additional covered area is provided and maintained following covid epidemic.

PCC Pollution Team (18.02.22)

No objection subject to conditions associated with noise restrictions, no more than 12 events per year and hours between 10:00 - 24:00 except on New Years Eve where music should cease at 01:00.

PCC Peterborough Highways Services (11.03.22)

No objections - the LHA are satisfied that the site has adequate off-road parking and turning facilities to safely accommodate the day-to-day activities of the public house. For large functions and events, the LHA recommends to condition the use of Marshalls etc., to direct vehicular visitors away from the site and to suitable parking locations i.e., the fields and yards belonging to local farmers as stated in the D & A statement.

Local Residents/Interested Parties

Initial consultations: 9

Total number of responses: 3

Total number of objections: 2

Total number in support: 1

2 letters of objection and 1 letter of support has been received from local residents.

Letter of support:

- As a regular customer of this excellent venue, I believe it's important to clarify that parking is not an issue. The objector provided two photographs of illegal parking but both are believed to be his parking. They are certainly not connected with the venue.

Letters of Objection:

- The applicant refers to the marquee as a community facility within the submitted Design & Access statement, however it's a part of the privately run public house which profits from the events.
- The marquee's lapsed consent clearly states that save for 3 events in any rolling 12-month

period, the marquee shall be used for private functions only.

- The public house decided to open the marquee as 'J&K Soul Lounge' with music playing Friday evening, all day Saturday and from 11am till 6pm on a Sunday, which was opened to the public. This was advertised on the pub's Facebook page with posts promoting it to the public.
- A noise complaint was made 16th Sep 2020, EHO did investigate the noise levels, and this was addressed at the time, however the noise emitted can still be heard from the closest properties and around the village; detracting from the character of the village.
- As per the EHO response there has been 6 noise complaints in 2020. However there have been numerous breaches which were not reported.
- We have suffered from excessive noise disturbance on and off since the marquees were first erected, evidenced by numerous letters and calls to the authorities, the first of these being a phone call to the Environmental Health department on 5th February 1996.
- C10 requires the public house's grassed paddock to be made available for parking. There has been a number of occasions where the pub has not opened the paddock, generally when there has been rain, which has resulted in Main Road being used as the overflow car park, (often overnight) which has made access to the village difficult, creating issues for buses and residents driving through the village. This issue is now compounded by the construction of a crazy golf course in said paddock limiting extra available parking space for events. A planning consent for the crazy golf should have taken into account that event parking would be subsequently restricted.
- The use of the phrase 'community facility' is misleading, it is a private business which profits from the use of the marquee.
- The applicant has failed to provide any substantive evidence of the economic viability of the marquees, their contribution to the community or associated public benefit to weigh against the harm to the listed building. Only a list of general maintenance costs has been provided by the applicant. It therefore cannot be established that there is a public benefit arising from the marquees that out weights the harm to the setting of the listed building.
- The marquee is highly visible from the approaches to the village including the B1143 and Main Road entering the village from the south, the A15 during winter months and Maxey Road between Helpston & Maxey - contrary to The Eton Conservation Character Area Appraisal & Management Plan (June 2015).
- The marquee detracts from and (as advised by PCC Conservation Officer in previous objection) has a significant impact upon the immediate setting of the Golden Pheasant, the positive unlisted buildings and the surrounding conservation area.
- No evidence of this provided that the onsite parking provision is adequate and any temporary offsite parking arrangements are not sufficiently evidenced.
- Neither of the two reasons for refusal on decision 21/01767/FUL have been addressed within this application, meaning the proposals remain in conflict with Local and National Policy. Contrary to Local Plan (2019) Policy LP19, LP13 and NPPF (2021) paras 197, 199, 202.

5 Assessment of the planning issues

The main considerations are:

- **Design and impact to the character and appearance of the site and impact upon designated heritage assets**
- **Neighbour amenity**
- **Highway Safety**

Background information

The application relates to the retention of 2 marquees which have been on the application site since temporary permission was first granted in 2001. Since then, temporary consent has been permitted every 3 years to date, with conditions relating to noise, hours, frequency of operation and parking.

The marquee was replaced with a new marquee in June 2018 to be more weather proof with more secure fixtures. Additional improvements were made involving electrical works, emergency lights

and fire extinguishers, along with hardwood flooring and plumbing and fittings for the bar and the adjacent beer cellar.

On inspection of the site, Officers can confirm that the marquee is secured with concrete footings with internal plastered walls and doorways, electricity and plumbing. The marquee acts as a permanent structure, rather than a traditional removable marquee.

The most recent previous application Ref 21/01767/FUL was refused due to insufficient information relating to the impact that the marquees have upon the viability of the public house and upkeep of the Listed Building and lack of information relating to parking.

Additional information has been submitted to support the current application and Officers are proposing that the applicants are granted permission on a permanent basis rather than continued temporary basis.

The Crazy Golf course that has been built on site will not form part of this assessment and will be treated as a separate planning matter. This application is purely for the retention of the marquees.

a) Design and impact to the character and appearance of the site and impact upon heritage assets

As detailed in section 1 above, the application site comprises a Listed Building and its curtilage, and is located within the Etton Conservation Area. Section 66(1) requires that special regard be paid to the desirability of preserving or enhancing the importance of listed buildings. In addition, Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires that special regard be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. This is further reinforced through the National Planning Policy Framework (2019) which states that great weight should be given to the conservation of heritage assets together with Local Plan policy LP 19.

Significance is one of the guiding principles in relation to assessing the impact of proposals upon the historic environment, and is defined in the NPPF as 'the value of a heritage asset to this and future generations because of its heritage interest'. Such interest may be archaeological, architectural, artistic or historic, and it may derive not only from a heritage asset's physical presence, but also from its setting. In addition, NPPF paragraph 197 requires planning authorities to take account of the economic viability of heritage assets, including their contribution to their community.

Local Plan Policy LP19, in line with para 201 of the NPPF requires that less than substantial harm to a heritage asset or its setting, should be weighed against any public benefits, including where appropriate, securing its optimal viable use.

The Council's Conservation Officer has been consulted and has objected on a number of grounds including the harm that the marquees cause to the character of the conservation area and the setting of the listed building, limited public benefits and concerns about the level of information submitted in respect of economic viability.

With regards to the impact on the character of the conservation area and setting of the listed building, the Conservation Officer advises that the scale and siting – projecting forward of the principal elevation of the listed building, together with the incongruous design and bright white colour results in the marquees being clearly visible both from within the immediate curtilage of the listed building and the open countryside beyond. He advises that this causes less than substantial harm to the character of the conservation area and setting of the listed building.

Officers agree that the marquees do result in harm to the conservation area, and setting of the listed building and adjacent non designated heritage assets which is within the “less than substantial” category. However officers consider that the level of harm is at the lower end of this category and lower than that suggested by the Conservation Officer. Officers disagree that the

marquee can be clearly seen from the surrounding fields due to the mature trees that are adjacent to the marquees, there is a possibility that the marquees are more visible from a distance during the winter time, but certainly not during the summer months. There is immediate tree coverage to the north and south of the marquee as well as tree line along Main Road where the pub is situated. The closest road is Glington Road which is approximately 575m away. With the marquees only standing at a maximum height of 5.1m, it is not immediately obvious when travelling down Glington Road, which is a 60mph road.

Being largely set to the side of the listed building, and subservient to it, the marquees are largely obscured by it from most angles and they are only partially visible from the south east when seen together with the main façade of the building. Furthermore, the impact can be partially mitigated by new planting to partially screen out the marquees in this view (to be secured by condition)

With regards to economic viability, the Conservation officer's comments are noted. However, Officers consider that the information provided reasonably sets out the case and must be given due weight in the planning balance. There is clearly a cost associated with maintaining the listed building and the applicant's statement states that the operation of the marquee is key to funding the upkeep of the listed building. The applicant's statement says *"The manor house is getting older every year and with the lease we have, we could not look after and repair the manor house without the profits from the larger events as it would be impossible raising the funds just from wet sales of the pub."* The applicant also explains that since their ownership of the site in 2018, the repairs to the listed building so far have approximately totalled £26,300 alone, before giving a breakdown of the works and the associated costs.

Furthermore, it is evident from Parish Council's supporting comments that the marquee does contribute to the community and its sustainability and it is also used by the Parish Councillors themselves for parish related matters. From conversation with the applicant, Officers understand that the marquee is also used as the local polling station for Etton.

The marquees have been in position for at least 20 years, therefore can be considered relatively permanent in terms of their functional relationship to the use of the site as a whole and its viability as a business and community facility, including the need to maintain the fabric of the listed building.

In applying the test of Local Plan Policy LP19 and NPPF para 201, officers consider that the public benefits of securing the optimal viable use of the heritage asset, ensuring its long term future maintenance and the contribution to the economic and social sustainability of the local community, are on balance sufficient to outweigh the limited degree of less than substantial harm.

A condition is recommended to ensure that should the public house cease trading, the marquees shall be permanently removed and the land restored to its former condition unless a subsequent permission for their continued siting has been submitted to and approved in writing by the Local Planning Authority.

In this respect, on balance, the proposal accords with policies LP16, LP17 and LP19 of the Peterborough Local Plan and sections 6 and 16 of the NPPF.

b) Neighbour amenity

It is recognised that the marquees are located in relatively close proximity to residential dwellings and have an impact in terms of noise for some local residents. Previous permissions for the marquees have been subject to a number of conditions relating to limiting noise impact and include:

- Use of the marquees for private functions only, save for 3 public events within a rolling 12 month period;
- Direction of the sound amplification system away from the village and residents;
- A noise limit of 40 dB LAeq, 15 minutes as determined at the nearest noise sensitive premises;

- Use of a noise limiting device; and
- Restriction on hours of use to between 10am and midnight.

The Council has received a number of both enforcement and noise complaints during the period of the previous temporary consent. The Council's Pollution Control Officer has advised that 6no. complaints have been received since August 2020 which is an increase from previous years whereby there had been one complaint in July 2018, two in August 2015, and one in September 2013. The Pollution Control Officer notes that this is likely resulting from the covid-19 pandemic which has meant that public houses have had to operate in a different manner, with more outdoor use. However, Officers note the objections from local residents and information available on the Applicant's own website which show that the marquees have been in use for a regular public 'Soul Night' in breach of the planning conditions imposed.

The Pollution Control Officer has advised that monitoring has been undertaken in relation to these complaints, which identified that the noise limiter and noise limit imposed by condition was being adhered to. However, the noise was audible to nearby residents and could pose disturbance. Accordingly, the Pollution Control Officer has not raised objection in principle to the proposed marquee retention but has requested that more restrictive conditions be applied which further limits the use of the marquees to no more than 12 events with music, and no more than any 2 of those within a rolling 4 week period.

Officers consider that the conditions recommended by the Pollution Control Officer are reasonable and will ensure that residential amenities are adequately protected in accordance with Policy LP17 of the Peterborough Local Plan (2019).

c) Highway Safety

Officers note that previously ref 21/01767/FUL, a parking plan was not provided and due to officers concerns that the installation of the new crazy golf course would have an impact on the number of parking spaces available for use, the application was then therefore refused.

A parking plan has been submitted with this application. The reason that the number of spaces differ from the application form and D&A statement was due to after applicants were informed that spaces should be calculated 2.5m x 5m standard, consequently, the number of calculated spaces was reduced from 113 to 100 approx.

The Local Highways Authority has advised that they have no objections to the proposal as they are satisfied that there is sufficient parking to safely accommodate the day to day operation of the pub. They have advised that a condition should be sought to ensure that adequate parking provided on event occasions where additional parking is needed and these should be facilitated by a parking marshal to ensure that Main Road and the village does not get blocked by parked vehicles.

Officers are satisfied that the number of parking spaces available meets the demand for day to day operations and that a condition shall be imposed to facilitate appropriate additional parking for event occasions.

In this respect, the proposal is in accordance with Policy LP13 of the Peterborough Local Plan and section 9 of the NPPF.

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:

- taking into account section 66(1) and 72(1) Planning (Listed Buildings and Conservation Areas) Act 1990, the identified less than substantial harm to heritage assets is outweighed by the public benefits in accordance with Section 16 NPPF (2019) and in accordance with Policy LP16 and LP19

of the Peterborough Local Plan.

- there would be no adverse impact to neighbour amenity, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

- the proposal would not result in any undue impact to highway safety, in accordance with Policy LP13 of the Peterborough Local Plan.

7 Recommendation

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

C 1 The retention of the marquees hereby permitted in relation to the trading use of the public house only.

Should the public house cease trading, the marquees shall be permanently removed and the land restored to its former condition unless a subsequent permission for their continued siting has been submitted to and approved in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over the use of the marquees on a permanent basis due to impact upon the setting of the Listed Building and/or the character or appearance of the Etton Village Conservation Area in accordance with policies LP16 and LP19 of the Peterborough Local Plan (2019).

C 2 The development hereby permitted shall be retained, in accordance with the following approved plans:

- Location Plan - Received 11.02.2022
- Site plan - Received 11.02.2022
- Floor plan (Drawing number 2011-133-PC) - Received 11.02.2022
- Marquee elevations (Drawing number 00041 L(--))03) - Received 11.02.2022
- Parking plan - Received 11.02.2022

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

C 3 Between 01 January and 31 December in any year there shall only be 12 function days with music, and of those 12 no more than 2 function days with music in any rolling four week period. Outside this the marquees shall be used for no other purpose (including any other purpose within Class A4 and Class D2 of the Schedule of the Town and Country Planning (Use Classes) Order 2010 (or any Order revoking and re-enacting that Order, with or without modification), notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015,(or any Order revoking and reenacting that Order, with or without modification)

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy LP17 of the Peterborough Local Plans (2019)

C 4 The amplification system shall be configured such that the speakers direct sound away from the village of Etton in a south/south-westerly direction and the level of noise emitted from the site should not exceed 40 dB LAeq, 15 minutes as determined at the nearest noise sensitive premises, measurements taken in accordance with Code of Practice on the Environmental Noise Control at Concerts.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy LP17 of the Peterborough Local Plans (2019)

- C 5 A noise limiting device shall remain installed and calibrated to comply with noise levels specified in Condition 4, it shall be kept entirely free from obstruction and shall be in use for the duration of functions held in the marquees. The agreed noise level restriction shall not be altered unless by written agreement with the Local Planning Authority. The effectiveness of the noise limiter will be monitored by the operator and shall the set level be found to be too high the noise limiter will be reset accordingly.

The noise limiting device shall be connected to all permanent music equipment and all available AC mains power sockets, within the area around a stage, within a performance area or near to a control desk.

Subsequent to the installation of the noise limiter, the local authority may review and require the adjustment of the settings at any time. The adjustment shall be undertaken within four weeks of the Local Authority advising that the alteration is required.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy LP17 of the Peterborough Local Plans (2019)

- C 6 In the event of concern expressed by the Local Authority compliance with the noise level detailed in Condition 4 will be demonstrated by the operator using noise monitoring, undertaken by a suitably competent person, within 4 weeks of concern expressed by the Local Authority, unless no events have taken place within the period, in which case monitoring of the next event shall be undertaken. All measurements will be taken in accordance with the Code of Practice on the Environmental Noise Control at Concerts.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy LP17 of the Peterborough Local Plans (2019)

- C 7 The marquees shall not be used for the holding of functions before 10:00 hours and after 24:00 hours on any day, except for New Years Eve where music shall cease at 01.00hrs.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy LP17 of the Peterborough Local Plans (2019)

- C 8 Overspill parking facilities shall be arranged when larger functions are taking place. Parking marshals shall be used to direct vehicles away from the site and onto suitable alternative parking locations. No vehicles associated with the events shall be parked on the public highway.

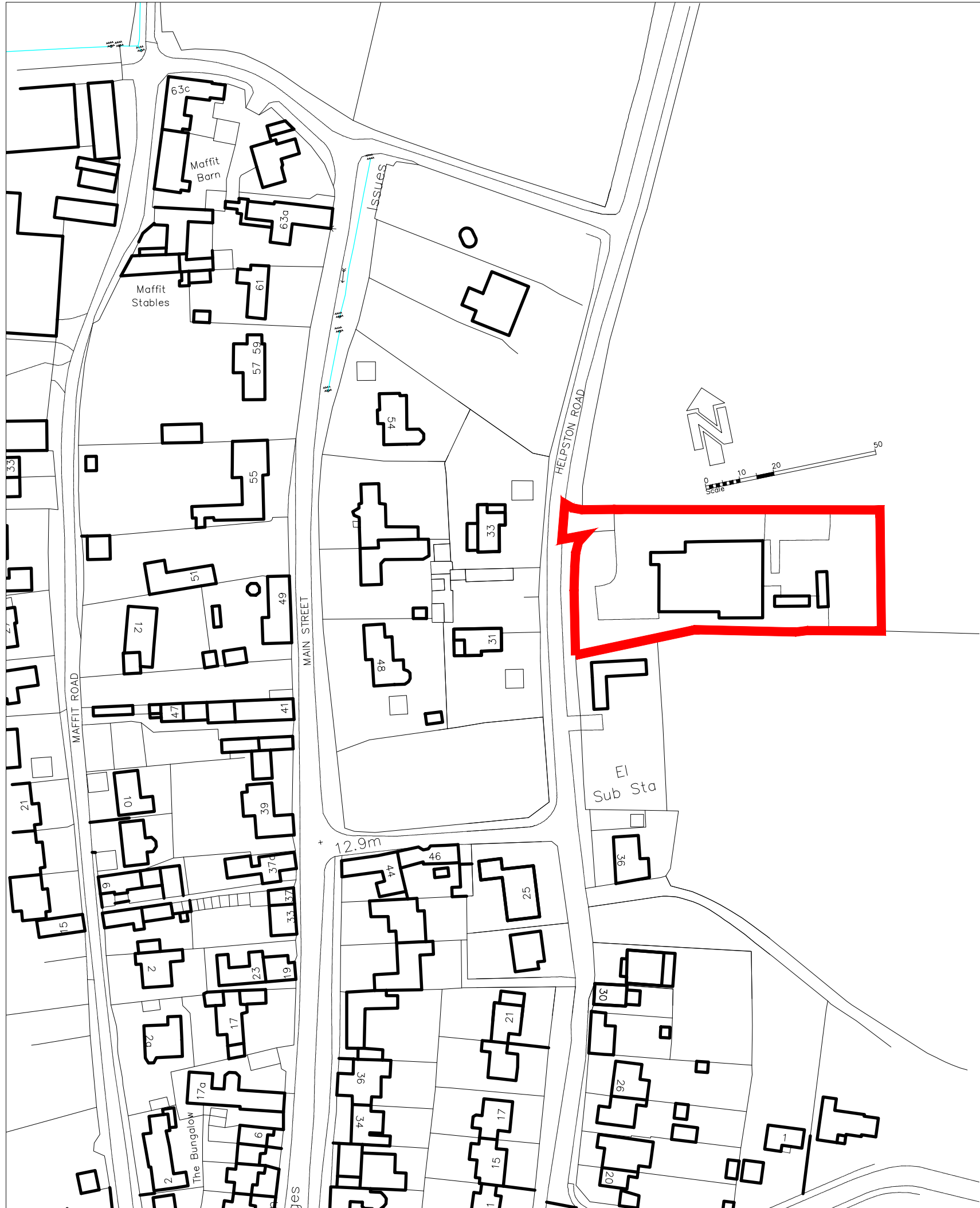
Reason: In the interest of residential and general amenity and highway safety in accordance with policies LP13 and LP17 of the Peterborough Local Plan (2019).

- C 9 Within 3 months of the granting of this permission, a scheme for the soft landscaping of the site shall be submitted to the Local Planning Authority for approval. The scheme shall include details of the following:-

- Planting plans including retained trees, species, numbers, size and density of planting

The soft landscaping shall be carried out as approved within the first available planting season following approval of the details. Any plants which die or are removed within 5 years shall be replaced.

Reason: In the interests of visual amenity of the area and the enhancement of biodiversity, in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019).



Revision	Date		
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Project			
Vogal Helpston Road Ailsworth PE5 7AE			
Drawing			
Site Location Plan			
Wythe Holland Limited			
Chartered Architects Phone +44 (0)1780 757876 www.wytheholland.co.uk		10 Emlyn's Street Stamford, Lincolnshire PE9 1QP johnh@wytheholland.co.uk	
Date	Scale	Job No	Drawing No
14.12.21	1:1250	2073	01

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Application Ref: 21/01943/FUL

Proposal: Demolition of existing building and erection of 4no. dwellings each comprising 4no. bedrooms; erection of garages, parking areas, access, soft landscaping and associated infrastructure.

Site: Castor Business Centre- Vogal Training Centre, Helpston Road, Ailsworth, Peterborough

Applicant: Mr Jon Gibbison
Hereward Homes Ltd

Agent: Mr Simon Machen

Site visit: BarMach Ltd
12.01.2022

Called in by: Ailsworth Parish Council

Reason: Supports in principle the development of this site for residential use as it immediately abuts the village envelope and this is detailed and allowed for in the Neighbourhood Plan. We would like to see the comments from the Tree Officer taken into account for any development and tree protection orders applied where appropriate.

Case officer: Mr Jack Gandy

Telephone No. 01733 452595

E-Mail: jack.gandy@peterborough.gov.uk

Recommendation: REFUSE

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

Site and Surroundings

The application site comprises of the 'Castor Business Centre - Vogal Training Centre' and associated car parking. The site is located outside of the village boundary of Ailsworth, within the open countryside, however its frontage on to Helpston Road abuts the village boundary which runs along Helpston Road and encloses the residential development on the opposite side of the road. Similarly, the Conservation Area boundary of the village follows this boundary along Helpston Road and so the site is also outside of, but adjacent to, the Conservation Area. The site is served via a single vehicle access from Helpston Road. It has extensive tree coverage and vegetation along its western boundary with Helpston Road which helps to screen the site from road and the residential properties beyond. The site has a rural agricultural character to its north, east, and southern boundaries, with a residential character to the west. The village boundary to the south is located 50 metres to the south of the site, as well as being immediately to the west of the site on the opposite side of the road.

Proposal

Planning permission is sought to demolish the existing building on site and replace it with 4no. detached 4 bedroom dwellinghouses. Each proposed dwelling would have a double garage, together with private and public garden areas.

The proposed dwellings would all be two storey in height and the garages for plots 2 and 3 would be 1 ½ storey in height with office accommodation at first floor level. Each dwelling would utilise coursed limestone for its elevations and slate for their roof material. The proposed linear layout of the dwellings would be orientated with their frontages facing north, which would be perpendicular

to the adjacent public highway to the west of the site. The existing vehicle access from Helpston Road is to be used to serve the dwellings. Plots 1 is the nearest to the public highway, with Plot 4 furthest east. The proportions are as follows:

- Plots 1, 2 and 3: The proposed dwellings would have an overall width of approximately 14 metres and they would measure approximately 12.2 metres in overall depth. The highest ridge line would measure approximately 8 metres from ground level, with the proposed eaves to measure approximately 5 metres high from ground level.

- Plot 4: This dwelling would be positioned furthest to the east on site and is the most varied in appearance. The proposed dwelling would have an overall width of approximately 14.5 metres and it would measure approximately 21 metres in overall depth, given the attached single storey garage to its north elevation. The highest ridge line on this property would measure approximately 8 metres from ground level, with the proposed eaves to measure approximately 5 metres high from ground level.

2 Planning History

Reference	Proposal	Decision	Date
04/01264/FUL	Siting of temporary mobile unit for use as a changing room	Permitted	13/09/2004
04/00015/FUL	Conservatory style entrance lobby, installation of five first floor windows, single storey extension and siting of portable unit – retrospective	Permitted	27/05/2004
96/P0371	Change of use to use classes B1 (business), B2 (general industrial) and B8 (storage/distribution)	Withdrawn by Applicant	31/01/1997
96/CL018	Continued unrestricted training use	Permitted	28/11/1996
94/P0379	Renewal of planning permission 91/P0252 for retention of two temporary buildings for training purposes	Permitted	29/06/1994
91/P0252	Renewal of planning permission P0324/88 for two temporary buildings and change of use of existing building for training purposes	Permitted	02/05/1991
P0324/88	Erection of two temporary buildings and change of use of existing building for training purposes	Permitted	07/07/1988
P0993/77	Erection of automatic telephone exchange	Permitted	06/01/1978
P0357/76	Erection of an automatic telephone exchange	Permitted	24/06/1976

3 Planning Policy

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

National Planning Policy Framework (2021)

Paragraph 13 - Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

Paragraph 70 - Neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 69a) suitable for housing in their area.

Paragraph 79 - To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.

Paragraph 85 - Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Paragraph 119 - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land⁴⁷.

Paragraph 126 - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127 - Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

Planning (Listed Building and Conservation Areas) Act 1990

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

The Local Planning Authority has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

Peterborough Local Plan 2016 to 2036 (2019)

LP02 - The Settle Hierarchy and the Countryside

The location/scale of new development should accord with the settlement hierarchy. Proposals within village envelopes will be supported in principle, subject to them being of an appropriate scale. Development in the open countryside will be permitted only where key criteria are met.

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.

LP11 - Development in the Countryside

Part A: Re-Use and Conversion of Non-Residential Buildings for Residential Use in the Countryside- Change of use proposals will be supported provided that the use has not ceased, for agricultural buildings they were not constructed in the last 10 years, no more than 3 units would be created, significant reconstruction is not required and there are no fundamental constraints to delivery or harm arising.

Part B: Replacement of Permanent Existing Dwellings in the Countryside- Proposals will be supported provided that the residential use has not been abandoned, it is a permanent structure and the dwelling is not of architectural or historic merit. The replacement dwelling should be of an appropriate scale and design and is located on the site of the original house (unless suitable justification is provided).

Part C: Mobile Homes/Temporary Dwellings in the Countryside- Applications will be considered in the same way as permanent dwellings.

Part D: New Dwellings in the Countryside- Permission for a permanent dwelling in the countryside for an agricultural worker will only be granted to support existing agricultural activities on a well established agricultural unit subject to demonstration of a functional need which cannot be met by an existing dwelling or conversion.

Part E: The Rural Economy- Development involving the expansion or conversion of an existing employment use/building or use for tourism/leisure will be supported provided it is an appropriate scale, would not adversely affect the local community/services and would not cause harm to the character of the area and would be accessible.

Part F: Protecting the Best and Most Versatile Agricultural Land- Proposals should protect this land to ensure the continuation of the agricultural economy. With the exception of allocated sites proposals affecting this land will only be accepted if there is lower grade land available, the impacts have been minimised through design solutions and where feasible the land is restored when the development ceases.

Part G: Agricultural Diversification- Proposals will be permitted provided that the location and scale are appropriate for the use and the scale is appropriate for the business.

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.

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.

LP27 - Landscape Character

New development in and adjoining the countryside should be located and designed in a way that is sensitive to its landscaping setting, retaining and enhancing the landscape character.

LP28 - Biodiversity and Geological Conservation

Part 1: Designated Site

International Sites- The highest level of protection will be afforded to these sites. Proposals which would have an adverse impact on the integrity of such areas and which cannot be avoided or adequately mitigated will only be permitted in exceptional circumstances where there are no suitable alternatives, overriding public interest and subject to appropriate compensation.

National Sites- Proposals within or outside a SSSI likely to have an adverse effect will not normally be permitted unless the benefits outweigh the adverse impacts.

Local Sites- Development likely to have an adverse effect will only be permitted where the need and benefits outweigh the loss.

Habitats and Species of Principal Importance- Development proposals will be considered in the context of the duty to promote and protect species and habitats. Development which would have an adverse impact will only be permitted where the need and benefit clearly outweigh the impact. Appropriate mitigation or compensation will be required.

Part 2: Habitats and Geodiversity in Development

All proposals should conserve and enhance avoiding a negative impact on biodiversity and geodiversity.

Part 3: Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact as the first principle. Where such impacts are unavoidable they must be adequately and appropriately mitigated. Compensation will be required as a last resort.

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.

LP32 - Flood and Water Management

Proposals should adopt a sequential approach to flood risk management in line with the NPPF and council's Flood and Water Management SPD. Sustainable drainage systems should be used where appropriate. Development proposals should also protect the water environment.

LP33 - Development on Land Affected by Contamination

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

Ailsworth Neighbourhood Plan (2017-2036) (December 2017)

AH1 – Criteria For All Building Development Within The Parish

AH2 – Housing Growth

ALU1 – Environmental Impact

Supplementary Planning documents

Peterborough Design and Development in Selected Villages (2011)

SPD Policy – Ailsworth: Ail1 – Ail16

Ailsworth Conservation Area Appraisal (2009)

11.3 – New Buildings

4 Consultations/Representations

PCC Archaeological Officer

No objection: The site has high archaeology potential and it is recommended that the site is subject to further archaeological investigation (trial trenching). This can be secured by way of a planning condition.

PCC Conservation Officer

Objection: The Vogal Training Centre sits awkwardly on the edge of Ailsworth with fields to three sides. Although not of agricultural use, it does have the character of a 20th Century agricultural building. This to a limited extent reduces the impact of the incongruous siting and form when viewed in context with the Conservation Area.

The prevailing layout of Ailsworth is linear, especially along the three northern roads, Maffit Road, Main Street and the relevant Helpston Road. The proposed development will be in clear contrast to this established linear pattern of development and will appear incongruous when viewed from the east in relation to Ailsworth and its Conservation Area. This perception is not helped by the proposed designs of the four dwellings which have no reference to the prevailing traditional character of the village.

Any development should appear as a natural extension of the existing village. As such any dwellings should either be linear along Helpston Road or should be appreciated as a farmstead or similar edge of village character.

PCC Peterborough Highways Services

No objections in principle: The following conditions should be applied to any permission granted:

- Details of a construction management plan
- The access to be constructed as per the proposed plans
- The provision of vehicle-vehicle visibility splays
- Parking and turning spaces
- Temporary facilities
- Bin storage provision

PCC Pollution Team

No objection: The proposal documentation identifies the previous commercial / industrial use of the site. Such use potentially could be associated with localised land contamination and should therefore be investigated in accordance with LP33 for full contamination assessment, remediation and reporting of any unexpected contamination. An appropriate condition should be attached to any permission granted.

PCC Senior Landscape Technical Officer

No objections: The scheme falls below the threshold for the requirement of off-site POS S106 contributions.

PCC Tree Officer

Objection: The proposal is currently unacceptable. Insufficient information has been submitted to make an informed decision/recommendation regarding the above proposals, however, amendments could be made to make it acceptable.

Please request that a drawing showing sections across the site is submitted, to clearly demonstrate how the change in levels will be dealt with as a part of the proposals, as there appears to be a change of levels across the site, especially in the eastern third of the site, adjacent to and along the eastern boundary line of trees T.3 - T.11, in particular?

Please also request that the layout and size of the dwellings on the Plots is reconsidered, in light of the close proximity of the treed boundaries to the site, and especially with regards to Plots 1 & 4 and to a lesser extent Plot 2.

PCC Wildlife Officer

No objections, subject to conditions being applied:

- Pre-commencement, no development shall take place until details of a construction environmental management plan have been submitted to and approved in writing by the Local Planning Authority.
- Utilising locally native species within landscaping schedules unless agreed otherwise by the Local Planning Authority.
- The installation of at least 2no bird boxes and 2no bat boxes in accordance with best practice methodology as set out by the Royal Society for the Protection for Birds and Bat Conservation Trust.

Ailsworth Parish Council

Support: Ailsworth Parish Council supports in principle the development of this site for residential use, as it immediately abuts the village envelope and this is detailed and allowed for in the Neighbourhood Plan.

Ailsworth Parish Council would like to see comments from the Tree Officer taken into account for any development, with tree preservation orders applied where appropriate.

If Officers are minded to refuse the application, the Parish Council requests that it be referred to Planning Committee, as it is in line with the Neighbourhood Plan's provision of housing supply.

Local Residents/Interested Parties

Initial consultations: 4
Total number of responses: 0
Total number of objections: 0
Total number in support: 0

No letters of representation were received by local residents or nearby neighbours. A site notice was displayed adjacent to the application site.

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Design and impact to the character and appearance of the site and the adjacent Ailsworth Conservation Area
- Highway safety and parking provision
- Neighbour amenity
- Future occupier amenity
- Meeting housing standards
- Trees
- Wildlife
- Flood risk
- Archaeology
- Contamination

a) Principle of development

Outside village boundary

The application site is located within the open countryside. Policy LP2 of the Peterborough Local Plan (2019) directs new housing development to be located within the boundaries of settlements. Housing within the open countryside is prohibited unless exemptions are met under Policies LP2, LP8 or LP11. It is not considered that the proposal meets the main requirements of these policies. In addition, the Council currently has a positive 5 year land housing supply and therefore, it is in a position to refuse residential developments which are not acceptable. However:

Policy LP2 does state: *'All other residential development outside of village envelopes and outside of Peterborough Urban Area boundary will, by definition, be contrary to the vision, objectives, development strategy and policies of this Local Plan, and **should be refused, unless otherwise acceptable within a made Neighbourhood Plan**'.*

Ailsworth does have an adopted neighbourhood plan. The Ailsworth Neighbourhood Plan (2017), under Policy AH2, supports development which immediately abuts the village development and states, managed housing growth across the plan period would allow for some 20 new dwellings by 2037. Policy AH2, paragraph a, states that new dwellings would be supported providing that they are located within the village or immediately abut the village envelope. The frontage of the site on to Helpston Road abuts the village envelope boundary, therefore it can be considered the principle of dwellings on this site would be accordance with Policy AH2. However, paragraph d) of Policy AH2 also states that any new dwellings should respect the built village character and surrounding landscape character and paragraph e) states the development needs to be of an appropriate scale for the village context. It is, in particular, these points that Officers consider there is conflict and this is further discussed in Section b) of this report below.

Previously Developed Land

The proposal would utilise previously developed land. Paragraph 119 of the NPPF (2021) states, *'planning ... decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land*. This is however subject to sub-paragraph 47, which states, *'except where this would conflict with other policies in this Framework'*. Development on such land is considered to provide further weight in support of the scheme.

Business relocation

The agent has highlighted the need to dispose of the site. The company currently occupying the site are seeking to expand and upgrade their training centre in order for the company to continue operating, which the agent advises that this cannot be delivered on the existing site. The proposed re-development of this site would help cover costs of relocation, expansion and improvement, as well as to increasing staffing. The supporting letter from the Vogal Group Chairman states that they are proposing to relocate to Flaxley Road, within the Hampton General Employment Area. The training offered within this business predominantly relates to engineering matters, which potentially has limited relationship within the residential village that it currently serves. Given that the business would not be entirely lost but relocated to a General Employment Area, it is not considered that the proposal would contribute to the loss of an employment site. Additionally, given that the building is not considered to be architecturally significant or one which provides a significant contribution to the village's character, its loss would not be resisted and any new development on the site could provide the opportunity to improve and enhance the character and appearance of the site and the surrounding area.

Finally, and for the avoidance of doubt, it is not considered that the loss of employment sites policy, Policy LP4, can suitably be applied to this proposal given that the existing use does not fall within a B2 or B8 use class. The existing use is a Class F1(a) 'Education' use and so would not be subject to Policy LP4's criteria for compliance.

b) Design and impact to the character and appearance of the site and the adjacent Ailsworth Conservation Area

The application site is not situated within, but it is adjacent to the Ailsworth Conservation Area. Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires special regard be paid as to the desirability of preserving or enhancing the character or appearance of Conservation Areas such as the Ailsworth Conservation Area.

The existing building on site shares many characteristics of a 20th Century agricultural building in terms of its size, scale and form. However, the use of materials with brick, cladding and conservatory style entrance, gives a more commercial appearance. The building is positioned centrally on the site set well in from front (Helpston Road) and rear (countryside) boundaries. Officers do not consider the existing building to be of any special architectural or design merit that makes a significant contribution to the Ailsworth Conservation Area or its setting. Therefore, Officers do not have any objections to its loss.

The pattern and layout of residential buildings within the surrounding area is predominantly linear development fronting on to the road, on east-west alignments, with densities generally decreasing as you progress northwards out of the village. This is evident on the three main routes heading north to south in the village, which are Maffit Road, Main Street and Helpston Road. It is the latter on which the application site is sited. The existing village boundary and residential properties to the south of the site, on the east side of Helpston Road, are approximately 50m from the application site, with the site surrounded to the north, east and south by agricultural fields.

No. 36 Helpston Road is the first residential property to the south of the application site and has a

plot depth of approximately 29 metres at its longest point, whereas the application site has a depth of approximately 90m. This excessive plot depth and eastward projection into the countryside is wholly out of keeping with the village boundary and residential plots in the surrounding village. The 4 dwellings proposed on the site are to have a north-south alignment which is at odds with the east-west alignment of properties in the surrounding area and would have no properties fronting on to Helpston Road. This is poor in design terms and extremely uncharacteristic of the residential development in the surrounding area. This is contrary to Policy LP16 and LP19 of the Local Plan. The existing building is set centrally on the plot and landscaped boundaries to minimise its visual impact on the adjacent Conservation Area and open countryside. Only plot 2 would be positioned within the footprint of the existing building on site. Plot 1 would be positioned between the existing building frontage and Helpston Road, and the house on plot 3 and all of plot 4 would be positioned on land which is currently free of buildings and helps to give a buffer between the building form and countryside edge to the east. Whilst the principle of redeveloping the site for residential dwelling is accepted there is real concern that the 4 dwellings proposed would not represent an appropriate redevelopment of this site. This is due to their large footprints, their limited separation distance between each other, their suburban layout character, their north-south alignment and their proximity to site boundaries, in particular the east, west and south boundaries. The increased built form on site represents a further encroachment into the open countryside and one which would be visible from the surrounding public highways, namely when viewing the site from the north via Helpston Road, which increases in the height of topography when travelling northwards and leaving the village. This would also be visible via the public right of way to the south (reference Ailsworth 11) that cuts behind the gardens of Holmes Close.

It is considered the resulting development would represent an unacceptable overdevelopment of the site, and one which has failed to respect the layout pattern and character of residential development in the surrounding area, and the sites edge of village rural character adjacent to the Conservation Area. The proposal is therefore considered to be contrary to Policies LP16 and LP19 of the Local Plan.

Officers consider that any residential re-development of this site should appear as a natural extension to the village to avoid visual harm and development that appears as unacceptable overdevelopment on the village edge. This would either comprise dwellings fronting onto Helpston Road, replicating the existing linear layout pattern, albeit this layout would result in uncharacteristically long gardens and not necessarily equate to the best use of this brownfield land. Alternatively, a farmstead-like residential development could be proposed to aid with the transition from the edge-of-village residential character into the open countryside. Or even a separate proposal to utilise the existing building's shape and form to convert to a dwelling with has a barn conversion/agricultural character would also aid this transition from village to countryside appearance.

Nos. 35, 37 and 39 Helpston Road

The Planning agent and applicant consider that the three dwellings on the opposite side of Helpston Road to the north of application site have set a precedent for allowing large dwellings on the village edge site and that in allowing that scheme it is comparable to the development being proposed on this site. The three dwellings are Nos. 35, 37 and 39 Helpston Road, were approved in 2013 under planning application 13/00831/FUL and the applicant was Hereward Homes as per this application. The Officers report stated that this was an allocated residential site and the layout and homes were designed to appear as an agricultural farmstead. No. 37 Helpston Road acts as the 'principle dwelling', with Nos. 35 and 39 as supporting buildings. No. 39 Helpston Road, in particular, has a large front extension which projects towards Helpston Road, which this extension then turns southwards to be parallel with Helpston Road. This is to allow for the appearance of a supporting structure within the farmstead development, such as a barn, and soften the transition from the open countryside to the residential edge of Ailsworth. These properties all have an east-west alignment and frontage on to Helpston Road. As described in the report above, the principle of designing an agricultural farmstead development on the site would be appropriate but that is not what is proposed. A linear row of four large detached dwellings with side double garage and in some instances residential accommodation above, with limited separation between each other and

site boundaries, similar to the layout of many suburban development, is what is proposed and which is not considered to be appropriate on this village edge site.

On the basis of the above, it is considered the proposal would adversely impact upon the visual character and appearance of the site and the surrounding area. contrary to Policies LP16 and LP19 of the Peterborough Local Plan (2019) and Policy AH2 of the Ailsworth Neighbourhood Plan (2017).

c) Highway safety and parking provision

The Local Highway Authority have raised no objections to the proposed development.

Each of the proposed dwellings is to have 4 bedrooms. In line with Peterborough City Council's parking standards, two parking spaces are required per dwelling. Garages and driveways are proposed for each property and so this is acceptably achieved. In addition, sufficient space has been provided on site to allow cars to turn to so they can enter and leave the site in a forward gear and do not have to reverse into or out of the site.

The vehicle access from the main road measures approximately 9.5 metres at its widest point, but then narrows to approximately 4.6 metres wide in the site. For any new residential schemes, the Local Highway Authority would normally request shared access to measure 5.5 metres wide for the first 10 metres into the site. This would enable a 5m width to enable two way traffic, along with 0.5 metres as a shared pedestrian access.

However, no objection has been raised to this slightly sub-standard access width because the proposed scheme would result in less traffic movements than the existing use, which currently uses the access without incident. Officers therefore consider using the existing access for this less intensive residential use would have highway safety benefits from the existing situation. Ideally, a separate pedestrian access should be provided, however as there is not one existing to serve the training centre, the replacement development is only four dwellings and it is in a rural location where there are not footpaths along the road and to create a footpath would result in the loss of trees. On balance, it is not considered appropriate to insist upon one in this instance.

The Local Highway Authority have recommended a number of planning conditions be imposed to any given planning consent, such as the provision of parking and turning spaces for each dwelling. Temporary facilities be provided on site to prevent any encroachment on to the public highway during construction, this would be imposed via a compliance condition. A construction management plan was also requested. The Planning Agent has submitted this detail prior to the determination of this application and is currently subject to consultation with the Local Highway Authority. Members will be updated of their response either at Committee or in the Update report.

Finally, each Plot is considered to be large enough for bins to be stored at each property site, but clarity is required as to the bin collection method and whether bin lorries can enter and leave the site in a forward gear. This information has been requested by Officers, but no details have been submitted for consideration at the time of writing. It does appear possible that bin lorries could turn in front of Plot 1, but this would need to be demonstrated with a swept path plan. If bin lorries were not to enter the site, but were to stop adjacent to the access along Helpston Road, a bin collection point would need to be provided near to the access, within the site.

Officers do not consider that the proposal would adversely impact upon the safety of surrounding public highways, subject to the imposition of conditions, in particular to ensure sufficient parking and turning facilities are provided on site.

In light of the above, the proposal is considered to be in accordance with Policy LP13 of the Peterborough Local Plan (2019) and Policy AH2 of the Ailsworth Neighbourhood Plan (2017).

d) Neighbour amenity

The nearest existing neighbours to the site are Nos. 31 and 33 Helpston Road both of which are located on the opposite side of the road to the application site. No. 33 Helpston Road is sited directly opposite the application site and its vehicle access.

Plot 1 would be the dwelling positioned closest to the adjacent public highway and would be approximately 9.1 metres from the edge of the vehicle carriageway serving Helpston Road. At its nearest point, No. 33 Helpston Road's front elevation would be approximately 10.5 metres from the public highway, with No. 31 Helpston Road's front elevation being approximately 11 metres back from the public highway. Combining these separation distances for each property with the width of the vehicular highway (approximately 4.5 metres), Officers consider that there would be adequate separation to ensure that the proposed development would not cause unacceptable overbearing or significant overshadowing impacts and nor would the development contribute to any adverse loss of privacy to these existing residential neighbours.

Therefore, Officers are of the view that the proposed development would not adversely impact upon the residential amenity of surrounding neighbours.

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

e) Future occupier amenity

Plots 1 and 3 would each contain four bedrooms to provide for eight persons. Plots 2 and 4 would each contain four bedrooms, but would instead provide for seven persons. The Nationally Described Space Standards (NDSS), which are not adopted in local policy, but serve as a useful guide to detail minimum residential floorspace provision. In line with the spaces standards Plots 1 and 3 should provide a minimum of 124sqm of floor area, they actually provide 230sqm and for Plot 2 and 4 should provide a minimum of 115sqm floor area, they actually provide 205 and 240sqm respectively. As such, the properties proposed are well in excess of the minimum space standards and would provide acceptable amenity for residents.

Officers consider that the general circulation space around each proposed property is acceptable. All habitable rooms are served by appropriately sized and positioned windows to allow for both outlook and natural light. The gardens would not be cramped and would allow future occupiers to utilise and enjoy these spaces. Space for storage within these gardens would be able if required, whether it be for incidental equipment storage, bin storage or for cycles. Overall, Officers consider that the proposed four dwellings would adequately serve the needs of future occupiers.

With regards to the four proposed properties and the amenity relationships between them, Officers consider that this is sufficient separation between each plot to avoid immediate, adverse overbearing impacts from the properties which would all be two storey in scale. The west-to-east linear road layout of the properties proposed of Plots 1-3, along with their intervening garages, would limit the impact of adverse shadows being formed across neighbouring garden spaces. It is considered additionally that the proposed window layout for each property is acceptable. All bedroom and living areas are served by windows facing towards their respective gardens they serve or across the proposed driveway into the site.

With regards to Plot 4 and to lesser extent Plot 1, significant proportions of the rear garden would be subject to overshadowing from the trees to the east (Plot 4) and west (Plot 1) and southern boundaries of the application site. It is considered such overshadowing would have a material impact upon how future occupiers would utilise and enjoy their rear garden, which in turn risks the trees being removed by future occupiers to reduce the shadowing impacts. Officers consider that there would be limited opportunities to limit shadowing based on the layout proposed and thus reducing Plot 4 and Plot 1's scale and positioning would be considered necessary. On the basis of the plans submitted, the proposal is considered by Officers to be unacceptable in amenity terms based on this aspect.

In light of the above, the proposal is considered to be unacceptable and not in accordance with Policy LP17 of the Peterborough Local Plan (2019).

e) Meeting housing standards

Policy LP8 requires all new dwellings to be constructed to meet Part M4(2) of the Building Regulations, unless there are any exceptional reasons to avoid doing so (such as topography or listed building constraints). It is not considered that there are any exceptional reasons to this scheme.

Upon entry into each of the proposed dwellings, a clearance of 1.2 metres beyond the entrance door openings would be provided. The corridor widths around the homes generally would also equal or exceed this dimension depending where measured, but such is necessary to aid with manoeuvrability requirements around the homes. The master bedrooms of each property would have the required 0.75m clearance areas to both sides and foot of the beds, with subordinate bedrooms meeting the 0.75m clearance requirements to one side and foot of the beds. To each kitchen, adequate clearance beyond the kitchen appliances would also be provided. The ground floor of each property contains toilet and sink facilities and whilst no level access shower areas are proposed, Officers consider that the footprints of each property would make it possible for these facilities to be installed if future occupiers required them to serve their future access needs. Overall, it is considered that the proposed dwellings would acceptably accord with Part M4(2) of the Building Regulations and thus be in accordance with local policy.

On the basis of the above, Officers consider the proposed dwellings would accord with Policy LP8 of the Peterborough Local Plan (2019).

f) Trees

The City Council's Tree Officer currently objects to the proposal. Revised plans have been submitted to try and address these concerns and at the time of writing this report they are out to consultation. As a result of this amended information the Tree Officer's stance may or may not alter, but the report has to be written on the basis of the original information submitted. Members will be updated either in the Update report or at Committee.

There are trees all along the frontage of the application site with Helpston Road, as well as along the other three boundaries of the application site. There are no specific tree preservation orders, however the trees along the site frontage are adjacent to the Ailsworth Conservation Area and thus can impact upon the setting, amenity and character of the Ailsworth Conservation Area.

The City Council's Tree Officer advises that there is insufficient information submitted to make an informed stance. Drawings have been requested (and now submitted and awaiting comment) for section drawings across the site to demonstrate level changes across the site. The existing eastern portion of the site has a noticeable dip in levels compared to the surroundings and would need to be raised for the homes to be more level with each other.

In addition, the City Council's Tree Officer advises that the proposed site layout and dwelling sizes would need to alter, in relation to Plots 1 and 4, and to a less extent Plot 2. This is on the basis that the dwellings would be sited too close to the tree boundaries and would cause pressure on the tree to be inappropriately pruned and felled by future property owners, given concerns of shade and anxiety over the proximity and safety of the trees within the boundaries. The Tree Officer therefore recommends the dwellings are reduced in size and relocated accordingly.

The Planning Agent has provided section drawings and a statement try and overcome the Tree Officer's concerns. The submitted letter advises that none of the proposed dwellings would lie with the root protection areas of any trees around the application site, along with technical justification of how the scheme would not unacceptably impact upon trees. The only revisions to the plans

themselves include the removal of a first floor bedroom above the attached garage to Plot 4. The scale and siting of the dwellings are the same as per the original plans submitted and thus it is not considered these revisions would satisfy the Tree Officer's recommendation as described above.

Until the revised comments from the Tree Officer are received, it is considered to be necessary, reasonable and appropriate for Officers to maintain the objection position currently held on the plan. Trees are characteristic of the site and those trees, especially adjacent to the Helpston Road frontage, need to be ensured given their existing contribution to the amenity value of the surrounding area. Furthermore, Officers consider that the south-east portion of the site, i.e. where Plot 4's garden would be located, would be subject to significant shadowing and it is considered that these trees here would be at risk from unnecessary removal.

In light of the above and based on comments already received, the proposal is considered to be unacceptable and contrary to Policy LP28 of the Peterborough Local Plan (2019).

g) Wildlife

The City Council's Wildlife Officer advises that the application site and development proposed would cause minimal impact and disruption to local ecological constraints. Recommendations have been made within the submitted 'Extended Phase 1 Survey' document to ensure that no adverse impacts would result upon these constraints. A Construction Environmental Management Plan (CEMP) is advised as necessary to secure as a planning condition to ensure the delivery and responsibility of these recommendations.

The City Council's Wildlife Officer advises that the proposal would not adversely impact upon local wildlife habitat and that the proposal would actually increase habitat provision for local wildlife.

It is a recommendation by the Wildlife Officer that all fences are constructed with 12x14cm holes to allow small mammals to traverse the gardens easily. This would increase the habitat available to these important species. This matter can be secured within the standard hard and soft landscaping condition if planning permission is granted. The Wildlife Officer also requests details of bird and bat boxes (including specification, quantity of boxes and locations of installation) are secured. The proposed dwellings would have these boxes installed directly upon them, and it is considered reasonable to secure a planning condition to obtain full details to ensure a positive impact from the development upon local biodiversity. Finally, the Wildlife Officer recommends all soft landscaping measures utilise native species and are produced by an ecologist. It is considered appropriate, necessary and reasonable to secure this measure within the standard landscaping condition, if the proposal is approved.

Subject to the imposition of the above conditions, Officers consider there would be biodiversity enhancements to the site and surrounding area.

On the basis of the above, the proposal is considered to be in accordance with Policy LP28 of the Peterborough Local Plan (2019) and Policy ALU1 of the Ailsworth Neighbourhood Plan (2017).

h) Flood risk

No part of the application site falls within Flood Zone 2 or Flood Zone 3. Officers therefore do not consider that the proposed development would have an unacceptable risk of flooding.

Policy LP32 requires all new housing development to achieve the Optional Technical Housing Standard of 110 litres per person per day, to minimise the impact of new development upon the water environment. This is matter that could be secured as a planning compliance condition to any granted planning permission.

In light of the above, the proposal is considered to be in accordance with Policy LP32 of the Peterborough Local Plan (2019).

i) Archaeology

The City Council's Archaeologist advises that the application site is situated within an area of significant archaeological interest. Within the general area of Castor and Ailsworth, archaeological investigations and chance discoveries have made, particularly in relation to the Roman period. In addition, an investigation carried out at No. 54 Main Street in 2013 uncovered residual pottery of 9th-11th century dating, which suggests potential Late Saxon activity. Remnants of a medieval ridge and furrow field system were also revealed, along with residual pottery dating to the mid 12th-13th century. Homing in on the application site, prior to the construction of the existing building, it does not appear that the application site has been subject to previous major development. With the added curtilage around the building included within the application site, it is considered possible that these are areas where survival of potential buried remains is possible and anticipated, including the car park and grassed areas.

The City Council's Archaeologist therefore advises that given the high archaeological potential of the site, investigations need to be considered and be subject to evaluation via trial trenching methods. Given that there have been archaeological discoveries in the surrounding area previously, plus that there is land surrounding the existing building that does appear to have been subject to development area, it is considered reasonable, relevant and necessary to secure further archaeological investigation as described above. In the event that this proposal is approved, this would need to be secured via a planning condition.

On the basis of the above, the proposal is considered to be in accordance with Policy LP19 of the Peterborough Local Plan (2019).

j) Contamination

The City Council's Environmental Health Officer advises of the need for a full contamination assessment along with necessary remediation measures to be secured given the commercial nature of the site. These matters can be secured by way of a planning condition and no information needs to be provided prior to the determination of this application. It is considered reasonable to secure these matters as a planning condition for the benefit of the health and wellbeing of any future occupiers of the site.

In light of the above, the proposal is considered to be in accordance with Policy LP33 of the Peterborough Local Plan (2019).

6 Conclusions

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

7 Recommendation

The Executive Director of Place and Economy recommends that Planning Permission is **REFUSED** for the following reasons:

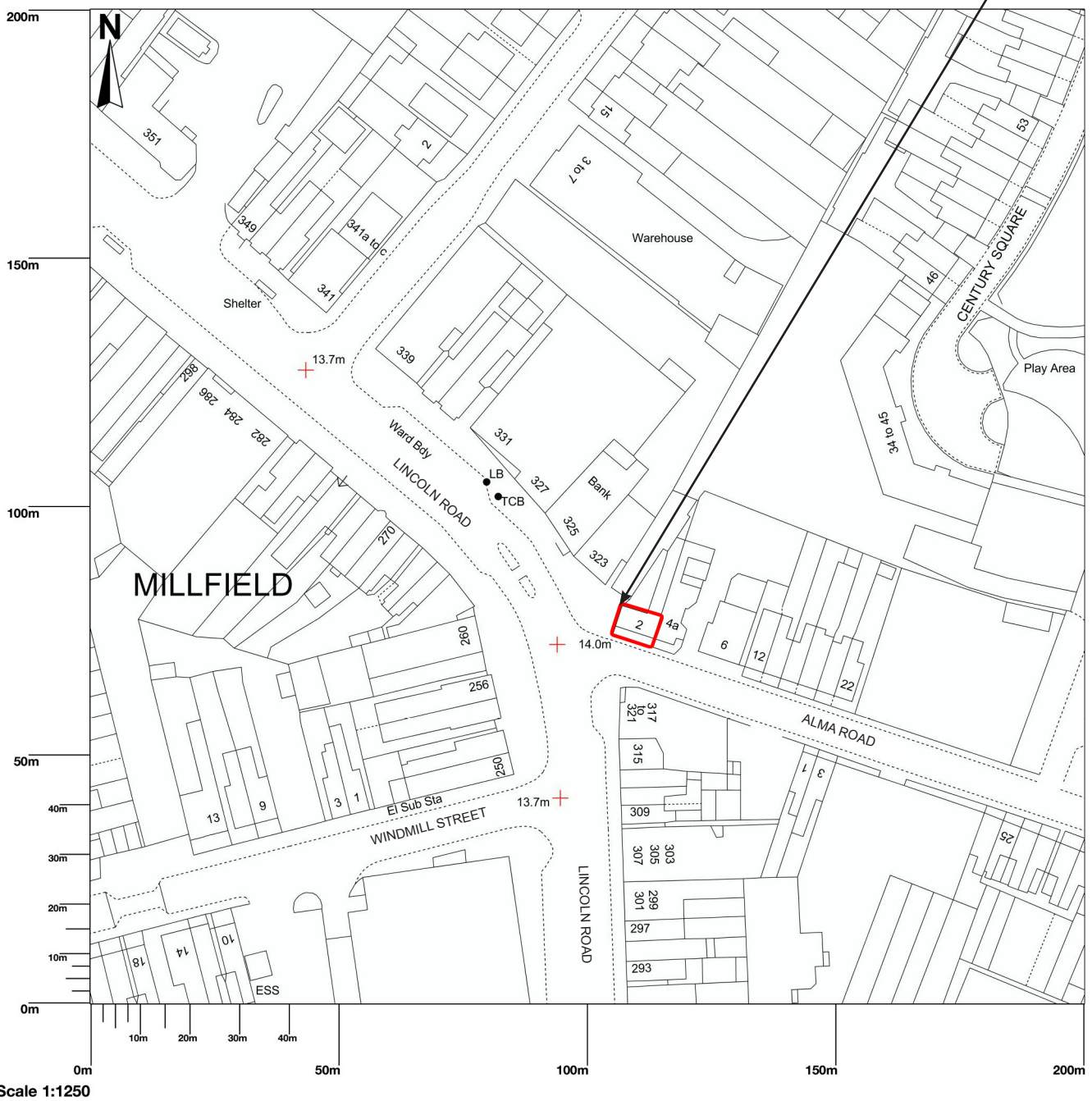
- R 1 The proposed development, by virtue of its design, layout, appearance and scale, would unacceptably impact upon the character and appearance of the site and surrounding area, including the Ailsworth Conservation Area. The proposed four dwellings would represent overdevelopment of this site and would have an unacceptably suburban layout for this rural edge site and as a result would fail to respect either: i) the linear, ribbon development found within the immediate area along Helpston Road; or ii) utilise farmstead characteristics given that the site represents the edge of the village and a point of transition to the open

countryside. In addition, the proposed development projects further into the open countryside than the existing building and would be readily visible from the higher topographical land to the north via Helpston Road and surrounding public rights of way. Accordingly, the proposal is contrary to Policies LP16 and LP19 of the Peterborough Local Plan (2019) and Policy AH2 of the Ailsworth Neighbourhood Plan (2017).

- R 2 On the basis of the information submitted, the proposal, by virtue of its design and layout and proximity to surrounding trees, would unacceptably impact upon the trees on site and within the immediate area around the application site, which provide important screening on the countryside edge. The proposal would likely place adverse demands on existing trees and prejudice their retention and longevity. Specifically, the trees to the south-east corner of the application site, from T1 to T8 would result in significant shadowing across the garden of Plot 4 and become a nuisance to future occupiers, thus risking their pressure for removal. In addition, there is insufficient information at present to ensure that the proposed dwelling's design and siting would not adversely impact upon the health and wellbeing of surrounding trees. Accordingly, the proposal is contrary to Policy LP28 of the Peterborough Local Plan (2019).
- R 3 The proposal, by virtue of its design and scale, would unacceptably impact upon the residential amenity of the future occupiers to Plot 4 and Plot 1. This is specifically in relation to the trees to the east and south boundaries of the application site for Plot 4, which would result in significant overshadowing of their rear garden area and feel overbearing to the enjoyment of their rear amenity space. For Plot 1, shadows would fall from the trees to the south and west boundaries and would also result in significant overshadowing of the rear garden area and would produce an overbearing to the enjoyment of their rear amenity space. This would result in insufficient residential amenity for those occupiers contrary to Policy LP17 of the Peterborough Local Plan (2019).

Copies to Ward Councillors Farooq and Hiller

Application Site



Map area bounded by: 518792,300230 518992,300430. Produced on 20 September 2021 from the OS National Geographic Database. Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey. © Crown copyright 2021. Supplied by UKPlanningMaps.com a licensed OS partner (100054135). Unique plan reference: p4b/uk/691977/937035

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Application Ref: 22/00106/ADV

Proposal: Internally illuminated static digital display screen

Site: 2 Alma Road, Millfield, Peterborough, PE1 3AW

Applicant: Mr A Henderson, Dekoded Ltd

Agent: Mr S Machen, Barmach Ltd

Referred by: Councillor Shazia Bashir

Reason: Proposal includes provision for community and public messaging, the benefit of which must be weighed against the impact on highway safety and public amenity

Case officer: Mrs Shaheeda Montgomery

E-Mail: Shaheeda.Montgomery@peterborough.gov.uk

Recommendation: REFUSE

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

Site and surrounding area

The application site comprises of a two-storey commercial premises which currently accommodates a 24-hr taxi call office, located on the corner of Alma Road and Lincoln Road less than 2km from the city centre. This is a busy area characterised by commercial activity and there is a lack of coherent design style within the built environment. The street scene is characterised by a variety of billboards and advertisements, including a horizontal fascia board and a billboard on the application site which are comparable to those found opposite the site. The existing billboard installed on the elevation of the application site does not benefit from express advertisement consent albeit street records show this has been in place since 2009 and therefore is lawful.

Proposal

The application seeks the benefit of advertisement consent for the installation of a digital display screen at first floor level which would be of 3.2m width x 1.6m height and 200mm thickness.

The proposed display unit would provide remotely regulated static illuminated advertising with a new image at every 10 seconds with instantaneous interchange between images. The advertisement would not contain any moving images, animation or special effects, with the illumination limited to 300 candela/sqm at night.

The application is a re-submission with an amendment to the previous application reference 21/01563/ADV, which was refused by Officer delegated powers in November 2021 for the following reason:

The proposed digital display, by virtue of its large size, siting and changing image display would have an unacceptably adverse impact upon the visual amenity and appearance of the site and surrounding streetscene. When combined with the signs on the nearby commercial units, it would lead to a proliferation of signage and visual clutter on the road frontage to the detriment of the amenity of the area and resulting in degradation of the streetscene. This proposal is therefore contrary to Policy LP16 of the Peterborough Local Plan (2019), and paragraph 136 of the NPPF.

The previously refused proposal consisted of a similar digital display screen 3.6m wide x 1.6m high.

2 Planning History

Reference	Proposal	Decision	Date
21/01563/ADV	Internally illuminated static digital display screen	Refused	25/11/2021
19/01137/FUL	Change of use from B1 (office) to 24hr satellite taxi call office	Permitted	18/09/2019
P0630/77	Change of use to shop	Permitted	19/08/1977

3 Planning Policy

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

National Planning Policy Framework (July 2021)

Paragraph 136 - Adverts

The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

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.

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.

LP18 - Shop Frontages, Security Shutters and Canopies

LP18 a) Shop Frontages (including signage)- Permission will only be granted if the design is sympathetic, it would not harm the character and appearance of the street and advertisements are incorporated as an integral part of the design.

Peterborough Shop Front Design Guidance SPD (2014)

4 Consultations/Representations

PCC Peterborough Highways Services (16.02.22)

No objections – Road users, both motorised and non-motorised, are on a high state of alert while traversing these sections of Lincoln Road. The caution exercised by the road users translates into low mean speed observed in the area. It is reasonable to conclude that an additional sign(albeit a digital one), would not cause unacceptable distraction to drivers.

Local Residents/Interested Parties

Initial consultations: 10

Total number of responses: 1

Total number of objections: 0

Total number in support: 1

No representations have been received from members of the public.

Councillor Bashir has expressed her support for the proposal as follows:

The proposal includes provision for community and public messaging and it is important that Members have an opportunity to consider the merits of the proposal as well as its impact on highway safety and public amenity . This area of the city is home to a diverse community facing many challenges, and this part of Lincoln Road has a unique and vibrant character. I'm fully supportive of this application.

5 Assessment of the planning issues

The main considerations are:

- Impact of the proposal on amenity
- Impact of the proposal on public safety

a) Impact of the proposal on amenity

The proposed digital display screen would occupy most of the first-floor level side elevation of the host property, filling most of the wall bar a 500mm strip of on either side of the advertisement. This elevation is the most prominent in the streetscene, at the junction of Alma Road with Lincoln Road and at the point at which Lincoln Road bends. As such, the property forms a focal point within the streetscene.

Officers acknowledge that the southeast side of Lincoln Road, opposite the application site, comprises of a variety of advertisements. However, in comparison, the proposed digital screen is deemed to be incongruent and out of character in terms of its sheer scale and proportions which would take up a very large area of the elevation facing Lincoln Road at high level. The proposal would be visually dominating and result in a disproportionate proliferation of advertising. The advertisement would be of a size and scale which fails to respect the proportions of the host property, and would be read alongside an existing fascia sign. The resultant appearance of the property would be cluttered and dominated by illuminated advertisements, and additional visual harm cannot be justified on the basis that some harm already exists.

The Applicant has provided a Planning Statement which states that the "sign has the ability to display Public Information such as Covid 19 messaging, community or public health information." It should be noted that the planning system only approves the advertisement insofar as the size/scale and form. The Local Planning Authority cannot control, or impose conditions which relate to the content of advertisements shown. As such, this element of the Applicant's argument for allowing the signage can hold limited weight.

Notwithstanding this, Officers are of the view that similar messaging could be displayed via a digital

sign of a more modest and appropriate scale, replacing that of the existing box internally illuminated sign present on the property. A more modest advertisements would not result in the incremental harm to the setting and surrounding area that the proposal would.

The planning balance requires that the harm (from proposed development) should be weighed against the public benefits. Whilst Officers note that the proposal could enable a degree of benefit from the proposal's "ability" to display public service messages, and so there could be some wider social benefits, this cannot be controlled or enforced and therefore holds very limited weight. Officer are of the view that this would not outweigh the significant visual harm where the proposal would appear obtrusive even amongst the existing visual clutter. This would also go against any positive achievements gained in a locality where the Council is pursuing the promotion of public realm improvements.

Officers note that the Applicant has sought to address the concerns raised through refusal of the earlier scheme (set out in Section 1 above), however the proposal remains of significant size and scale such that the concerns have not been addressed.

On this basis, it is considered that the display would unacceptably harm the visual amenity of the area and result in further deterioration of the existing streetscene, contrary to Policies LP16 and LP18 of the Peterborough Local Plan (2019) and Paragraph 136 of the National Planning Policy Framework.

b) Impact of the proposal on public safety

It is noted that Lincoln Road onto which the proposal would front is a busy highway with a high volume of traffic in the form of both motorised vehicles on the highway as well as pedestrians on the footway. Officers also note there is also a high number of parked vehicles and street furniture along this stretch.

The Local Highway Authority (LHA) was consulted and has not raised an objection to the proposal on highway safety grounds. The LHA considers that vehicle speeds in the location are slow generally, and that the advertisement would not be seen as a distraction to motorists that would pose a danger. The speed of advertisement change, level of illumination and prevention of full-motion adverts could all be controlled through condition.

On this basis, deems that the proposal would accord with Policy LP13 of the Peterborough Local Plan (2019) and paragraph 136 of the National Planning Policy Framework (2021).

6 Conclusions

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

7 Recommendation

The case officer recommends that Consent to Display Advertisements is **REFUSED** for the following reason:

- R 1 The proposed digital display, by virtue of its large size, scale and siting would have an unacceptably adverse impact upon the visual amenity and appearance of the site and surrounding streetscene. When combined with the signs on the nearby commercial units and the application property, it would lead to a proliferation of signage and visual clutter on the road frontage to the detriment of the amenity of the area and resulting in degradation of the streetscene. This proposal is therefore contrary to Policies LP16 and LP18 of the Peterborough Local Plan (2019), and paragraph 136 of the NPPF (2021).

Copy to Councillors:

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