

Application Ref: 13/00649/FUL

Proposal: Construction of 52 new dwellings and garages and supporting infrastructure

Site: Land Off, Thorney Road, Eye, Peterborough

Applicant: Mrs Alison Lea
Larkfleet Homes, Mrs SP Coyle and JD Norris

Agent:

Referred by: Cllr McKean

Reason: Concerns regarding impact on social infrastructure

Site visit: 10.07.2013

Case officer: Mrs J MacLennan

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Recommendation: **GRANT** subject to the signing of a **LEGAL AGREEMENT** and relevant conditions

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

The application site is approximately 1.77 hectares of agricultural land and is located on the north side of Thorney Road, Eye. The site lies to the east of the Larkfleet residential development that has recently been completed. To the north of the site there is a mature hedge and the A47 is approximately 50m beyond this boundary; directly abutting the east of the site there is a two storey dwelling with commercial buildings to the rear beyond which is paddock land. Further to the east is a row of bungalows and Dalmark Seeds lies approximately 70m from the site boundary. There are trees and hedging along the site frontage to the south.

Proposal

The application seeks planning permission for 52 dwellings (revised down from 58 units), including 12 affordable dwellings comprising 2 number 2-bed dwellings, 32 number 3-bed dwellings, 10 number 4-bed dwellings and 7 number 5-bed dwellings. An area of open space is proposed in the centre of the site. The majority of the development would be access via the adjacent Larkfleet development (Millport Drive). A new private drive access serving 8 dwellings is proposed off Thorney Road.

2 Planning History

No relevant planning history

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 4 - Assessment of Transport Implications

Development which generates a significant amount of traffic should be supported by a Transport

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

Section 7 - Good Design

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

Section 11 - Contamination

The site should be suitable for its intended use taking account of ground conditions, land stability and pollution arising from previous uses and any proposals for mitigation. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

Section 11 - Noise

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

Peterborough Core Strategy DPD (2011)

CS02 - Spatial Strategy for the Location of Residential Development

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

CS10 - Environment Capital

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

CS13 - Development Contributions to Infrastructure Provision

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

CS14 - Transport

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

CS16 - Urban Design and the Public Realm

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

CS19 - Open Space and Green Infrastructure

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

Peterborough Site Allocations DPD (2012)

SA05 - Key Service Centres

Identifies the sites within the Key Service Centres which are allocated primarily for residential use.

SA04 - Village Envelopes

These are identified on the proposals map. Land outside of the village envelop is defined as open countryside.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP04 - Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

PP12 - The Transport Implications of Development

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

PP13 - Parking Standards

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

PP14 - Open Space Standards

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

PP16 - The Landscaping and Biodiversity Implications of Development

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

Community Infrastructure Levy (CIL) Regulations 2010

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

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

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

In addition obligations should be:

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

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

securing for the local community a share in the profits of development.

4 Consultations/Representations

Transport & Engineering Services - No objections – The means of access is suitable to accommodate the additional traffic and the junction will remain safe. The proposed road widths and levels of parking provision are in accordance with design practice/policy. Request standard highway conditions and informatives.

Wildlife Officer – No objections - Suggest condition re nesting birds. Request a range of nesting boxes to cater for a number of different species such as House Sparrow, Starling, House Martin & Swift. Details regarding numbers, designs and locations should be provided by the applicant which would be acceptable via a suitably worded condition.

Landscape Officer – No objections - There are no trees on site, nor any that are implicated by the proposed layout. The Hawthorn hedge to the frontage should be removed and new landscaping provided. There is a more substantial hedge to the rear (north) of the site which is outside the boundary however; it would not impact on the development. The landscape detail can be secured by way of the standard Landscape conditions.

Strategic Housing – No objection - Policy CS8 of the Peterborough Core Strategy seeks the provision of 30% affordable housing on all development sites on which 15 or more dwellings are proposed. Accordingly I would anticipate 17 affordable homes on this site, subject to viability; 20% of dwellings should meet the lifetime homes standard and 2% of units should be provided as wheelchair housing. Further to the revised layout and reduction in affordable units to 12 this is acceptable subject to the outcome of the viability assessment.

Section 106 Major Group - A POIS contribution in accordance with adopted policy would be sought.

Environment Agency - No comments received.

Archaeological Officer – No objections - The site has been investigated by means of geophysical survey and evaluation by trial trenching. The evaluation has produced evidence of post-medieval ridge and furrow. Based on these results, no further work is deemed necessary.

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

Pollution Team – No objections - The acoustic mitigation measures specified in the report including mechanical ventilation and double glazing to an appropriate specification to protect the occupiers of dwellings adjacent to the A47 and Thorney Road are acceptable to this section. The Appraisal is considered sufficient to confirm that a design solution for the application site is feasible. Those details require specification as a scheme for the development.

Travel Choice – No objections - Household Travel Information Packs. Packs should contain information about walking, cycling, public transport (bus and train) and car sharing. There will be a charge of £10 per pack for the leaflets and folders, packing and distribution to households to be organised by the developer. Developer to include a cover letter explaining the reasoning behind the travel information packs and a tear off slip offering the resident either: the option for new tenants to receive either a months bus pass OR a cycle voucher up to the value of £50 for a bike/equipment.

Waste Management – No objections - From the plans provided it would appear that the main, "Access & Estate Road 1" are to be built to Highways Authority standard, presumably with adoption planned. In that case RCV travel and turning should not present any problem.

Drainage – No objections - The original flood risk assessment produced in October 2012 suggests that the site will discharge into the North Level Internal Drainage Board drain to the north of the development. The details received show the water being discharged to the south of the site through a surface water sewer and there are no details of the capacity or downstream watercourses for this system. Please seek clarification. Confirmation of the calculations for allowable discharge rates and required onsite attenuation should be provided, full and up to date technical design specifications should be provided for any proposed drainage assets including cross sections of any attenuation features and details of how the flow from the site will be restricted to any designed rate Details of ownership/ maintenance for the lifetime of the development of any drainage features.

Children’ Services – No objections – The proposed development will result in additional demand for school places but the demand will not be so great as to require a permanent extension to the school.

Police Architectural Liaison Officer – No objections - A very good layout which will provide high levels of natural surveillance. Very few gardens have any vulnerable fencing. Parking locations are appropriate and the majority area well overlooked. Access routes are appropriate. No major concerns. General advice:- Rear of Plots 7, 8 & 9. Paths should be gated and lockable with keys issue to plots only. (See Plots 10-13). Rear Path to Plot 21-22. These gates should be brought forward to the front building line close to the front of Plot 22. Parking Court between Plots 9 & 10. This should be illuminated at night by column mounted lights.

North Level District Internal Drainage Board – No objections - Development levy and cost for improvement works will be required.

Anglian Water – No objections – recommend conditions

Eye Parish Council – Objects - Eye Parish Council are very concerned with the proposed access to this development. There is to be only the current access used which is also entry to the "Spinney" which is assisted housing for the older and more vulnerable residents of our village. This does get congested now and to then add a further 58 dwellings with all these residents’ cars, and visitors vehicles is going to make this difficult if not dangerous. This was one of the concerns pointed out by the Parish Council, Ward Councillors and MP at the pre application consultation.

Councillor McKean – Objects -

- Eye School has recently been extended with 3 new class rooms and is now full and even without this application it is predicted to have a short fall of 15 places in its entry year in the Academic Year 2014/15 and its at or near full for all entry years through to year 2016/17.
- The future predictions for Eye Primary School is there will be a short fall of 15 places in its entry year in the Academic Year 2014/15 and its at or near full for all entry years thro to year 2016/17
- Current demography for Eye School Reception Year starts is as follows against a maximum of 60 (Source Jonathan Lewis Assistant Director Education 27/6/13)

Reception Start Year	2012/13	2013/14	2014/15	2015/16	2016/17
Qty (Max PAN is 60)	58	57	75	60	62

- Eye School Governors / Church of England have stated they are not prepared to increase there PAN entry level from 60 to 90 due to the significant increase needed in school size, staffing and facilities. Jonathan Lewis Assistant Director Education 19/8/13 ‘also recommends..... not to extend given current numbers being so low above the PAN of 60

- The planning application site only has a small amount of Open Space provision and there is already a shortage of open space provision and areas for children to play. [The amount of open space has since been increased]
- The previous 2 sites that Larkfleet have built in Eye (Bath Rd & Whitby Avenue) both have problems with inadequate provision of parking and narrow road widths and this site is again a high density site which will also have the same problems due to the number of houses proposed
- The site access is designed via Whitby Avenue already a road with problems of cars etc
- There is no direct pedestrian access to Thorney Road and families will have to walk through the existing development.
- There are many other issues related to the growth in Eye which are impacted by this application including the following all being full or over capacity (not a exhaustive listing)
 - The proposed roads are too narrow with inadequate parking
 - Pre school, before /after school club, junior youth club.
 - The Doctors is full and no room to expand for patients and visiting health professionals
 - The rat run traffic and traffic volumes mean pedestrian safety Issues along Thorney Rd and past the primary school on Eyebury Rd
 - It is requested that the following be undertaken, if not I request the delivery of this planning application should be differed until Eye school and the village infrastructure is able to cope with further growth (relevant Council policy that allows for the above to be undertaken)
 - a) City Council planning to make conditions and/ or legal agreement(s) which will ensure the delivery of necessary and appropriate infrastructure 'to reduce the size of the site, rather than this increased quantity of 58, this would have the added benefit of a prestige homes site in a village location in the nearby countryside. [The application has since been reduced to 52 units]
 - b) A condition for the type of houses so as not to generate an increase level of primary school age children, that is to commute the affordable/social house, currently indicated as 12 to another area outside of Eye and In addition having bungalows as part of the housing mix given the shortage of them and the ageing population
- Due to the significant number of objections from Eye residents to any further growth during the site allocations planning process and consultation the Council proposed an amendment to site allocations which the Inspector accepted and Full Council approved, this allows planning officers to add additional conditions for the growth in Eye, quoting from the amendment DPD Submission Page 34 Para 5.9 after para 3.21 *' it is likely there will be a need for the pooling of financial contributions, potentially the phasing of development and potentially the provision of other conditions and/ or legal agreement(s) which will ensure the delivery of necessary and appropriate infrastructure'*

The revised scheme has failed to overcome Cllr McKean's objections and the above concerns still stand.

Councillor David Sanders – Objects – Supports the comments raised by Cllr McKean above.

Stewart Jackson MP – Objects

- The build quality of the development is not of a sufficient standard.
- The proposed development exceeds the numbers proposed in the Site allocations DPD would be intensive use of the site exacerbating existing problems in Eye.
- Insufficient provision of open space
- The Local Planning Authority has failed to secure sufficient contributions for education.
- Access to the site is substandard being from an existing estate road which would result in traffic problems on Thorney Road and High Street impacting on the amenity and quality of life for residents.
- The tenure mix is inappropriate and there is a need for more intermediate/shared equity housing in Eye but not social rented stock which has caused a rise in anti social behaviour in other parts of the village.

Local Residents/Interested Parties

Initial consultations: 18

Total number of responses: 122

Total number of objections: 121

Total number in support: 0

There have been 121 letters of objection to the proposal raising the following issues:

- Eye Primary school is approaching full capacity
- The performance of the school has dramatically dropped over recent years due to expansion of village
- A small amount of open space is shown and there is already a shortage of areas for children to play in the Thorney Rd area
- The existing infrastructure in Eye is full to capacity
- The pre school, before/after school club, junior youth club is at capacity
- The Doctors surgery is full and has no room to expand for patients and visiting health professionals
- The current traffic volumes/parking along Thorney Road and past the primary school on Eyebury Road mean that there are already safety issues for pedestrians
- The Council proposed an amendment to site allocations which the Inspector accepted and full Council approved, this allows planning officers to add additional conditions for the Growth in Eye, quoting from the amendment DPD Submission Page 34 Para 5.9 after para 3.21. As such I would like the following to be undertaken: 'that City Council planning to make conditions and/or legal agreement(s) which will ensure the delivery of the necessary and appropriate infrastructure; Introduction of Relevant Council Policy that allows for the above to be undertaken'. If this is not possible I request that the delivery of this planning application should be deferred until Eye school and the village infrastructure is able to cope with further growth.
- Housing numbers should be reduced
- This should be a prestige homes site in a village location near the countryside
- Consideration should be given to the type of housing so that there would be less primary school aged children
- There should be bungalows in the housing mix to meet the need of aging population
- Eye village used to have 3 public houses and now has only one. Residents have witnessed the green belt slowly get eaten up by the array of new houses being built.
- There is already an issue with access and parking for the area around The Spinney Extra Care Home. A further 108 houses with a possibility of at least another 100 vehicles will make this

situation worse.

- When there are meetings in The Spinney, attendees park along Thorney Road causing obstruction to traffic leaving Millport Drive. Ambulances daily visit to the Spinney must have difficulty gaining clear access.
- The traffic on Thorney Road will obviously be increased, traffic calming should be put in place
- Currently there is nowhere for children to play on the north side of Thorney Road...something that seems to have been withdrawn from Whitby Avenue since I first saw plans at the time I purchased my bungalow!
- Larkfleet are only concerned with more and more building and more and more profit regardless of the consequences in the village.
- Development in Eye should be on a smaller scale, providing more bungalows and executive houses.
- Little thought seems to have been given by Larkfleet to the real needs of residents in Eye.
- This is a village and wishes to remain a village!
- I do hope you will include more and better parking spaces and somewhere for the children to play.
- Larkfleet say that £500 per home will be given to the Community Fund – is this in addition to the 106 money which seems to currently be given to Peterborough City Council?
- The main traffic route which goes right past our house. It will be disruptive the road is narrow.
- The construction traffic is damaging the road and shakes the house this will be made worse by the new development
- Millport Drive is the proposed access which already has a high volume of traffic.
- This access is already too narrow for the current traffic volume.
- Millport Drive serves the care home which has frequent ambulances attending, commercial refuse and delivery vehicles which already have to mount the pavement on occasions. There is also the overflow from the Care Home car park particularly worse when there are functions and events.
- The traffic flow needs to be assessed properly particularly at peak times including weekends and times of events.
- Access should be direct off Thorney Road
- The traffic flow at this junction has not been properly assessed, in accordance with the Transport and Road Research Laboratory (TRRL) guidance for the assessment of capacity, queues, delays and accidents at road junctions, PICADY/3.
- I was told at the Larkfleet public consultation, that the construction traffic for the new development will access the site directly off Thorney Road.

5 Assessment of the planning issues

a) Background

The scheme has been revised since the initial submission and now provides a larger area of open space central to the site (0.25). In order to achieve the increased area of open space the number of dwellings has been reduced from 58 to 52 dwellings. Re-consultation has been undertaken.

b) The Principle of Development

The site lies within the village settlement boundary of Eye which is designated under policy CS2 in the Adopted Peterborough Core Strategy DPD as a 'Key Service Centre'. The site is also the larger part of an allocated site for residential development within the Adopted Site Allocations DPD (ref. SA5.5). The principle of development is therefore established. The allocated site has an area of 2.49 hectares and states the site could accommodate 50 dwellings which is indicative. The area of the site, the subject of this application, is approximately 1.773ha and the proposed number of dwellings would be 52 which would equate to a density of approximately 30 dwellings per hectare which is considered acceptable for this location. The site is located in close proximity to services and facilities necessary to meet residential needs. It is acknowledged that there have been a

number of concerns raised by the proposal regarding the capacity of the local primary school, doctors surgery and so on. However it is considered that the development of 52 dwellings would not put undue pressure of existing facilities. In respect of the capacity of the primary school the development would give rise to a S106 contribution where a proportion of the monies would contribute to increasing the capacity of the school, where necessary, either by increasing staffing or buildings on site.

c) Highway Implications

A transport statement has been submitted in support of the application. The development would be served off Millport Drive which is an existing access of Thorney Road. Millport Drive and its junction has enough capacity to serve the proposed development. Properties fronting Thorney Road (plots 32 and 46-53) would be served by direct access off Thorney Road by a dropped crossing. This road would remain private and is not proposed to be adopted by the Local Highways Authority.

Appropriate vehicle to vehicle visibility splays and vehicle to pedestrian visibility splays are achievable for both access roads and individual driveways. These details shall be conditioned.

The footway to the front of the residential development to the west of the site shall be continued along the site frontage to link to the existing footway to the east of the site. These details shall be conditioned.

The lighting for the new footpath shall be designed to highway standards and will be secured by condition.

Parking provision within the site has been provided in accordance with the parking standards in the Adopted Peterborough Planning Policies DPD. 13 no visitor parking bays are also provided. The provision of minimum parking standards should prevent issues of on road parking.

All garages have internal floor areas of 3m x 7m to enable storage provision i.e. cycle parking or there should be space elsewhere on plot for cycle parking.

There is the need for the road layout to incorporate build outs. This will be secured by condition.

The Local Highways Authority (LHA) raises no objections to the proposal subject to the imposition of conditions and informatives.

A number of concerns have been raised by residents regarding the site being served by the existing access off Thorney Road (Millport Drive). This was raised with the applicant at the public consultation event and as a response the applicant submitted details of an independent access off Thorney Road to the Local Planning Authority. The proposed access was not supported due to a number of reasons, one being the need to avoid too many accesses off Thorney Road, particularly as there is another allocated housing site to the south of Thorney Road (SA5.7) and the access would result in a long straight road which is not appropriate in housing estates.

It is also the LHA's view that the existing access was designed to cater for the existing development but also to provide the potential for some further development in the future subject to the appropriate assessment to demonstrate that the access as constructed could cater for the additional traffic. It is acknowledged that this has not been demonstrated in the Transport Statement. However the number of dwellings proposed to be served off the access would only generate approximately 25 vehicle movements in the peak hours which is below the threshold to require assessment of the junction therefore no further work or investigation is required.

It is also considered that the number of additional vehicle movements would not result in a significant impact in terms of traffic volumes on Thorney Road or near to the Primary school on

Eyebury Road. The roads near to schools are notoriously busy at school drop of and pick up times however; this is only for a relatively short period of the day.

Concerns have also been raised regarding the capacity of Millport Drive in terms of width, existing parking problems and volume of traffic.

The existing access road into the existing housing development was designed to the Local Highways Housing Estate Road Specification (a swept path analysis was carried out to ensure that PCC refuse vehicles could manoeuvre along this access road).

The road widths within the site are appropriate for the residential nature of the development and are designed to restrain vehicle speeds.

Construction vehicles entering the site will not in the main access the site through the existing development, instead access will be taken from Thorney Road via a temporary access.

It is considered that the development would provide parking provision in accordance with the parking standards and the proposal would not unduly impact upon the adjacent highway and accords with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

d) Design and amenity

The development would be the next phase of development to land to the west which is now completed and would be a natural extension to the settlement boundary. The development would comprise dwellings of varying sizes and design; all would be two storey. The materials to be used in the external elevations of the dwellings would be dealt with by condition however, the surrounding development comprises a mixture of buff/red brick and therefore the development will complement the existing development along Thorney Road and would be sympathetic to the surrounding character. It is considered that the proposed number of dwellings and density can be satisfactorily accommodated on the site.

A number of objections have been raised regarding the numbers and mix of dwellings. However the indicative number of dwellings for the site within the Site Allocations Document (which is only an estimate and not a target or prescribed upper limit) is 50, thus the proposal is consistent with these numbers.

In addition there is no guarantee that changing the house type would result in any less children. The City Council could not reasonably insist on bungalows in the housing mix.

An adequate area of public open space is provided central to the site which is overlooked by the primary aspects of properties to the west, south and east which would allow for passive surveillance of the space.

The proposal would respect the character and appearance of the surrounding area and accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and the National Planning Policy Framework (NPPF).

e) Residential Amenity

All of the plots would provide an enclosed rear garden area most have depths of at least 9m and the revisions have been made to some of the plots to provide an adequate usable space.

A noise assessment report has been submitted due to the site's proximity to the A47 to the north, Dalmark Seeds commercial unit to the east and Thorney Road to the south. Generally, there was little audible noise from the nearby commercial premises. There are existing residential properties at closer distance to the Dalmark Grain premises than the proposed development site, and

therefore it is anticipated that noise control measures already in place to limit noise impact on these closer properties is equally suitable to limit noise impact at the proposed new development.

The dwellings most exposed to noise will be those along the southern site boundary, nearest to the Thorney Road traffic, and potentially those along the northern site boundary, nearest to the A47 road traffic. There is little difference between daytime and night-time ambient noise levels at the development site. The report provides mitigation measures for dwellings facing these noise sources which includes enhanced sound insulation measures to protect habitable rooms on the exposed facades, appropriate design of the building envelope of the new dwellings can incorporate suitable sound insulation, all windows to noise-sensitive rooms should have a minimum double glazing of 4mm glass/16mm airgap/6mm glass (typically of minimum sound insulation 32dB Rw) and living rooms may be provided with standard window trickle ventilators. Bedrooms on building elevations on the northern boundary facing the A47 and southern boundary facing Thorney Road should be provided with suitable passive acoustic ventilators. Alternatively, a ducted ventilation system could be implemented, and it should be possible to design a system with no requirement for ventilation openings in window frames or external walls into habitable rooms exposed to noise sources.

The Pollution Control Officer has considered the contents of the report and accepts that the acoustic mitigation measures specified in the report are acceptable.

It is considered that the site can be considered suitable for residential development in planning and noise terms, as acceptable noise levels can be achieved following the design and implementation of suitably specified noise mitigation measures.

It is considered that the general internal layout of the dwellings would provide a satisfactory level of amenity for the future occupiers and the proposal therefore accords with policy PP4 of the Adopted Peterborough Planning Policies DPD 2012.

f) Neighbouring Amenity

The dwellings would be positioned at an acceptable distance to existing neighbouring properties to avoid overlooking/loss of privacy. There is a back to back separation to properties in the neighbouring development of at least 22m and there are rear garden depths of 10m to properties abutting the eastern boundary. It is considered that the layout and relationship of the proposed dwellings with the existing neighbouring properties would not result in any adverse impact on amenity and the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD.

g) Secured by Design

The Police Architectural Liaison Officer has been consulted on this application and considers this a good scheme in terms of designing out the opportunity for crime. The scheme provides a high level of natural surveillance, the access routes are appropriate for the development and raises no significant concerns. The plans now indicate paths serving the rear to several plots have lockable gates to the front the respective dwelling to avoid hidden accesses. The Officer has also suggested where gates should be relocated on other plots and a revision have been requested. Members will be updated in the update report.

The connections for both vehicles and pedestrians are appropriate and will provide reasonable levels of access without excessive permeability. The main access points onto the development are well overlooked providing clear and direct routes. The access to the rear gardens of the majority of homes is adequately protected. The general layout of the blocks provide good surveillance of the fronts of the property and reasonable security to the rear.

The proposal has therefore provided the opportunity to address vulnerability to crime in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD.

h) Open Space

The scheme has been revised since the initial submission due to an insufficient area of on-site open space being provided. The site now proposes an area of 0.25 hectares (20%) of the site area as public open space. Play equipment will also be provided on site and will be secured as part of the S106 Agreement. In this instance it was not considered appropriate to seek an off site contribution towards enhancements to the existing provision of public open space as there is a lack of public open space within the village. The proposal would provide an adequate level of public open space to serve the development and accords with policy PP14 of the Adopted Peterborough Planning Policies DPD.

i) Affordable Housing

Policy CS8 of the Peterborough Core Strategy seeks the provision of 30% affordable housing on all development sites on which 15 or more dwellings are proposed. The initial submission proposed 18 number affordable dwellings on site. The scheme now reduces the affordable units to 12 as the provision of additional public open space and equipment has impacted on the viability of the development and the capacity to deliver the 30% affordable units. A viability appraisal has been submitted which is currently being considered by the Planning Obligations Officer and the outcome of the assessment will be provided to Members in an update report.

The Core Strategy sets out an appropriate mix of affordable tenures which is 70% social rented tenure and 30% intermediate tenure. It is however, the Strategic Housing Officer's view that given the changes to the definition of affordable housing set out in PPS3 (update June 2011) and maintained in the National Planning Policy Framework which includes affordable rented tenure, the council is committed to offering a degree of flexibility regarding the tenure of any affordable units. As Homes and Community Agency (HCA) grant is unlikely to be available to facilitate any affordable units on this site and given the current difficult economic circumstances there is flexibility on the affordable tenure mix.

The mix of affordable dwellings would be 3 x 2-bed dwellings and 9 x 3-bed dwellings.

In addition, policy CS8 of the Core Strategy seek that 20% of units should meet the lifetime homes standard and 2% of units should be provided as wheelchair housing which meets the HCA's Design and Quality standards relating to the provision of wheelchair housing. These requirements shall be secured by condition.

j) Archaeology

The Archaeological Officer had previously advised that given the known historical and archaeological history of the area and in accordance with Section 12 of the NPPF, a Desk Based Assessment and Programme of Archaeological be undertaken. The site has now been investigated by means of geophysical survey and evaluation by trial trenching. The evaluation has produced evidence for post-medieval ridge and furrow. Based on these results, no further work is deemed necessary.

k) Landscaping

There are currently no trees within the site. There is a substantial hedge to the rear (north) of the site which is outside the boundary. However, the trees are not directly against the proposed site boundary and should have little impact on the development. There is approximately 30m of existing broken Hawthorn hedge to the frontage which is unmanaged. The Landscape Officer has recommended that the hedge is removed and a suitable landscaping scheme is provided to the

site frontage. A detailed landscaping scheme for the development in accordance with policy PP16 of the Adopted Peterborough Planning Policies DPD would be secured by condition.

l) Ecology

A protected species survey has been submitted in support of the application. As the proposed involves the removal of features that might provide suitable habitat for nesting birds during the nesting season (March to August), a condition would be appended to ensure such features are not removed during the nesting season.

The Wildlife Officer has suggested measures to enhance the biodiversity within the site including a range of nesting boxes to cater for a number of different species such as House Sparrow, Starling, House Martin & Swift and planting of a range of appropriate native tree and shrub species. These details would be secured by condition. It is considered that given the characteristics of the site there are opportunities to provide landscaping provision within the site and to enhance the potential for biodiversity gain in accordance with policy CS21 of the Adopted Peterborough Core Strategy DPD and policy PP16 of the Adopted Peterborough Planning Policies DPD.

m) Community Involvement

The applicant has undertaken a programme of pre-application consultation to proactively engage with local stakeholders and the community. The objectives for the consultation programme were to present the draft proposals, understand issues and concerns and where possible to inform the final scheme. The consultation programme included a public exhibition and involved a wide publication process. A total of 39 people attended the public exhibition and a total of 21 completed feedback forms.

The main concerns raised were as follows:

- Entrance to the development should not be via Parson's Prospect
- Construction traffic must not enter via Parson's Prospect
- Construction traffic will be dirty and noisy
- There is already pressure on Eye's existing infrastructure and amenities
- Concern about construction noise
- There is a need for a playground/recreational space
- Thorney Road is already dangerously busy and the extra traffic will compound the issue
- There is little capacity at local schools

The above issues will be/have been considered in the contents of this report.

n) Environment Capital

In accordance with policy CS10 of the Adopted Peterborough Core Strategy DPD a condition would be appended to the decision requiring the development to achieve a target emission rate of 10% reduction than that specified by Building Regulations.

o) Flood Risk and Drainage

As the site exceeds 1 hectare a Flood Risk Assessment has been submitted with the application. The assessment has concluded that the site is a no quantifiable risk of flooding. At the time of writing this report comments are awaiting from the Environment Agency and Members will be advised in the update report. Nevertheless, there have been no objections from the City Council Drainage Team or the Internal Drainage Board.

It is proposed that unattenuated surface water would be drained into the Northolme Drain to the north of the site. However, this is not indicated on the latest plans which show drainage to the opposite direction and clarification is sought on this matter. Again Members will be advised in the

update report.

p) S106

The development would give rise to an additional burden on the services and infrastructure of the City Council. In accordance with policy CS13 of the Adopted Peterborough Core Strategy DPD and the Planning Obligations Implementation Strategy (POIS) a S106 pooled contribution of £347,000 would be sought. A 2% monitoring fee of £6,940 also applies.

The above would allow the delivery of the necessary and appropriate infrastructure which would be required as a result of the development.

Household travel information packs would be secured as part of the S106 agreement at a cost of £10 per pack.

12 Affordable dwellings would be secured by S106 Agreement

The area of open space plus play equipment would be secured by S106 Agreement.

Social Infrastructure – For developments of this scale the Council's policy is that a POIS contribution is sought from the developer. The contribution is split between neighbourhood spend and strategic spend and from this spend there is for example, Education, Community, Health. It is not the case that specific projects e.g. new school classroom are ring fenced in the S106 agreement. This is because the timing, circumstance and social infrastructure context of a development may change over time.

Issues raised by residents not covered in the report

- Residents have witnessed the green belt slowly get eaten up by the array of new houses being built.
- Larkfleet are only concerned with more and more building and more and more profit regardless of the consequences in the village.

Officer response: 'There has never been any Green Belt in the Peterborough area. This is an allocated site which has been through a programme of consultation and scrutiny by an independent Inspector prior to adoption by The City Council.'

- Currently there is nowhere for children to play on the north side of Thorney Road...something that seems to have been withdrawn from Whitby Avenue since I first saw plans at the time I purchased my bungalow!

Officer response: 'Planning permission was granted in 2011 to remove condition 13 attached to 10/00208/FUL (49 dwellings) and condition 20 attached to 04/01978/FUL (35 dwellings) which both required a Local Area for Play to be provided on the site. Instead of providing these LAPS on site, the developer entered into a unilateral undertaking obliging him to pay a contribution of £43,500 to be used on open space/leisure/sports provision within Eye Parish. These were very small areas and the LAP would have been of limited benefit only to very young children.'

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:

- This is an allocated housing site within the Adopted Site Allocations DPD and lies within the village envelope of Eye which is designated as a Key Service Centre;

- The proposed access is at an appropriate standard to serve the development and parking provision would be provided in accordance with parking standards;
- The scale and design of the development would respect the character and appearance of the surrounding area;
- The development makes adequate provision for the residential amenity of the future occupiers of the properties;
- The development would not result in any adverse impact on the amenity of occupiers of existing neighbouring dwellings;
- The proposal provides an appropriate provision of public open space with play equipment;
- The proposal makes satisfactory provision for affordable housing within the site; and
- The proposal makes a contribution towards the social and physical infrastructure demands that it will place on the area.

Hence the proposal accords with policies PP2, PP3, PP4, PP12, PP13, PP14 and PP16 of the Adopted Peterborough Planning Policies DPD 2012, policies CS02, CS8, CS10, CS13, CS14, CS16, CS17 and CS22 of the Adopted Peterborough Core Strategy DPD 2011, policies SA4 and SA5 of the Adopted Peterborough Site Allocations DPD 2012 and the National Planning Policy Framework.

7 Recommendation

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

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

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

- C 2 No development shall take place until details of the materials to be used in the external surfaces of the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

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

- C 3 the discontinued footway to the west of the site should be extended along the site frontage to link to the existing footway to the east of the site.

- C 4 Notwithstanding the submitted details a lighting scheme and time scale for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the first occupation of the development.

Reason: In the interests of residential amenity and the security of the development in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP2 of the Adopted Peterborough Planning Policies DPD.

- C 5 Prior to the commencement of the development hereby approved plans showing vehicle visibility splays of 2.4m x 3.3m at the junction of all shared accesses with the 'adoptable' roads and all 'adoptable' road junctions within the site shall be submitted to and approved by the Local Planning Authority. The splays shall be provided before occupation of the dwellings and shall be kept free of obstructions over a height of 600mm.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD

- C 6 Prior to occupation of development hereby permitted the vehicle to pedestrian visibility splays shown on the plan No PL-02 Rev C of the following dimensions i.e. 2.m x 2.m on both sides of all shared accesses and 1.5m x 1.5m on both sides of all single accesses shall be provided and maintained thereafter free from any obstruction over a height of 600mm measured from and along respectively the back of the highway boundary.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD

- C 7 Prior to the commencement of the development hereby approved, plans showing all private shared accesses with minimum widths of 5.5m (that provide the only means of pedestrian access to dwellings) shall be submitted to and approved by the Local Planning Authority. The accesses shall be constructed in accordance with the approved plans.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD

- C 8 Prior to the commencement of the development hereby approved, detailed plans showing the layout and form of the construction of the roads including drainage, levels and lighting shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD

- C 9 Prior to the commencement of any development a detailed construction management plan shall be submitted to and approved by the Local Planning Authority. The plan shall include:

- a scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways.
- a scheme for construction access from the local highway network including details of haul routes across the site, associated health and safety protection measures for users of the site and details of measures to ensure that all construction vehicles can enter the site immediately upon arrival;
- a scheme for parking of contractors vehicles and storage compounds
- a scheme for access and deliveries including adequate parking turning, loading and unloading areas.

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

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD

- C10 Prior to commencement of development a drawing showing a scheme for speed reduction features for the roads to the front of plots 3-9 and 10-19 shall be submitted to and approved in writing to the LPA.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD

- C11 Prior to commencement of development details for tracking of refuse vehicles shall be provided for all of the internal adoptable roads within the development to demonstrate satisfactory manoeuvre of refuse vehicles. This provision shall be in accordance with details submitted and which have been approved in writing by the Local Planning Authority.

Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD

- C12 The dwellings shall not be occupied until the areas shown as parking (including garages) and turning on the approved plan No PL-02 Rev C have been constructed, drained and surfaced in accordance with details submitted to and approved in writing by the Local Planning Authority, and those areas shall not thereafter be used for any purpose other than the parking and turning of vehicles, in connection with the use of the dwellings.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policies PP12 and PP13 of the adopted Planning Policies DPD

- C13 Prior to occupation of development hereby permitted the vehicle to vehicle visibility splays of the following dimensions 2.4m x 60m on both sides of the access from Thorney Road shown on plan PL-02 Rev C shall be provided and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2.4m x 60m measured from and along respectively the channel line of the carriageway.

(Channel line is kerb line)

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD.

- C14 Prior to commencement of development revised plans showing the access into the private drive to the front of the site to be a simple dropped crossing (allowing pedestrian priority along the footway) shall be submitted to and approved in writing by the LPA. The access shall be implemented in accordance with approved plans prior to occupation.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD: 2011 and Policy PP12 of the adopted Planning Policies DPD.

- C15 The development hereby approved shall be constructed so that it achieves at least a 10% improvement on the Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.

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

- C16 Prior to the commencement of development a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

The scheme shall include the following details

* Proposed finished ground and building slab levels

* Planting plans including retained trees, species, numbers, size and density of planting (to include native tree and shrub species)

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and policy TD1 of the Trees & Woodlands Strategy 2012.

- C17 Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die are removed, become diseased or unfit for purpose [in the opinion of the LPA] within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the Developers, or their successors in title with an equivalent size, number and species being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD.

- C18 A landscape management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The management plan shall be implemented in accordance with a timetable contained therein and as approved unless changes are first agreed in writing by the Local Planning Authority.

The Plan shall include the following details:

Long term management and maintenance of the public open space

Long term design objectives

Management responsibilities

Maintenance schedules

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and TD1 of the Trees & Woodlands Strategy 2012.

- C19 No construction/demolition/excavation works or removal of hedgerows/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.

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

C20 Notwithstanding the details hereby approved, the scheme for the provision of additional biodiversity enhancements to achieve a net gain of biodiversity; for example the inclusion of a range of bird boxes to cater for a number of species including House Sparrow, Starling, House Martin & Swift and the planting of a range of appropriate native tree and shrub species. The scheme shall be implemented in accordance with the approved details during the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

Reason: In the interests of the enhancement of biodiversity in accordance with Policy PP16 of the Adopted Peterborough Planning Policies DPD and Policy CS21 of the adopted Peterborough Core Strategy DPD.

C21 Notwithstanding the provisions of Schedule 2, Part 1 Class A and E of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no extensions or outbuildings shall be constructed other than as those expressly authorised by this permission or those expressly authorised by any future planning permission.

Reason: The development is relatively dense and so extensions and outbuildings must be carefully designed in order to protect residential amenity, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

C22 Notwithstanding the details hereby approved; 20% of the dwellings shall meet the lifetime homes standards. The details shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.

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

C23 Notwithstanding the details hereby approved; 2% of units should be provided as wheelchair housing which meets the HCA's Design and Quality standards relating to the provision of wheelchair housing.

Reason: In order to meet a specific housing need and in accordance with policy CS8 of the Adopted Peterborough Core Strategy DPD.

C24 Details of the boundary treatments for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. These shall be erected in accordance with the approved details on completion of any dwelling and prior to its occupation.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

C25 Prior to the commencement of development, or within other such period as may be agreed in writing with the Local Planning Authority, a scheme for the provisions of fire hydrants

should be submitted to and approved in writing to the Local Planning Authority. Thereafter, the approved scheme shall be implemented in full before the dwellings are occupied.

Reason: In the interests of the health and safety of occupiers of the site and in the vicinity and in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD.

- C26 No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

- C27 The development site is within 15 metres of a sewage pumping station. Whilst Anglian Water takes all reasonably practicable steps to prevent any nuisance arising from the site, there should be no development within 15 metres from the boundary of a sewage pumping station of this type if the development is potentially sensitive to noise or other disturbance or which might give rise to complaint from the occupiers regarding the location of the pumping station.

Reason: To avoid causing future amenity problems and in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD.

- C28 Notwithstanding the details hereby approved noise mitigation measures as specified in the Noise Assessment Report to protect the habitable rooms of dwellings abutting the A47 to the north of the site and Thorney Road to the south, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to those dwellings becoming occupied.

Reason: In order to protect and safeguard the amenity of the future occupiers of the development and in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

Copy to Councillors D Sanders and D McKean