

**Application Ref:** 15/00059/FUL

**Proposal:** 8 x dwellings

**Site:** 30B Lincoln Road, Glinton, Peterborough, PE6 7JS  
**Applicant:** Alston Country Homes

**Agent:** Remway Design Ltd

**Referred by:** **Glinton Parish Council**  
**Reason:** Too few homes and too exclusive a development  
**Site visit:** 04.02.2015

**Case officer:** Mr M Roberts  
**Telephone No.** 01733 454410  
**E-Mail:** mike.roberts@peterborough.gov.uk

**Recommendation:** Approval

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

The application site is located within the Glinton Conservation Area and the site forms part of a wider parcel of land allocated for residential development under Policy SA6.9 of the Peterborough Site Allocations DPD (2012). The indicative number for the allocation is for 28 dwellings. There is an extant outline planning permission on the same site area for the erection of 14 dwellings.

The site is heavily overgrown, principally by long grasses with a scattering of trees, brambles, unmaintained hedging and boundary fencing.

No.30b Lincoln Road which is to be demolished comprises of a detached dwelling and a detached double garage. This is necessary for the creation of the vehicular access for the development. The property is currently vacant. The rear garden area is overgrown with grasses and areas of brambles.

The immediate area of the village is dominated by single and one and a half storey dwellings although there are 3 x detached 2 storey dwellings to the north of the site. The dwellings are quite close together and the set back away from the pavements. The curtilages of the dwellings are of reasonable sizes.

The northern boundary of the site comprises of significantly overgrown hedging and beyond that is open countryside. The eastern boundary is predominantly tree lined with understorey vegetation. To the south of the application site is a bungalow known as The Hollies. The boundary of this property comprises of hedging with a large mature Horse Chestnut tree located just inside of the application site. The rear elevation of the bungalow is set 15m back from the boundary of the site. A 2m high close boarded fence forms the rear boundaries of the existing dwellings that front Lincoln Road. A bungalow with a large footprint is located just beyond the northwest of the site.

Upon the travelling/walking from the north towards the village the St Benedict's church is clearly in view. The site however is not readily visible due to the presence of trees and high hedgerows between the view points and the application site.

There are two protected trees just beyond the west boundary of the site. One is a Poplar tree at the end of the rear garden of no.30 Lincoln Road and one a Horse Chestnut tree at the end of the gardens of nos. 20a and 20b Lincoln Road.

There are no listed buildings adjoining the application site.

## **The Proposal**

The proposal is seeking full planning permission for the erection of 8 x 4 bed detached dwellings each with a double garage. The site is in a backland location accessed off Lincoln Road.

Six of the dwellings are to be one and a half storey in height and two are to be two storey. The proposal initially sought permission for the erection of a dwelling at the entrance to the site but this has been removed following negotiation with the Local Planning Authority.

Building heights are to vary between 6.7m to 7.8m. The dwellings are to comprise of natural limestone with a conservation type Collyweston slates. The garages are to be of natural stone with orange pantile roofs. They are to include rooms above but with no rooflights to the rear roof slope.

The development has been revised since first submitted. The principal changes are:-

- The deletion of a proposed dwelling at the entrance to the development
- Alterations to the fenestration of the front elevations of the dwellings by the removal of 'catslide' dormer windows to be replaced with modest sized gabled and hipped dormer windows
- The relocation of the garages to each dwelling to more hidden locations within the layout

The vehicular access is to be created by the demolition of a detached dwelling and free standing double garage at no.30b Lincoln Road. The access is to comprise of a stone wall, with black railings on top, to either side to a height of 1.5m. Gates are proposed at a setback of 12.5m from the back edge of the pavement.

The access is to have a width of 5.5m until closer to the dwellings where after it is to be reduced to a width of 5m. Landscaping is proposed either side of the access road.

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
13/01318/OUT	Erection of 14 no dwellings including demolition of 30B Lincoln Road	Permitted	07/01/2014

## **3 Planning Policy**

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

### **Planning (Listed Building and Conservation Areas) Act 1990**

Sections 66 and 72 of the Act put a duty on Local Planning Authorities to pay special regard to the setting of listed buildings and a desirability of preserving or enhancing the special character or appearance of conservation areas. Special regard should be paid to such matters as: height; scale, form, massing, respect for the traditional pattern of frontages, vertical or horizontal emphasis and detailed design.

## **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 and Biodiversity**

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.

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.

#### **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.

#### **PP13 - Parking Standards**

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

#### **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.

### **The Glinton Village Design Statement**

#### **The main principals of the Village Design Statement that relate to the development**

- The designs of any new building should be sympathetic to its neighbours and in keeping with the village character and take into considerations of the views into the village, particularly of the spire of St Benedict's Church from both roads and footpaths
- Traditional building materials must be used on all buildings within the Conservation Area e.g. local limestone and timber windows should be used in preference to Upvc
- Good quality rainwater goods should be used
- Chimneys should be a feature of any new houses in the Conservation Area
- Old walls, railings and hedges should be preserved and maintained where applicable

## **4 Consultations/Representations**

### **Glinton Parish Council**

**Glinton Parish Council – Objections – The Parish submitted representations received on 19<sup>th</sup> February and 19<sup>th</sup> October.**

**The objections are set out below with the officer response:**

1. The Parish council have noted that the significant revision to the plans from that originally submitted was the demolition of the existing property on the Lincoln Road at the entrance to

the site, thereby reducing the number of dwellings proposed from 9 down to 8. The Parish Council objects to the proposal on the grounds that this would be an inefficient use of the site in that a previous permission for the residential development of the site was for 14 dwellings. The revised proposal therefore have exacerbated an already unacceptable situation.

Officer's reply - *The allocated site is 1.09ha. The site area of the proposed development is 0.60ha. The site is identified for 28 dwellings at a density of 30dph in the Site Allocation DPD. This is only an indicative figure. As set out in the Site Allocations DPD – developers are encouraged to produce the most appropriate design led solutions and need not be constrained by the indicative dwellings figure.*

2. City and Parish had previously committed to a scale of development that would have resulted in 26 dwellings between this site and that of the former crown public house. This application, together with that of the former Crown Public House site would result in 10 dwellings, a 60% SHORTFALL at a time when the city is reviewing the local plan to cater for many MORE houses.

Officer's reply – *There is an extant planning permission for 14 dwellings on the same site area the subject of this current application. Were the current proposal to be approved the site could still be developed for the higher number of dwellings. The development of the former Crown Public House site is constrained and the residential development of the site to meet the specified number in the Site Allocation DPD is proving optimistic. The former Crown Public House site has been the subject of several residential proposals but no development has resulted thus far.*

3. Furthermore in the Housing needs survey, carried out in the village as part of the neighbourhood planning process, has shown a need for 2 and 3 bedroom sites sufficient to justify a rural exception site if necessary. Parish council are of the opinion that this site could be used for that purpose avoiding the need for such an exception site. The village does not need additional 4 bedroom properties at the high end of the market.

Officer's reply - *Core Strategy policy CS8 requires a mix of housing types and size that will meet the needs of Peterborough. We do not specify the required mix of housing sites, because this should be left to the market to decide what is needed. The Authority have sought to encourage the provision of prestige homes as set out in policy SA8 of the Site Allocation document. This policy requires specified allocated development sites within the district to provide a reasonable number of prestige homes. The policy also requires allocated sites in the rural area to accommodate such housing. The application site is a site allocated for residential development and as such the development would accord to the Local Development Framework.*

4. A previous application for this site allowed access to an adjoining site thereby paving the way for further development. The layout of this site precludes that further development  
This application in the revised form still shows a gated community, to which the Parish Council is vigorously opposed in general favouring open access to our rural community. We are one community and do not want communities within communities. It will restrict access and freedom of movement. The gates would cause traffic problems e.g. refuse vehicles having to wait at the entrance to collect waste where another vehicle wants to enter/leave the development.

Officer's reply – *The layout of the 8 dwellings has kept an access available into the remaining area of the allocated site to the east. The submitted gated access into the site is not considered to be a determinative issue. The gates could be a feature, they could remain open most of the time. The applicant is satisfied that, by way of the use of intercom to each of the dwellings and the emergency services having an override key there would not be public safety issue. The refuse bins are no longer proposed to be kept at the entrance to the site unless an indemnity agreement cannot be agreed to allow the refuse vehicles to enter the site.*

5. Furthermore a gated access from the busy Lincoln Road presents an unacceptable hazard not only from the residents but also from emergency vehicles, refuse freighters, Royal Mail and other commercial vehicles.

Officer's reply – *The applicant has advised that the gates would remain open during the day at times when it is to be most used.*

6. The detail of this application shows a location for wheelie bins which suggests that the refuse freighter may not need to enter the site, at worst adding to the hazard by extended parking on Lincoln road and is incongruous with the concept of upmarket 4 bedroom dwellings.

Officers reply – *The location of the wheelie bins, on days when waste is to be collected, is satisfactory to the Local Highways Authority. These vehicles will be able to leave the site in a forward gear. There will be landscaping around the bin store area to screen them from the public gaze.*

7. Design is not in keeping with Glington village scene e.g. gabled dormer windows are the norm in Glington, and the designs lack architectural merit.

Officers reply – *The designs of the dwelling have been revised to provide for a development that comprises simple features that includes the appearance of the dormer windows. There is a variety to the design of the dwellings that includes cottage style architecture and agricultural barns styles.*

8. The proposals do not appear to comply with CS10 and in any event the highest possible (not minimum required) insulation should be required for all new development by way of the submission of details.

Officers reply – *This requirement will be agreed with the developer prior to the commencement of the development by way of the submission of details and a condition has been imposed requiring a 10% target above the Building Regulations. This is the standard approach.*

## **PCC Wildlife Officer – No objections**

### **Protected Species:**

The proposed development has been accompanied by a Bat and Reptile Survey Report (Sept 2015).

Bats: The existing buildings on the site have been adequately assessed for bats. No evidence of bat roosts was found in the building, however bats were observed flying around within the application site. Therefore the following recommendations as set out in the Bat Report should be undertaken and secured by condition.

- "Soft stripping" of building roof and chimney under supervision of an ecologist
- Use of Type 1F Bitumen Felt to line new roofs and not breathable roofing membrane (BRM) which is harmful to bats
- Provision of a range of bat roosting features within the development
- External lighting (both during construction and operation) to be designed to be baffled downwards away from the boundary features
- Bat-friendly landscape planting be incorporated into the site landscaping

Nesting Birds: The proposal involves the removal of vegetation which may support nesting birds. A standard bird nesting informative should be attached to a planning permission.

To mitigate for the loss of potential nesting habitat, a range of nesting boxes should be installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be provided by the applicant which would be acceptable via a suitably worded condition.

Reptiles: The surveys of the site for the presence of reptiles has been undertaken adequate reptile presence/absence surveys has been carried out which found no evidence of them within the site area. Therefore no further action is required with regard to reptile species.

Badgers: Whilst there was no evidence that badgers occupied the site a further search for signs of badger activity should be undertaken prior to the commencement of the clearance of the site.

Site design & landscaping: It is recommend that the trees and hedgerows which border the site are retained and any gaps be re-planted with appropriate native species.

No objections to the granting of planning permission subject to the use of appropriate conditions as specified in this advice.

Subject to the recommendations being fully incorporated into the approved scheme the development will result in no net loss to biodiversity.

**Archaeological Officer (03.02.15)**

No objections, in principle, to the proposed development.

The proposed development site is located immediately outside the Glington Conservation Area, which includes extant heritage assets, namely historic buildings. Since the later part of the 19th century, the site has witnessed very limited development.

The site is located in an area of high archaeological potential. It is located close to the core of the historic village. Faint marks on aerial photographs may suggest the presence of ridge and furrow remains associated with the open fields of the medieval settlement. There are features dating from the Neolithic period to the present times including representing prehistoric ritual, funerary and domestic activities, as well as prehistoric and later agricultural practices. The site may contain remains of all periods. If present, these are expected to have survived in good conditions of preservation.

Given the known historic and archaeological background in the immediate area a programme of archaeological evaluation by trial trenching must be undertaken prior to the commencement of development. The proposed trench location submitted with this application is acceptable

The archaeological works will include a written scheme of investigation. This will fulfil the conditions specified in a 'brief' issued by the Authority. The justification for archaeological investigation is set out as follows from the National Planning Policy Framework document.

NPPF 12.139 'Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets'.

NPPF 12.128 '... Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation'.

**Building Control Manager**

Building Regulation approval will be required.

**Local Highways Authority** - There are no highway safety objections to the development

The access width is acceptable but could be reduced to 5.5m for the first 10m and a width of 5m thereafter. A dropped kerb design could be used. Pedestrian - vehicle and vehicle and vehicle to pedestrian visibility splays need to be shown on the drawings. However both of these splays can

be achieved. The site is in a sustainable location in terms of the frequency of buses. The garages could be widened/lengthened slightly than as proposed to make them more likely to be used for parking. Space should be provided to the front of the garages for 2 vehicles to park. Visitor parking should be provided. Refuse vehicles can access the site without there being highway safety issues. These vehicles should reverse onto the site to the front of the gates. Thereafter they would be able to exit the site in a forward gear. If the refuse vehicles are not to enter the site i.e. past the proposed gates, but still on the access road the developer would have to enter into an indemnity agreement with the Authority regards to the possibility of damage to the road way up to the gates.

#### **Cambridgeshire Fire & Rescue Service - No objections**

Should the planning authority be minded to approve the application the Fire Authority would ask that adequate provision be made for fire hydrants. This would be acceptable by a planning condition. The number of fire hydrants and their location will be determined following a risk assessment and with reference to guidance that is contained with the National Guidance

#### **PCC Pollution Team - No objections**

Line of sight fencing along the north rear boundary of No.30 Lincoln Road and similarly along the southern rear boundary of no.30a Lincoln Road, both adjacent to the vehicular access into the application site would give approximately a 5dB reduction in noise for the passing cars. The movement of the passing cars will however remain audible.

The most significant noise source will be Lincoln Road and given the number of passing vehicles there would not be a measurable impact upon the rear gardens against any recognised noise standards. The fencing may be appropriate for privacy and perception, however such a requirement could not be recommended on noise grounds.

#### **Waste Management**

The Authority should only permit the refuse vehicles to access to the development with an indemnity agreement in place.

#### **PCC Conservation Officer**

The site is allocated in the development plan for residential development and also located in the Glington Conservation Area. For the proposal to be successful in preserving/enhancing the character and appearance of the Conservation Area it has had to focus on the form and style of the dwellings and the layout of the development.

The dwellings and the layout of the development have been redesigned on a plot by plot basis following advice given by the Conservation Officer. The proposed development now has a much stronger design coherence and is appropriate for the location. The use of coursed local limestone with replica Collyweston slates with pantiles to garages would be appropriate and consistent with the Glington section of the Design and Development in Selected Villages VDS and The Glington Conservation Area Appraisal.

Windows, particularly dormers (hipped and gables replacing cat slide style) are better proportioned and have a correct hierarchy. Garages have been reduced in scale with the omission of external stairs. These are now typical garage forms and have a correct subservience to each of the host building. The use of garage blocks has also helped to provide a more attractive layout. Plots 2, 5, 6 and 9 provide more attractive building arrangement at the head of the access road. A comparison of the submitted and revised proposals for each plot illustrate the favourable changes.

From a heritage consideration the proposed work can be supported as the scheme will not have an adverse impact on the setting of listed buildings and would accord with section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990. The layout, form, details and materials will provide a positive sense of place introducing an appropriate new character to this part of the

conservation area and so would preserve the character and appearance of the Glington Conservation Area in accordance with Section 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and is in accordance with Peterborough Core Strategy DPD (2011), Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework (Heritage considerations).

### **PCC Landscape Officer**

No objections have been raised other than a requirement to move a garage away from a protected tree on the west boundary of the site. Concerns have been raised to the siting of two dwellings close to a Horse Chestnut tree on the southern boundary of the site that may have the potential to over shadow the rear of the dwellings. The submitted drawings show that the spread of the canopies of the trees would not extend over the proposed dwellings. Any proposed surgery to the trees on the site would require the approval of the planning authority as they lie within the Glington Conservation Area.

### **Police Architectural Liaison Officer (PALO)**

Lincoln Road, Glington shows low levels of crime, most reported crimes relate to a service station on Lincoln Road. There has not been any recent crime in relation to the application post code, nor is there reported anti-social behaviour.

In terms of layout, the general surveillance across the site is acceptable. The car barn and adjacent parking spaces to the rear of 30B do suffer from a lack of surveillance. Given the location, the private nature of the proposal and low level of crime in the immediate area, there are no objections to the development. East of the site is the Glington Surgery. There is post and rail fencing separating the surgery car park from the application site. This boundary will need to be secure.

It is considered that the scheme could benefit with a change of road surface and some form of symbolic barrier at the entrance e.g. brick piers. This would tend to reinforce the nature of the proposal.

It is recommend that any lighting scheme within the site meets the standard BS.5489. The immediate length of Lincoln Road appears well illuminated with good quality lighting columns.

### **Drainage – No objections**

The application site does not lie within any areas that has been identified as land at high risk of flooding however it is acknowledged that residents have raised concern regarding surface water flooding issues that arise at times of heavy rainfall or snow thaw. The developer will be required that surface water drainage is to be discharged into the existing mains sewer. It 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).

### **Local Residents/Interested Parties**

Initial Consultations: 45

Number of responses: 3

Total number of objections: 2

Total number in support: 0

2 letters of objection (from the same household i.e. no.30 Lincoln Road) were submitted in response to the original scheme raising the following issues:-

- The change in the outlook from the rear garden which is currently rural
  - Overlooking
  - A garage is too near to the rear boundary fence that could give rise to maintenance issues
  - The water table is often close to the surface. Has allowance been taken into account of this with concern that the physical works might impede the flow of water.
  - The gates would allow limited access to the development e.g. for emergency vehicles and refuse vehicles.
  - The dwellings should be of a style to reflect the location of the site within the Glington Conservation Area
  - The times that the school opens and closes is very busy and the vehicles generated by the development may have difficulty in entering and exiting from the development.
  - The proposal would adversely impact upon the amenities of the occupiers of the close by residential properties
  - The setting of the St Benedict's Church will be affected by the built development
  - It would be like living in a town
  - There would be no break within the development to retain a rural feel and view
  - Uncertainty of the choice of the materials
  - The development should retain the mature trees for insects to be able to thrive
  - Trees should be retained for landscape interest.
- The objectors were consulted in response to revised proposal and no further comments were submitted.

## **5 Assessment of the planning issues**

### Main considerations

- The principle of the residential development of the site
- The impact of the development upon the Glington Conservation Area and the setting of listed buildings
- The impact of the development upon highway safety
- The impact of the development upon the amenities of the occupiers of the close by residential properties
- The amenities for the future occupiers of the site.
- The landscaping of the site and the impact of the development upon the trees within and outside of the site
- Wildlife implications
- The archaeological implications of the development of the site
- Drainage

### **The principle of the residential development of the site**

Glington is classed as a Limited Growth Village (policy CS1) in the Peterborough Core Strategy. Given that the site is allocated for residential development and has an extant residential permission the principle of the residential development of the site is accepted.

The existing dwelling on Lincoln Road that is to be demolished is not of such significance or architectural/historical merit to require retention.

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 the remaining allocated land for residential development. The layout of the development has left space for a vehicular access to this area. This is towards the north east boundary between two of the proposed dwellings

## **Impact of the development upon the character and appearance of the Ginton Conservation Area or the setting of listed buildings**

The site abuts the northern boundary of the village. The late 20th Century buildings to the northern part of Lincoln Road have an edge of village character and appearance. Arriving from the north on Lincoln Road there are views of the spire of St Benedict's Church arising behind mature landscaping east of the development to Lincoln Road. The church and its spire are the central focus in views and glimpses toward and within the village. There will be a change to some views towards the church with plots 3 and 4 likely to be visible and then other ridges and roofs visible in gaps to the east between buildings to Lincoln Road on arrival in the village.

At 4m to eaves and 7m to ridge the building to plots 3 and 4 will not compete or significantly detract with the approach views of the spire from the north. These building heights are not out of step with adjacent buildings to the north edge of the village. The spire will remain a solitary reference feature seen on the approaches from the north behind mature trees and hedgerows.

It is considered that the revised proposal provides a better sense of place through a more coherent design. The design of the buildings respond to the local character of the many stone built dwellings in the village.

The key principle of the Ginton Village Design Statement (VDS) requires that development should not harm the setting of St Benedict's Church from views from both roads and footpaths. This has been taken into account by the development. The ridge height of the dwellings is modest and there are trees and hedges that will screen the dwellings north of the site. There will only be fleeting glimpses of the development and the spire of the church in the same vista from the public realm.

Other key principles have been positively addressed to include the use of natural limestone and the design of the dwellings are traditional in keeping with the older dwellings in the village

From a heritage consideration the proposed work is acceptable as the scheme will not have an adverse impact on the setting of listed buildings and would accord with section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990. The layout, form, details and materials will provide a positive sense of place introducing an appropriate new character and would preserve the character and appearance of the Ginton conservation area in accordance with Section 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and is in accordance with Peterborough Core Strategy DPD (2011), Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework (Heritage considerations).

## **The impact of the development upon highway safety**

The Local Highway Authority (LHA) have not objected to the proposal. The dimensions of the proposed access are acceptable and a simple dropped kerb design is preferred. The vehicle to vehicle visibility splays are satisfactory to Lincoln Road as are the vehicle to pedestrian visibility splays. There are no objections raised about the proposed gated access arrangement. The LHA have raised an issue about the width and the depths of the double garages. However the proposed garages will permit the parking of two vehicles and there will be space for at least two vehicles to the front of them. By increasing the dimensions of the garages they would be more bulky and dominant features within the development. The movements of the refuse vehicles is not expected to be a highway safety issue as the speed along this stretch of Lincoln Road is slowed by traffic calming measures. Once at the entrance the emptying of the bins should not take more than five minutes such that the delays in vehicles entering and exiting the development would be brief.

Visitor parking will be available within the development, principally to the front of the garages for example.

The development is in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

### **The impact of the development upon the amenities of the occupiers of the close by residential properties**

Objections on amenity grounds have only been received from the occupiers of no.30 Lincoln Road. Their concerns have been detailed earlier in this report. There will be a change in their outlook to the rear and vehicles would pass the north side of their dwelling. Such a relationship has been accepted in the planning permission that has been granted for the development of 14 dwellings on the same site. That development would be expected to generate more vehicles than the current proposal. However, the Environmental Health Officers have advised that the noise from the vehicles travelling along Lincoln Road will be more audible against the slower more occasional vehicle movements closer to them. The rear garden of no.30 is approximately 26m deep and there are to be no windows of the proposed dwellings that would overlook the rear garden of no.30.

The neighbouring resident at The Hollies, whose northern boundary will be shared with the southern boundary of the application site has not objected. However the boundary hedgerow has gaps within its length which will be required to be filled with native hedgerow plants and thereafter maintained. This can be secured by condition.

The separation distances from the Hollies to the nearest two storey elevation of the development i.e. on plot 8 is approximately 26m and at such a distance there would not be undue overlooking. The rear of the Hollies is not the main sitting out area. The landscaping scheme will require new hedge planting, particularly where there are gaps in existing hedgerow may also include tree planting and boundary fencing, of an appropriate style.

Overall the proposed dwellings have been set out to minimise the potential for the occupiers of the existing residential properties to be overlooked. The existing dwellings that front onto Lincoln Road have long gardens so that there would be no significant adverse impact upon privacy.

The proposal therefore satisfies the requirements of policy CS16 of the Peterborough Core Strategy and policy PP3 of the Peterborough Planning Policies DPD.

### **The amenity of future occupants of the development**

The future occupiers of the development would benefit from a pleasant traditional residential environment with each dwelling being afforded private areas within rear garden areas. The dwellings have been located away from the curtilages of the existing dwellings such that overlooking from those dwellings would be minimal. Each dwelling will have the potential to park up to 4 vehicles within the curtilage.

### **The landscaping of the site and the impact of the development upon the trees within and outside of the site**

The landscaping of the development should be simple in design. The principal area to be landscaped is to the side of the access road to the development where there is space for of medium sized trees and shrubs. Hard and soft landscaping, where appropriate, will respect its village location.

There are trees along the boundaries of the site. The most prominent are 3 trees along the southern boundary with a mature Horse Chestnut tree the most prominent. These trees are all being retained. There is concern that the two dwellings closest to these trees may have the potential to become over shadowed however the dwellings are to be a distance of 12m and 15m respectively from the trunks of the trees and these are to be protected during construction. The rear gardens of these two dwellings are wide and spacious such that pressure to seek radical tree surgery works to the aforementioned trees is not expected.

As the site lies within a conservation area the Local Planning Authority will require notification of works to trees thus affording it control.

### **Wildlife Implications**

The Wildlife Officer has raised no objections to the proposal following the receipt of a Protected Species Survey that was undertaken during this summer. No reptiles were found on site. There were a number of species of birds witnessed and there should be nest boxes provided.

The dwelling and the double garage to be demolished to make way for the access road will need to be surveyed for the presence of bats since it has been left vacant and as bats were witnessed flying around it, it may be that these buildings have been used as bat roosts. Such survey work is to be conditioned.

No badger sets were discovered although it would be pertinent to survey the site again prior to the commencement of the development. This is to be secured by condition. The scheme would suffer from no loss in biodiversity if the measures outlined in the ecological report are undertaken.

### **Archaeology implications**

The application site lies within an area of high archaeological potential given its proximity to the historic core of the village. It is accepted that a scheme of evaluation may be secured by condition with a need to assess the archaeology by trial trenching. 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).

### **Drainage implications**

Residents have advised that the site often has a high water table but the site does not lie within an area that is liable to flooding as set out in the Environment Agency Flood Risk Charts. However by way of consistency it is advised that 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 a 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).

### **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.

## **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 site layout affords provision for access to the remaining allocation and as such, would not prejudice future residential 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 along Lincoln Road 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 scale of development proposed without resulting in unacceptable harm to the character, appearance or significance of the Glington 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 desirable number of dwellings allocated for the site is only an indicative figure. As set out in the Site Allocations DPD – developers are encouraged to produce the most appropriate design led solutions and need not be constrained by the indicative dwellings figure. The development is in accordance with policies CS1 and CS16 of the Peterborough Core Strategy and policy CS8 of the Peterborough Site Allocations DPD

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 use of a gated access to residential properties is of a feature than a barrier preventing the general public from accessing the site. The gate is to remain open for

The use of the proposed vehicular access will not result in any unacceptable impact upon the amenities of the occupiers of the close by residential properties in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and policy PP3 of the Peterborough Planning Policies DPD (2012);

The site has been surveyed by qualified wildlife specialists and it was found that the site does not contain any protected species. Bat and bird boxes are to be installed around the site in accordance with policy CS21 of the Peterborough Core Strategy and policy PP16 of the Peterborough Planning Policies DPD

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);

The development will make a financial contribution towards the infrastructure demands that the development will generate, in accordance with policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011)

## 7 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission is

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

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

- C 2 Prior to the commencement of the development hereby approved details of the following external materials shall be submitted to and approved in writing by the Local Planning Authority:-

- 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.

- C 3 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 4 Prior to commencement of the development hereby approved details for the provision of fire hydrants within the development shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall include an implementation scheme.

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

- C 5 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.

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).

- C 6 The access road and footways, as shown on drawing number 2378/001L, shall be constructed to base course level prior to the first occupation of any dwelling.

Reason: In the 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).

This is a pre-commencement condition that requires further information to be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the development.

- C 7 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).

- C 8 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to, and approved by, the local planning authority in writing. No demolition/development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

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). This is a pre-commencement condition because archaeological investigations will be required to be carried out before development begins.

- C 9 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 and prior to the last occupied dwelling

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).

- C10 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).

- C11 None of the existing hedgerows as identified on drawing no.2378/001L are to be cut down or destroyed without the prior approval in writing of the Local Planning Authority. Should the removal or destruction or death of the hedgerow to occur replacement planting of hedgerow species shall be undertaken in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

- C12 No development shall take place above slab level until a scheme for the hard and soft landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting
- Hard landscaping including the access road and the driveways to serve the dwellings
- An implementation programme
- Details of any boundary treatment

The approved hard landscaping scheme shall be carried out with regard to the dwelling to which it relates, prior to the occupation of that dwelling and the soft landscaping shall be carried out within the first available planting season following completion of the development or first occupation (whichever is the sooner) or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape scheme.

Reason: In the interests of visual amenity and then enhancement of biodiversity in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

- C13 No development shall take place on the site until an arboricultural protection scheme has been submitted to and agreed in writing by the Local Planning Authority. The arboricultural protection scheme shall include:

1. A site meeting between the site agent/architect/builder, the developers chosen arboriculturist and the Local Planning Authority's Tree Officer which shall inform the;
2. Submission of a site specific Method Statement and/or Tree Protection Plan to BS5837:2012 Trees in relation to design demolition and construction - Recommendations methodology. The Method Statement/Tree Protection Plan shall identify (not necessarily exclusively) the following:
  - Location and specification of protective tree measures in addition to appropriate ground protection within the Root Protection Areas of all retained trees within the site;
  - Details of all Root Protection Area infringement during the construction and landscaping phases with details on how the impact will be minimised. This includes the location and specification of 'no dig' constructions (where applicable);
  - Details of facilitation pruning;

- Location for access, material storage, site office, mixing of cement, welfare facilities etc.;
- Specification of landscaping prescriptions (including fencing/walls and changes in soil level) within the Root Protection Area of retained trees;
- Details of signage to be erected within the tree protection areas

The approved scheme shall be implemented in full, strictly in accordance with the agreed details/plans and shall be retained as such for the lifetime of the demolition/construction of the development.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP14 of the Peterborough Planning Policies DPD (2012).

This is a pre-commencement condition that requires further information to be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the development.

- C14 Prior to the commencement of the development a scheme for the lighting of the access roads hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall thereafter be implemented in accordance with the approved details.

Reason; In the interests of the security of the development, the visual amenities of the development, to preserve the character of the Glinton Village Conservation Area, the amenities of the occupiers of the close by residential properties and the local bat population in accordance with policies CS16, CS17, and CS21 of the Peterborough Core Strategy and policies PP3, PP16 and PP17 of the Peterborough Planning Policies DPD

This is a pre-commencement condition that requires further information to be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the development.

- C15 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).

This is a pre-commencement condition that requires further information to be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the development.

- C16 The access features including the wall with railings and the access gate, drawing no.2378/001L refers, shall erected prior to the occupation of 7<sup>th</sup> dwelling hereby approved. However, if these features were to be no longer to form a part of the development the areas should be suitably landscaped as require by condition 12 of this permission.

Reason: In the interests of the visual amenities of the immediate area of the village in accordance with policy PP16 of the Peterborough Planning Policies DPD.

C17 The refuse bin storage area, drawing no.2378/001L refers, shall be implemented prior to the first occupation of the development hereby approved and the area shall thereafter be retained solely for the storage of refuse bins.

Reason: In the interest of the visual amenities of the area in accordance with policy CS16 of the Peterborough Core Strategy.

Copies to Councillors: John Holdich OBE. Diane Lamb