

Application Ref: 13/00951/OUT

Proposal: Residential development comprising up to 80 units with all matters reserved apart from access

Site: Land to The South Of Woburn Drive, Thorney, Peterborough
Applicant: Ms Shirley Denyer

Agent: Bidwells

Referred by: Councillor David Sanders
Reason: Loss of agricultural land/open space, impact on the rural setting of village, increase in vehicular movements, particularly through Woburn Drive and impact on existing residents.

Site visit: 22nd August 2013

Case officer: Mrs J MacLennan
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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 site forms an elongated rectangular shape and covers an area of approximately 3.41 hectares. The site lies within the village of Thorney approximately 6.5 miles north east of the centre of Peterborough. More specifically the site is situated to the south edge of the village on land to the south of Woburn Drive. The site is currently in use as agriculture and used for arable farming.

The site is bounded to the north by the side and rear gardens to existing residences at St Mary's Close, St Peters Way St Botolphs Way and Woburn Drive, to the south, east and west by large agricultural fields in arable use. The eastern boundary is defined by a significant established hedgerow interspersed with trees.

The site is identified as an allocated housing site (for approximately 77 dwellings) within the Adopted Site Allocations Development Plan Document (2012) as site SA5.8 and is located within the Thorney Village Settlement boundary

The site is not within a designated conservation area.

Proposal

Outline planning permission is sought for residential development. Up to 80 units are proposed including the provision for 30% affordable housing and not less than 2400 sq. metres of onsite open space provision. The average density of the proposed development is approximately 23.5 dwellings per hectare. Pedestrian and cycle access is proposed from Woburn Drive, St Botolph's Way and St Peter's Way. Vehicular access will be from Woburn Drive only.

Matters relating to the design of the buildings, scale, layout and landscaping are not for consideration as part of this application and these will be dealt with by way of a reserved matters application if outline planning permission is granted.

2 Planning History

The site is allocated in the adopted Peterborough Site Allocations Development Plan Document for residential development. Its current use is as an agricultural field used for arable farming, however, the site has history dating back to the Second World War. Specifically a Second World War German Prisoners of War Camp was originally located south of St Marys Road within the proposed development site. The camp was removed after the war and the land where it stood has been farmed ever since.

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 – Presumption in Favour of Sustainable Development

Housing applications should be considered in this context. Policies for the supply of housing should not be considered up-to-date if a 5 year supply of sites cannot be demonstrated.

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 - 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.

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.

CS08 – Meeting Housing Needs

Promotes a mix of housing the provision of 30% affordable on sites of 15 or more dwellings (70% social rented and 30% intermediate housing), 20% life time homes and 2% wheelchair housing.

CS10 – Environment Capital

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

CS11 – Renewable Energy

Opportunities to deliver on site or decentralised renewable or low carbon energy systems will be supported on appropriate sites where there are no unacceptable impacts.

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.

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.

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)

SA04 – Village Envelopes

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

SA05 – Key Service Centres

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

Peterborough Planning Policies DPD (2012)

PP01 - Presumption in Favour of Sustainable Development

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP12 - The Transport Implications of Development

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

PP13 - Parking Standards

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

PP14 – Open Space Standards

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

PP16 - The Landscaping and Biodiversity Implications of Development

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

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.

PP19 - Habitats and Species of Principal Importance

Permission will not be granted for development which would cause demonstrable harm to a habitat or species unless the need for, and benefits of it, outweigh the harm. Development likely to have an impact should include measures to maintain and, if possible, enhance the status of the habitat or species.

4 Consultations/Representations

PCC Local Highway Authority - No objection - The Local Highway Authority (LHA) agree that the traffic impact of the development in terms of junction capacity is acceptable. Specifically the analysis of the junction of Woburn Drive with Wisbech Road shows that there is adequate capacity to accommodate the new trips from the development. Further the LHA are satisfied that in principle Woburn Drive is adequate to serve future dwellings in terms of its width and alignment to accommodate the additional traffic with both St Botolph's Drive and St Peter's Way serving as pedestrian/cycle access only. The visibility splays at the junction of Woburn Drive and Wisbech Road are compromised by the overgrown planting, however, this will be picked up by Highways.

PCC Landscape Officer - No objection – The Landscape officer recommends that, as per the Illustrative Master Plan, the mature hedgerow which forms the eastern boundary of the site is retained and strengthened. This feature is deemed to be a material consideration in terms of development and the positioning of the houses along that side of the site will need to be informed by a BS5837:2012 Survey and Arboricultural Implications Assessment Tree Protection details and any Method Statement under BS5837:2012 along with Landscaping details could be dealt with at Reserved Matters stage.

PCC Wildlife Officer - No objection – The application is accompanied by a Preliminary Ecological Assessment Report and the Wildlife Officer is satisfied with the report's assessment of impacts on protected species. Notwithstanding the officer recommends as per the report, that lighting be designed to minimise disturbance to bats by using suitable lamps and lighting cowls/ shields as appropriate and that the site is enhanced for bats by providing a range of bat boxes on buildings and trees as well as three bat tiles per new dwelling. Further the officer recommends as per the Ecological Report, a range of nesting boxes are installed both on the new dwellings and boundary trees that cater for a number of different species such as House Sparrow, Starling, Swallow & Swift. The Wildlife Officer also recommends that, as per the Illustrative Master Plan, the mature hedgerow which forms the eastern boundary of the site is retained and strengthened and that the retention/ inclusion of a wild-flower grassland habitat buffer against this hedgerow is also recommended. Finally the wildlife officer recommends that the "green amenity area" and associated Sustainable Drainage Systems (SuDS) features are enhanced for biodiversity for example by planting appropriate native marginal wetland vegetation and wild-flower seeding. These matters can be secured by planning condition and pursued further at reserved matters.

PCC Drainage Team - No objection - We are encouraged to see that Sustainable Drainage Systems are being proposed on this site. Standard conditions requested.

PCC Archaeological Officer - No objection – Conditions should be attached requiring submission of a desk based assessment and heritage assessment and following submission the archaeological officer recommends a programme of evaluation by trial trenching to ascertain the archaeological potential of the site.

PCC Strategic Housing - No objection - Policy CS8 of the Peterborough Core Strategy seeks the provision of 30% affordable housing. Further the Core Strategy sets out an appropriate mix of affordable tenures which is 70% social rented tenure and 30% intermediate tenure, that 20% of units should meet the lifetime homes standard. And 2% of units should be provided as wheelchair housing. These matters can be secured by planning by means of a S106 Obligation and/or a planning condition.

Police Architectural Liaison Officer (PALO) - No objection - The ALO supports the proposal to have a single vehicle entrance to the development as an extension along Woburn Drive. Further the officer also supports a proposed pedestrian / cycle access into the new development linking the existing homes and the new open space to St Peter's Way. The ALO argues that a long single pedestrian / cycle link from the centre of the development into St Botolph's Way is not required in order to maintain a sustainable development making the site 'over' permeable. The officer adds that at many other locations in the Local Authority Area, which has similar footpath links, residents have asked the Local Authority to close similar paths, at Local Authority expense, owing to the crime and Anti-Social Behaviour they are often linked to.

Cambridgeshire Fire and Rescue - No objection – The officer asks that adequate provision be made for fire hydrants. This can be secured by a planning condition.

North Level District Internal Drainage Board - No objection – On site storage of storm water rather than dealing with it at source could be a problem. However, details of surface water drainage can be secured by a planning condition enabling an appropriate method of disposal to be agreed.

Environment Agency - No objection - subject to a condition requiring a scheme for the provision of mains foul water drainage on and off site.

Thorney Parish Council – Objects -

- to the loss of agricultural land and would prefer that brownfield, rather than greenfield sites, are given priority for development
- to the loss of this area of open space and its impact on the rural setting of the village
- to the construction of non-agricultural development outside of the Village Envelope
- to developments such as this one which will increase traffic through the centre of the village
- to any dwellings of a greater height than 2 storey

The Parish Council prefer the development of sites where the only vehicular access to this site is not through an existing residential area. Further they are not convinced that Woburn Drive provides suitable access for an additional 70 plus dwellings in either its dimensions or in its current condition and would question its suitability to carry additional traffic, not least the heavy vehicles that would be involved in construction.

Thorney Parish Council also have concerns about the sightlines from some of the roads, e.g. Russell Close, leading onto it have very poor sightlines. One of the Parish Council's major concerns is the ability of the existing drainage/sewer facilities to accommodate any additional dwellings. Specifically the Parish state that the existing Woburn Estate has suffered many drainage problems in the past. The Parish Council have no knowledge that a survey has ever been conducted into the need for Affordable Housing in the village. Further they have no evidence of the need for this type of housing in their community and request that the allocation for this development is kept to an absolute minimum. The Parish Council state that the preference of the local residents is for a larger open space within the site as this would bring a reduction in the number of dwellings. In addition they feel that this might help reduce the risk of excessive water build up on the site which is a major concern they have.

Cllr McKean

Cllr McKean asked for officers to investigate objections raised by Thorney Parish Council

Cllr Sanders - Objects

Cllr Sanders is opposed to

- the loss of agricultural land - brownfield should be used
- loss of open space and the impact on the rural setting of village
- developments that will have extra vehicular movements through the village as there has been a reduction since the completion of the by-pass, especially extra traffic through Woburn Drive to an extra 70+ houses and the impact that will have on existing residents.

Local Residents/Interested Parties

Initial consultations: 47

Total number of responses: 30

Total number of objections: 30

Total number in support: 0

Thirty neighbour letters received raising the following issues:

- The site is prime agricultural land – To lose this would be counter to the current requirement to produce British food for a growing population.
- The proposal will impinge on the long established agreed village envelope
- The site has poor access to village services and facilities
- The proposal would overcrowd the school and surgery
- Concern at the influx of teenagers coming into the village and the lack of facilities for them
- The condition of the access road is poor and the additional traffic will only make it worse – Indeed the heavy construction traffic will cause untold damage in the meantime.

- The junction of Woburn Drive, Topham Crescent and Tavistock Close where the road bends towards the cul-de-sac and St Mary's Close is currently dangerous – additional traffic would make this worse and inevitable cause accidents
- The village bypass relieved the traffic through the conservation area – The development would increase the traffic through this part of the village not only Woburn Drive but also the cottages on Wisbech Road
- Thorney is a delightful, historic village – the development of 70-80 houses on the proposed site would be a step backwards in pollution, safety and overall enjoyment of the environment.
- The Inspector's report of 2012 found that adding only a small number of dwellings to those currently proposed for Woburn Drive would be likely to have a harmful intrusive effect on the living conditions of the existing residents.
- If two storey dwelling are built they will block out some light to bungalows
- Impact on wildlife and their habitats – specifically deer, bats, grass snakes, owls and a variety of birds and butterflies
- The drainage system, both surface water and sewerage, in the Woburn Drive area has been under severe pressure for some considerable time – It would seem that to extend the system to accommodate a new development would only exacerbate the problem for us and indeed be a problem for new properties.
- There are problems with the sewers – specifically there are problems of raw sewage appearing on gardens
- Existing properties on Woburn Drive have frequent problems with standing water on their gardens
- There is already low water pressure in the Woburn Drive area of the village – an additional load to the size proposed would add to that problem
- It would down value our property and we would look for compensation – specifically loss of view and through traffic
- I have had no official letter informing me of the application

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Transport
- Affordable Housing and Life Time Homes
- Open Space
- Residential amenity – future occupiers of the site
- Impact on existing neighbours
- Landscaping and Ecology
- Flood Risk and Drainage
- Archaeology
- S106

a) Principle of development

This application is in Outline and seeks to establish the principle of development of the land for up to 80 residential units together with vehicular access off Woburn Drive and additional pedestrian and cycle access only from St Botolph's Way and St Peter's Way. All matters relating to the design of the buildings, scale, layout and landscaping are to be considered in the submission of a reserve matters application.

In accordance with current government guidance in respect of outline applications the Design and Access Statement has included a schematic layout together with details of a possible scale and form of development that could be accommodated within the site constraints. However, it should be emphasised that these drawings are indicative only and as such should not carry any weight in the determination of this application and would not constitute part of any planning permission.

The Peterborough Site Allocations DPD was adopted in April 2012 Policy SA5.8 of that document allocates 3.41 ha of land at Woburn Drive for residential development (c. 77 dwellings). As that

document has been adopted, use of the allocated housing site for housing is acceptable. Further the proposal would result in the efficient and effective use of land on a site which is located close to services and facilities to meet residential needs, would provide housing to support the City Council's growth agenda and deliver affordable housing.

The proposal therefore accords with policy CS2 of the Adopted Peterborough Core Strategy DPD, policy PP1 of the Adopted Peterborough Planning Policies DPD and the National Planning Policy Framework.

b) Transport

In terms of the transport assessment work that has been done, it has been concluded that the junction of Woburn Drive with Wisbech Road shows that there is adequate capacity to accommodate the new trips from the development.

The visibility requirement at the junction of Woburn Drive and Wisbech Road has been assessed. The speed of vehicles is such that visibility to the left is adequate however the required visibility to the right (2.4m x 62m) is compromised by overgrown planting. This is not in the control of the applicant. This is a highway matter to be taken up by the LHA and the owner of the property with the overgrown planting.

Concerns have been raised regarding the capacity of Woburn Drive to accommodate the additional traffic resulting from the development. However, the Inspector, in his report on the examinations of the Site Allocations DPD considered that there was sufficient evidence to show the roads were technically capable of accommodating the additional dwellings and that 'Woburn Drive meets the definition of a Main Street in the classification contained in the *Peterborough Residential Design Guide*'. The Council's highway engineers consider that in principle Woburn Drive is adequate in terms of its width, alignment and capacity to serve the development. St Botolph's Drive and St Peter's Way are suitable to serve as pedestrian/cycle access only and not vehicular access. A plan has been submitted indicating the tie in of Woburn Drive to the development and this is acceptable for the LHA. The technical details would be considered at the technical vetting stage and would be considered in further detail at reserved matters stage.

The Council's highway engineers are content with the principle of the proposal subject to various conditions. The proposal is therefore considered to be in accordance with Policies CS14 of the Core Strategy.

c) Affordable Housing and Life Time Homes

The application proposes 30% affordable housing, 20% life time homes and 2% wheel chair housing. The proposal therefore accords with policy CS8 of the adopted Core Strategy. Officers would expect the affordable unit mix to reflect the mix on the site overall and to reflect the latest Strategic Housing Market Assessment analysis plus the needs of applicants on the Peterborough Housing Register. This will be secured by a S106 Obligation.

d) Open Space

The applicant has agreed to provide not less than 2400 sq metres of useable open space on site. Officers consider this to be appropriate for the size of site and thus conforms to Policy CS19 of the Core Strategy. This amount of open space represents a larger area than was originally proposed and is in accordance with the Parish Council's wishes for on-site open space provision.

e) Residential amenity – future occupiers of the site

The description of the proposal is 'up to 80 dwellings' and a detailed assessment at Reserved Matters Stage will demonstrate that this number could be provided whilst maintaining a satisfactory of residential amenity for the future occupiers.

f) Impact on existing neighbours

As previously stated this application is in outline only and as such the form, layout and design of the option provided as part of the application package are indicative only and identifies one of a

number of possible options for the development of the site. The indicative scheme introduces buildings that are 2 storeys providing a total of 80 units at a density of 23.5 dph. The final layout and its impact on the existing neighbour will be considered fully at reserved matters stage.

g) Landscaping and Ecology

Landscaping

The eastern boundary is defined by a significant established hedgerow interspersed with trees. Officers will insure by planning condition that the eastern boundary of the site is retained and strengthened. Specifically the positioning of houses along that side of the site will need to be informed by a BS5837:2012 survey and Arboricultural Implications Assessment. Further a comprehensive landscaping design will be required to accompany a reserved matters application. The Council's landscape officer raises no objection to the proposed development.

Ecology

The site is agricultural land. The planning application was accompanied by a Preliminary Ecological Assessment Report. The appraisal concluded that the land was species poor. Notwithstanding boundary hedges and hedgerow trees present on the site consist of common species typical for the local area and consequently the habitats could provide habitat for ground nesting birds, small mammals, butterflies and other invertebrate which in turn would serve as food sources for predatory mammals and birds and as such if practical this habitat should be retained as a site feature.

The Council's wildlife officer is satisfied with the report's assessment of impacts on protected species and has no objection to this application subject to conditions, restricting works to trees within the bird breeding season, requiring landscape details, requiring details of bird nesting and bat roosting features.

h) Flood Risk and Drainage

The Environment Agency Flood Map indicates that the site is located within Flood Zone 1 (low; land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year. As a result, the site is considered to be at low risk of fluvial flooding. Table 3 of the National Planning Policy Framework (NPPF) technical guidance identifies that all development is appropriate within this flood zone. A flood risk assessment has been submitted with the application. The Environment Agency and PCC Drainage Team have no objection to the proposed development subject to conditions requiring submission of a scheme of drainage. Further the applicant has been liaising directly with the council drainage team. The drainage team agree with the use of sustainable drainage systems in the drainage strategy for the site.

i) Archaeology

A Second World War German Prisoners of War Camp was originally located south of St Marys Road within the proposed development site. The camp was destroyed after the war and the land where it stood converted to arable. Footprints of the huts may survive. In the same area and in the general surroundings aerial photographs show a series of undated cropmarks, including enclosures and ditches and a possible Bronze Age barrow. Further to the south an earthwork hollow way runs through a pasture field to the south-east of Ashley House. It continues as a subtle soilmark in cultivated land to the north, finally joining the line of Whittlesey Road. The hollow way seems to cut ridge and furrow which survive in the general area. Linear settlement remains appear on either side of the road. At Abbey Fields to the west of the proposed development site cropmarked remains indicate activity dating to the medieval period. A condition is recommended requiring a desk based assessment and a programme of archaeological work, to include evaluation by trial trenching, to be undertaken.

j) S106 Obligation

Under the Council's Planning Obligation Implementation Scheme SPD (POIS) the development will give rise to the requirement for the following contributions

Unit type	Cost per unit
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1 bed dwelling	£3,000
2 bed dwelling	£4,000
3 bed dwelling	£6,000
4 bed dwelling	£8,000
	Total

In addition to the above the following are also proposed for inclusion in the Section 106 Obligation 1 – not less than 2400 sq metres of usable public open space 2 - 30% affordable housing, 3 – travel plan, 4 – residential travel packs, 5 a 2% monitoring fee

k)Other matters

Objectors have raised a number of other points and these are addressed below:

- **The site is prime agricultural land – To lose this would be counter to the current requirement to produce British food for a growing population.**

Officer response: The Peterborough Site Allocations DPD was adopted in April 2012 Policy SA5.8 of that document allocates 3.41 ha of land at Land at Woburn Drive for residential development. As that document has been adopted, use of the allocated housing site for housing is acceptable

- **The proposal will impinge on the long established agreed village envelope**

Officer response: The site is within the Thorney village envelope

- **The site has poor access to village services and facilities. The proposal would overcrowd the school and surgery. Concern at the influx of teenagers coming into the village and the lack of facilities for them.**

Officer response: A planning obligation is recommended to ensure that there will be sufficient infrastructure capacity to support and mitigating the needs arising from the proposed development

- **The condition of the access road is poor and the additional traffic will only make it worse – Indeed the heavy construction traffic will cause untold damage in the meantime. The junction of Woburn Drive, Topham Crescent and Tavistock Close where the road bends towards the cul-de-sac and St Mary’s Close is currently dangerous – additional traffic would make this worse and inevitable cause accidents. The village bypass relieved the traffic through the conservation area – The development would increase the traffic through this part of the village not only Woburn Drive but also the cottages on Wisbech Road**

Officer response: The Council’s highway engineers are content with the principle of the proposal subject to various conditions. The proposal is therefore considered to be in accordance with Policies CS14 of the Core Strategy.

- **Thorney is a delightful, historic village – the development of 70-80 houses on the proposed site would be a step backwards in pollution, safety and overall enjoyment of the environment. The Inspector’s report of 2012 found that adding only a small number of dwellings to those currently proposed for Woburn Drive would be likely to have a harmful intrusive effect on the living conditions of the existing residents. If two storey dwelling are built they will block out some light to bungalows**

Officer response: As previously stated this application is in outline only and as such the form, layout and design of the option provided as part of the application package are indicative only and identifies one of a number of possible options for the development of the site. The indicative scheme introduces buildings that are 2 storeys providing a total of 80 units at a density of 23.5 dph. The final layout and its impact on the existing neighbour will be considered fully at reserved matters stage.

- **Impact on wildlife and their habitats – specifically deer, bats, grass snakes, owls and a variety of birds and butterflies**

Officer Response: The planning application was accompanied by a Preliminary Ecological Assessment Report. The Council’s wildlife officer is satisfied with the report’s assessment of impacts on protected species and has no objection to this application subject to conditions

- **The drainage system, both surface water and sewerage, in the Woburn Drive area has**

been under severe pressure for some considerable time – It would seem that to extend the system to accommodate a new development would only exacerbate the problem for us and indeed be a problem for new properties. There are problems with the sewers – specifically there are problems of raw sewage appearing on gardens. Existing properties on Woburn Drive have frequent problems with standing water on their gardens. There is already low water pressure in the Woburn Drive area of the village – an additional load to the size proposed would add to that problem

Officer response: The Environment Agency and the Council's drainage section raise no objection subject to conditions

- **It would down value our property and we would look for compensation – specifically loss of view and through traffic**

Officer response: This is not a material planning consideration.

- **I have had no official letter informing me of the application**

Officer response: The Local Planning Authority has a statutory duty to consult all adjoining residents and where they cannot be readily identified, erecting a site notice. The application was also advertised in the local paper. This requirement has been fulfilled in respect of this application and therefore legally compliant.

6 Conclusions

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

- the site is allocated for housing and will provide housing to support the City Council's growth agenda
- the proposal provides for lifetime and wheelchair housing
- the development would not have any significant adverse impact upon highway safety and safe access from the adopted Highway can be provided
- the development can be accommodated within the site without any significant adverse impact upon the amenities of the neighbouring properties
- the development can be accommodated without any significant adverse impact upon existing landscaping
- the impact of the proposed development upon ecology of the site is considered to be acceptable
- the development will allow for the provision of Public Open Space
- the proposal would mitigate against impact on archaeology
- the site can be adequately drained
- 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.

The proposal is therefore in accordance with Policy CS1, CS2, CS8, CS10, CS11, CS13, CS14, CS16, CS17, CS19, CS21, CS22 of the Peterborough Core Strategy DPD (2011) policies SA4 and SA5 of Peterborough Site Allocations DPD (2012), policies PP01, PP02, PP03, PP12, PP13, PP14, PP16, PP17 and PP19 of the Peterborough Planning Policies DPD (2012) and Sections 4, 6, 10 and 11 of the National Planning Policy Framework (2012)

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions and a S106 Agreement:-

- C 1 Approval of the details of the siting, design and external appearance of the building(s) and the landscaping of the site (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 siting, design and external appearance of the building(s) and the landscaping of the site, 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 development hereby approved shall be carried out in accordance with the following approved details:-

Site Plan Drg D.2363
Preliminary Ecological Assessment
Sustainability and Renewable Energy Statement June 2013
Geophysical Survey September 2012
Transport Assessment June 2013
Utility, Foul Water and Water Resource Appraisal June 2013
Flood Risk Assessment & Drainage Report

Reason: To clarify the approved details and to ensure the development accords with the reasoning and justification for granting planning permission as set out above

- C 6 The details submitted under Condition 1 above shall include the following:
- a scheme for the provision of 30% affordable housing which 70% is of social rented tenure and 30% intermediate tenure
- lifetime homes at a provision of 20%
- wheelchair homes at a provision of 2% if 50 dwellings are proposed.

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

- C 7 The details submitted under Condition 1 above shall demonstrate how the development will contribute towards the City Council's Environment Capital aspirations. If no such information is submitted, or if the information is not acceptable, then the development 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 adopted Peterborough Core Strategy DPD 2011.

- C 8 No development shall take place until a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. The programme of work shall include a Desk Based Assessment and/or heritage assessment and a programme of evaluation by trial trenching to ascertain the archaeological potential of the site. The Scheme shall thereafter be implemented as agreed.

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 Policy CS17 of the adopted Peterborough Core Strategy DPD.

- C 9 Prior to the commencement of the development unless otherwise agreed in writing with the Local Planning Authority, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:

- a noise management plan including a scheme for the monitoring of construction noise;
- a scheme for the control of dust arising from building and site works;
- a scheme of chassis and wheel cleaning for construction vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;
- a scheme of working hours for construction and other site works;
- a scheme for construction access from the A47, including measures to ensure that all construction vehicles can enter the site immediately upon arrival, adequate space within the site to enable vehicles to load and unload clear of the public highway and details of any haul routes across the site;
- a scheme for parking, turning and loading/unloading areas for all contractors vehicles;
- a scheme for access and deliveries including hours;
- Location of Site welfare facilities and storage compounds;
- Pre and post construction condition surveys from Wisbech Road and along Woburn Drive to the site boundary.

The development shall thereafter be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 of the Adopted Peterborough Planning Policies DPD.

- C 10 No development shall take place until details of the following materials have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details:
- walling and roofing materials
 - doors, windows and rainwater goods including garage doors
 - boundary treatments and road/path surfaces
 - details of any renewable energy or similar features to be included.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

C11 Prior to commencement of construction of the dwellings, detailed contoured plans with existing and proposed spot heights and cross sections shall be submitted to and approved in writing by the Local Planning Authority. These shall indicate the slab level of the ground floor of all of the dwellings and show the finished levels of streets and dwellings. The development shall not be carried out other than in strict accordance with the levels shown on the approved drawing(s).

Reason: In order to protect and safeguard the amenities of the adjoining occupiers and to ensure access for all, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

C 12 If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

Reason: In order to protect and safeguard the amenity of the area in accordance with the provisions of the National Planning Policy Framework, in particular paragraphs 121 and 123.

C 13 Prior to the commencement of development a scheme of surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the betterment to be provided to the site for the surface water run-off generated up to and including the 1.0% annual probability event with the inclusion of climate change. It shall also include the following:-

- A scheme for the installation of oil and petrol separators.
- Details of the ownership and responsibilities of maintenance of all drainage elements for the lifetime of the development. If appropriate, details of adoption of any drainage elements by Anglian Water should be included.
- Details of the overland flood flow routes and subsequent flood risk in the event of a surface water system failure

The scheme shall thereafter be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding on and off site, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of these, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011) and NPPF (2012)

C 14 Prior to the commencement of development a scheme, including phasing, for the provision of mains foul water drainage including on and off site connections shall be submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011) and NPPF (2012)

C 15 Prior to the first occupation of any dwelling a scheme of bird and bat boxes including details of their location and design shall be submitted to and approved in writing by the Local Planning Authority. The development shall therefore be carried out in accordance with the approved details prior to first occupation of the dwellings.

Reason: In the interests of biodiversity in accordance with policy CS21 of the adopted Core Strategy and the NPPF.

- C 16 Development shall not commence before a travel plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and will not generate adverse traffic to the area, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Chapter 4 "promoting sustainable transport" of the National Planning Policy Framework.

- C 17 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 immediately prior to works a survey is undertaken that concludes the area is free of nesting birds.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

- C 18 Prior to the commencement of development, the following shall be submitted to and approved in writing by the Authority:
- a) a programme for the implementation of a scheme of hard and soft landscaping within the site
 - b) a (five year) maintenance schedules for all landscape areas;
 - c) details of the planting plans (noting species, plant sizes, proposed numbers/densities and an implementation programme);
 - d) a written specification(including cultivation and other operations associated with tree, shrub, hedge or grass establishment);
 - e) all hard surfacing material and signage;
 - f) details of fencing, gates and other means of enclosure and boundary treatment;

The development shall be carried out in accordance with the approved proposals and implementation plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policy PP16 of the adopted Planning Policies DPD

- C 19 If within a period of 5 years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives written consent to any variation.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policy PP16 of the adopted Planning Policies DPD

- C 20 Within three months of the commencement of development details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the design of the lighting columns, their locations and LUX levels. The lighting scheme shall thereafter be implemented in accordance with the approved details to the satisfaction of the Local Planning Authority.

Reason: In the interests of residential amenity and highway safety, in accordance with

Policies CS14 and CS16 of the Adopted Peterborough Core Strategy DPD and Policy PP12 of the Adopted Peterborough Planning Policies DPD.

- C 21 Notwithstanding the details hereby approved there shall be not less than 2400 sq. metres of onsite open space provided as a single area.

Reason: To ensure the provision of open space on site in the interests of the amenities of the area, in accordance with Policy CS19 of the Core Strategy.

- C 22 Prior to the commencement of development, unless otherwise agreed in writing by the Local Planning Authority, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure sufficient facilities for fire fighting in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD

- C 23 Prior to the commencement of any development hereby approved details of the tie between the existing carriageway and the new site access (es) shall be submitted to and approved by the Local Planning Authority. The access (es) shall be implemented in accordance with the approved plans prior to the occupation of any development.

In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Polices DPD.

- C 24 Prior to the occupation of any dwelling the roads/footways linking that dwelling to the existing public highway shall be completed to base course level.

In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Polices DPD.

- C 25 Notwithstanding the submitted information and prior to the commencement of any development a timetable for the laying out of the Public Open Space and associated play equipment shall be submitted to and approved in writing by the Local Planning Authority. The Public Open Space and play equipment shall thereafter be laid out in accordance with the approved timetable and at no time thereafter shall this area be used for the storage of construction vehicles, equipment or portakabins etc.

Reason: In the interest of ensuring future residents have adequate access to Public Open Space and in the interest of the visual amenity of the area, in accordance with Policy CS16 of the adopted Core Strategy DPD.

- C 26 Notwithstanding the submitted information prior to the commencement of development an Arboricultural Method Statement (to be carried out in accordance with per BS5837-2012) in respect of works proposed with the Root Protection Area of a retained trees including construction, parking or landscaping shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to protect retained trees from harm during the development in accordance with policy PP16 of the adopted Planning Policies DPD.

- C 27 Notwithstanding the details hereby approved the "approach" to the principal entrance to the dwellings, being the entrance that would be used by visitors arriving by car, shall be level (not exceeding a gradient of 1 in 15) unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to meet the needs for access for all in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

If the S106 has not been completed within three months of the date of this resolution without good cause, the Head of Planning, Transport and Engineering Services be authorised to refuse planning permission for the reason stated below:

- R1 A request has been made by the Local Planning Authority to secure a contribution towards infrastructure implications of the proposal however, no S106 Obligation has been completed and the proposal is therefore considered to be contrary to Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011).

Copies to Cllrs Sanders, McKean

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