

Application Ref: 13/01318/OUT

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

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

Applicant: Mr D Briggs

Agent: Emma Ousbey
Carter Jonas LLP

Referred by: Glington Parish Council

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

Site visit: 18.10.13

Case officer: Miss L C Lovegrove

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Recommendation: **GRANT** subject to relevant conditions

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

Site and Surroundings

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

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

Proposal

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

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

2 Planning History

No relevant planning history.

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 4 - Assessment of Transport Implications

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

Section 6 - Residential Development in the Open Countryside

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

Section 7 - Good Design

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

Section 10 - Development and Flood Risk

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

Section 11 - Natural and Local Environment

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

Section 11 - Biodiversity

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

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

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

Section 12 - Conservation of Heritage Assets

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

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

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

Peterborough Core Strategy DPD (2011)

CS01 - Settlement Hierarchy and the Countryside

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

CS02 - Spatial Strategy for the Location of Residential Development

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

CS10 - Environment Capital

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

CS12 - Infrastructure

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

CS13 - Development Contributions to Infrastructure Provision

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

CS14 - Transport

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

CS16 - Urban Design and the Public Realm

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

CS17 - The Historic Environment

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

CS21 - Biodiversity and Geological Conservation

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

CS22 - Flood Risk

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

Peterborough Site Allocations DPD (2012)

SA06 - Limited Growth Villages

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

use.

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP12 - The Transport Implications of Development

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

PP14 - Open Space Standards

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

PP16 - The Landscaping and Biodiversity Implications of Development

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

PP17 - Heritage Assets

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

Community Infrastructure Levy (CIL) Regulations 2010

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

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

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

In addition obligations should be:

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

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

4 Consultations/Representations

Transport & Engineering Services (03.10.13)

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

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

Landscape Officer (02.10.13)

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

Conservation Officer (24.09.13)

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

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

Archaeological Officer (18.09.13)

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

Wildlife Officer (01.10.13)

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

S106 Planning Obligations Officer (02.10.13)

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

Building Control Surveyor

No comments received.

Pollution Team

No comments received.

Glington Parish Council (17.10.13)

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

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

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

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

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

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

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

Welland & Deeping Internal Drainage Board (23.09.13)

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

Police Architectural Liaison Officer (18.09.13)

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

Local Residents/Interested Parties

Initial consultations: 42

Total number of responses: 11

Total number of objections: 10

Total number in support: 0

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

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

from the development.

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

Peterborough Civic Society (24.09.13)

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

5 Assessment of the planning issues

The main considerations are:

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

a) Principle of development

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

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

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

b) Highway implications

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

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

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

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

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

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

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

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

d) Impact upon neighbour amenity

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

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

e) Ecology

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

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

f) Drainage

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

g) Archaeology

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

h) Environment Capital

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

i) Developer contributions

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

j) Other matters

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

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

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

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

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

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

6 Conclusions

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

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

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

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

7 Recommendation

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

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

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

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

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

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

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

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

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

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

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

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

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

- C 6 The details submitted under condition 1 above shall include a scheme for the hard and soft landscaping of the site. The scheme shall be carried out as approved no later than the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

The scheme shall include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

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

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

- C15 Prior to first occupation of any dwelling, a scheme for the provision of bat and bird boxes, to include details of their siting and specifications to accommodate a range of different species, shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details.

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

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

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

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

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

Notes to the Applicant

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

Copies to Councillors J Holdich MBE, D Lamb

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