

Application Ref: 16/00829/FUL

Proposal: Proposed construction of two detached dwellings - re-submission

Site: Land South Of Former Crown Public House, Lincoln Road, Glington, Peterborough

Applicant: GKL (HIRE) LTD

Agent: John Dadge
Barker Storey Matthews

Referred by: Glington Parish Council

Reason: The scale of the development would not be in keeping with the street scene and adjacent development

Site visit: 12.05.2016

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 application site is approximately 0.16 ha and is located on the eastern side of Lincoln Road, Glington and contains a triangular piece of land which has a maximum depth of 42m and a road frontage of 75m. The site is close to the southern entrance to the village and is in part, the car park to the former public house; the Crown Inn. Further to the south of the site the land narrows and contains an overgrown garden area. The former public house is now occupied by 'Happy Faces' pre-school facility with residential accommodation at first floor. The site is bounded by the playing fields to Peakirk-cum-Glington School to the east, the former public house to the north and a dwelling to the south. On the western side of Lincoln Road directly opposite the site are bungalows however the surrounding character is varied. The site is within the village settlement boundary and abuts the Glington Conservation Area to the east and south.

Proposal:

The application seeks approval for two detached 5-bed dwellings with accommodation within the roof space. The dwellings would front Lincoln Road and have a 'T-shape' form and a ridge height of 9m (5.4m at eaves). A block of two double garages are proposed within the site at the rear with a ridge height of 4.7m. Each garage would have 2 no parking spaces to the front. A new vehicular access is proposed which would be shared with the neighbouring 'Happy Faces' site. The existing parking arrangements for Happy Faces would be reconfigured as part of this proposal.

2 Planning History

Reference	Proposal	Decision	Date
15/00119/FUL	Proposed construction of two detached dwellings	Refused	26/03/2015
10/00309/FUL	Demolition of former public house and erection of two 6 bedroom 2½ storey detached houses, a pair of 4 bedroom semi-detached dwellings, six 2 storey self contained apartments (2 x 3 bedroom and 4 x 2 bedroom), associated car parking, garages and communal private amenity space	Permitted	24/05/2010
09/00059/FUL	Demolition of former public house and construction of 6 x two and a half storey, 4-bed semi-detached dwellings with garages; 6 x two storey, self-contained apartments (two 3 bed and four 2 bed), associated car parking and communal private amenity space	Permitted	15/02/2010

3 Planning Policy

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

Planning (Listed Building and Conservation Areas) Act 1990

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

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

National Planning Policy Framework (2012)

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 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)

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.

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.

CS17 - The Historic Environment

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

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.

SA06 - Limited Growth Villages

Identifies the sites within the Limited Growth Villages 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.

PP04 - Amenity Provision in New Residential Development

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

PP12 - The Transport Implications of Development

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

PP13 - Parking Standards

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

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.

Peterborough City Centre DPD (2014)

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.

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document runs from 15 January to 25 February 2016.

At this preliminary stage the policies cannot be afforded any weight with the exception of the calculation relating to the five year land supply as this is based upon the updated Housing Needs Assessment and sites which have planning permission or which are subject to a current application. Individual policies are not therefore referred to further in this report.

Design and Development in Selected Villages SPD (2011)

SPD Policy – Glington

Design Guidelines outside the conservation area:

Glin 12 New buildings in Glington are likely to be sited on infill plots or small developments. The design of new buildings should be sympathetic to neighbouring buildings, and in keeping with the village environment, and take into consideration the views into the village, particularly the spire and church of St Benedict's, from both roads and public footpaths.

Glin 14 All new developments on the edge of the village should conserve or enhance the soft landscape edge by provision of appropriate tree and hedgerow planting. Hard edges, such as high fencing, walls or other similar style structures should be avoided.

4 Consultations/Representations

Glington Parish Council - Objection - The buildings are too tall over 9m high and are opposite bungalows and adjacent to the two storey former public house. The dwellings are not in keeping with the street scene and, as in the previous submission, are again far too imposing a view on entering the village from the south. Parish Council were unanimously of the view that any development of this site should be in keeping with the adjacent former Crown PH and not exceed two storeys. Request referral to planning committee if officers are minded to approve.

PCC Transport & Engineering Services - No objection – there were initially concerns regarding the alignment of the new access. The Local Highways Authority requested a swept path analysis showing that a large vehicle could enter the site and turn leaving the site in forward gear and demonstrating the access could be used by vehicles entering and leaving the site simultaneously. The applicant has submitted a revised site plan showing the accessibility from Lincoln Road and through TRACK plots they have demonstrated that vehicles can enter and exit the junction at the same time.

PCC Conservation Officer – No objection – A number of proposals have been approved on the site and the proposal follows on from a former application which was refused (15/00119/FUL). Advice was provided regarding the form and design that the dwellings should take and the Officer considers that the proposal has taken on board the advice provided. Some changes were sought by the Conservation Officer and amended plans have been received as follows. Rooflights to Lincoln Road are omitted. The building heights are 9m to ridge and 5.4m to eaves. (By comparison the scheme approved under ref: 10/00309/FUL had 9m ridge heights and 5.4m eaves for the 3x semi-detached buildings and 8.5m ridge of the cross gable (11.3m length) of the building to the south with same 45 degree pitch). Projecting eaves are now omitted for favour plain eaves junction. Plinth and lintels added (stone lintels can be chamfered by condition). Separation distance between properties increased from 2m to 3m. Side extension to plot 2 is reduced in scale - 3.8m (4.2m) length x 5.8m (6.8m) width x 5.5m (6.0m) height; two light window (from 3 light) and set-back distance from building frontage increased 200mm to 700mm. Ridge height of the garages reduced to 4.7m from 5.8m.

From a heritage consideration the proposal can be supported.

Welland & Deeping Internal Drainage Board - A sustainable urban drainage system should be considered for surface water run off. Any surface water should be attenuated to greenfield rates. The Board's written consent would be required for any water to discharge into its system.

PCC Tree Officer – No objection - Overall the information provided is sufficient and given suitably worded conditions to secure the submitted documents I have no objection to the proposal although I note there are likely to be liveability issues due to shading, leave litter etc. which should not be underestimated for any prospective resident of plot 2. Request that the tree work schedule is updated and clarified so that a definitive tree works list is produced. Recommend conditions re tree protection and landscaping.

Archaeological Officer – No objection - The proposed development site is located within the historic village of Glinton, between the medieval church of St Benedict to the north-east and the former Rectory to the south-east. Cartographic evidence suggests that the post-medieval Crown Inn public house was situated within the proposed development site, i.e. in the car park to the later 1960s Crown public house (currently Happy Faces children's nursery / play centre) where the proposed development site is currently located. Finds of Roman date have been found in the general area.

Although some degree of truncation is expected to have occurred as the result of the construction and demolition of the post-medieval public house, medieval (and earlier remains) may survive in undisturbed pockets of land.

Given the known historic and archaeological background to the site, I would recommend that a programme of archaeological evaluation by trial trenching is secured by condition.

Building Control Manager – Building regulations approval required.

PCC Wildlife Officer – No objection – As the proposal involves the removal of vegetation which may support nesting birds, it is recommended that an informative is appended to the decision to ensure these are not removed during the nesting season. In addition, to mitigate for the loss of potential nesting habitat as well as to enhance the development for biodiversity, it is requested that a range of nesting boxes are installed that cater for a number of different species. The mature hedgerow containing numerous trees along the eastern boundary of the site should be retained. Native tree and shrub species should be including in any additional planting.

Local Residents/Interested Parties

Initial consultations: 11

Total number of responses: 4

Total number of objections: 4

Total number in support: 0

Two neighbour consultations have been undertaken as amended plans have been received. Responses to both are set out below.

- The plans are incorrect and do not show Happy Faces outdoor area – the parking plan is unfeasible in the current form.
- The parking for Happy Faces cannot be jeopardised – a minimum of 18 spaces is required. The garages location shown will only cause issues with parking for the proposed properties and Happy Faces.
- The houses would be far better served with a central drive way and garages to the rear and not shared with Happy faces.
- The new revised entrance also needs to be thought out carefully in terms of timings with Happy Faces closures and the customers of Happy Faces.
- The 3 storey, 9m high dwellings are excessive in scale for the location
- The dwellings would dominate the street scene and borders to the conservation area and most importantly the entrance to Glinton village.
- The dwellings are not in keeping with the bungalows opposite.
- There would be overlooking to the bungalows opposite, our own property and number 3 school lane at the rear, especially with the potential of a future balcony on the flat roof lantern roof. The roof should be revised to a standard pitched roof with roof windows or the permitted development rights be removed.
- The large glazed sun room on south elevation would cause reflection from the sun resulting in a safety issue for drivers
- Our property is south facing with most of our windows facing the proposal which can be seen through all our 11 south facing windows.
- Maintaining the character on the border of the conservation area carries greater weight than the need for the proposed to be 3 stories.
- The garages should be reduced to single garages to suit that available land.
- The proposed changes do not address our reasons for objecting to the application
- The positioning of the houses and lack of screening would spoil the look of Lincoln Road where all houses and bungalows are set back from the road and screened
- The overall effect will be to spoil the "Village" look of the entrance to Glinton from the south.
- No effort has been made to reduce the height or scale of the dwellings in the revised scheme therefore the visual impact on the overall street scene still remains overbearing.
- The developers are trying to squeeze too much into one property.
- There are no other buildings over 9m high on either side of the road.
- Both plots are also out of character with the general street scene which consist mainly of large front gardens, low eaves lines and set back a good distance from the road.
- They are also well forward of the existing build line on that side of Lincoln Road. Consideration also has not been made to the local housing plan and amenity which we feel will be contravened.
- The existing housing adjacent on the western side of Lincoln road are bungalows and early 1900's two storey dwellings none of which are the height of the proposed two dwellings or as close to the road as the proposed.
- The flat roof with lantern could at some point have a balcony added, which again would present all manner of overlooking issues to the school, Happy Faces and No. 16.
- We consider as Plot 1 is within approximately 30m of Happy Faces nursery and that any resident of that plot should be DBS checked due to its overlooking nature on the external

- child's play area from the first/second floor windows.
- The overlooking nature of those first floor windows and their proximity to the nursery could affect our business or cause some unease with parents, particularly if an incident were to occur or concerned parents were to discuss them.
- The proposal would overlook neighbouring properties and the school grounds.
- Whilst the proposed site plan has been altered to depict what is currently at the site we feel that if the shared access is the only option, then additional parking for the two dwellings or shared parking would be an great asset. This additional parking would be between the garages and the school boundary.
- The preferred configuration from our point of view would be a shared driveway serving both dwellings between the two properties further to the south off Lincoln Road, thus creating a single entry/exit for Happy Faces. This would then totally elevate any further vehicular congestion on entry and exit.
- The proposed splay shown on the new entrance could also reduce our current parking further. This is not acceptable as we can have up to 24 vehicles access Happy Faces as any one time. We are proposing overflow car parking to the front of Happy Faces.
- We also require further details of the proposed entrance and what form it will take. We would also like a planning condition inserted whereby the new entrance (once deemed suitable) was completed prior to any building or ground works commencing on the main site so minimal disturbance to the business/residential access is caused. Once this is completed the proposed construction site could then be securely fenced off.
- For your information refuse is collected on the street, the refuse vehicle does not enter the property.

5 Assessment of the planning issues

a) Background

The site has been the subject of much development interest over the past few years. Planning permission was granted under ref: 09/00059/FUL for demolition of the former public house and construction of 6x 2½ storey 4-bed semi-detached dwellings and 6x two storey, self-contained apartments both with car parking and private amenity space. A new application in 2010 under ref: 10/00309/FUL approved broadly the same scheme and substituted 2 x semi-detached dwellings for 2 x 6 bedroom detached houses.

The existing public house was subsequently converted to part use as a pre-school facility with first floor residential accommodation (ref. 10/00880/FUL).

In 2015 a scheme to construct two detached dwellings with garages to the land to the south of the access to the former car park of the public house was refused under ref: 15/00119/FUL. The former scheme was refused due to the style, scale and plan form and the site position at the entrance to the village and subsequent impact on the character and appearance of the conservation area. The scheme proposed one dwelling fronting Lincoln Road and a second dwelling within the site opposite the Happy Faces pre-school facility. A garage block was also proposed between the two dwellings. Furthermore, the layout of the plots were at a 90 degree angle to one another which would have resulted in overlooking and an overbearing impact on the occupiers of one of the dwellings. The proposal would also have had insufficient parking for the combined residential/pre-school establishment.

The application is a re-submission. The proposal has attempted to address the reasons for the refusal of the former scheme. The applicant has met with the Planning Officer and the Local Highways Officer to examine alternative access options to provide independent access for the two dwellings from the neighbouring Happy Faces nursery. However, there are a number of constraints along the site frontage including the positioning of major telecoms infrastructure and the presence of traffic calming measures immediately in front of the site. In addition the provision of a garage to the south of the site would not be supported.

b) The Principle of development

The site lies within the village settlement boundary of Glinton which is designated as a Limited Growth Settlement within the Adopted Peterborough Core Strategy. The site (including the former Public House) is also allocated for residential development (SA6.2) for an indicative 12 no dwellings within the Site Allocations DPD. There have been two former approvals for residential development on the site and thus the principle of residential development is supported and established.

It is also considered that the development of the site for housing would help meet the housing needs of the village and area more widely.

c) Impact on the Character and Appearance of the Conservation Area

The site occupies a prominent position on arrival in the village from the south. It is therefore very important that the form, scale and appearance of development is correct for the gateway site.

The Glinton Conservation area covers the approach to the village from the south, along the eastern side of the road and then the land to the east of the site. There are pleasant long views of the entrance to the village from the south. This is framed by the heavy landscape corridor of mature hedge and tree planting to field edge and provided by gardens to the east side of the road. The site becomes more prominent moving north through this landscape enclosure. To the north east of the site are also pleasant glimpses and views of the tall church spire. New buildings have the potential to have a significant visual impact in the street scene and the character and appearance of this part of the conservation area.

The applicant was advised that a better design approach would be to develop two buildings to the frontage with garages set to the rear. This form of layout would provide a better street scene and follow the more traditional 'T' or 'L' shape plan form with a more ordered elevation to Lincoln Road. The scheme as proposed positions the two dwellings parallel to Lincoln Road and this is welcomed and is considered to be correct for the street scene with car parking to the rear. The proposal as now framed results in a southern building that steps up from single storey to two storey with accommodation in the roof space and retains the green wedge, garden, to the south of the site. The footprint of the dwellings has also changed from the former scheme.

The building style and plan form are simpler and broadly respectful of the context of the site and general building character of Glinton.

Following advice from the Conservation Officer the scheme has been amended. The revisions include the removal of rooflights from the front elevation facing Lincoln Road. Plain eaves are provided. A plinth has been added and lintels to the windows. The separation distance between the properties has been increased to 3m. The single storey side extension to plot 2 has been reduced in size. Side extension to plot 2 is reduced in scale - 3.8m (4.2m) length x 5.8m (6.8m) width x 5.5m (6.0m) height; two light window (from 3 light) and set-back distance from building frontage increased 200mm to 700mm. The height of the garages has been reduced.

In addition, the metal field railings along the internal access road to the north of plot 1 have been extended through to the garage block. It is also intended to include the Beech hedge along this section of fencing as part of the landscaping scheme.

The applicant has advised that materials would be chosen to reflect the existing bricks, stone dressings and roof tiles of other properties in this section of the village. It is however, considered that locally sourced limestone and replica Collyweston slate roof are appropriate building materials. These can be secured by condition.

The building heights are 9m to ridge and 5.4m to eaves. (By comparison the scheme approved under ref: 10/00309/FUL had 9m ridge heights and 5.4m eaves for the 3x semi-detached buildings

and 8.5m ridge of the cross gable (11.3m length) of the building to the south with same 45 degree pitch.

It is not considered that the proposal would be harmful to the adjacent Conservation Area and the Conservation Officer raises no objections to the proposal.

From a heritage consideration with the amendments advised the proposal can be supported. It is considered that the work will preserve the character and appearance of this part 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)

d) Design, Visual Amenity and Position on Site

The dwellings would be higher than the adjacent former public house however the principle of higher buildings has previously been accepted under a former approved scheme. This has to be a material consideration in the determination of the current application. The buildings within the immediate vicinity of the site are of varied heights, massing and styles with bungalows directly opposite, a large dwelling to the south (14 Lincoln Road) and opposite at Rectory Gardens. Given the mix of building heights the proposed dwellings at 9m would not look out of place or be unduly dominant.

It has been noted that the character of the area is predominantly formed by dwellings positioned back from the footpath, however in this case due to the constraints with the site's narrow triangular shape it would not be possible to position the dwellings further within the site.

It is considered that the site is not duly prominent on approach to the village from the south due to the dense trees. The bungalows on the opposite side of Lincoln Road are not visible on approach to village and therefore do not define the village character at this entrance.

As stated above the scheme now proposed is a significant improvement on the former refused scheme – no blank gable at the entrance to the village and a single storey glazed element which provides a step up to the two storey building.

The scheme has now been amended removing the addition of rooflights to the front roof slopes which results in the dwellings being read as two storey with no accommodation in the roof.

It is considered that the proposal would make effective and efficient use of a brownfield site which is currently enclosed by hoardings and detracting from the character and appearance of the southern gateway to the village. The scheme would provide enhancements to the site with the provision of a metal fence to the front with hedge behind, a development which would respect the character of the village in terms of design and materials which would ultimately benefit the visual amenity of the former Crown Inn particularly with the removal of the large commercial access off Lincoln Road.

It is considered that the proposed dwellings would respect the immediate building styles within the immediate context and therefore accords with policy PP2 of the Adopted Peterborough Planning Policies DPD and policies CS16 and CS17 of the Adopted Peterborough Core Strategy DPD, the National Planning Policy Framework and policies Glin 12 and 14 of the Design and Development in Selected Villages SPD (2011).

e) Neighbouring Amenity

The dwellings would be positioned at an adequate separation distance to existing neighbouring dwellings.

Happy Faces (former Crown Inn Public House)

There would be separation distance of 22m from plot 1 to the pre-school facility (Happy Faces). There would be no first floor windows within the side elevation (north) of plot 1 and therefore there would be no overlooking. It is also considered that given the separation distance between these properties there would be no overshadowing or loss of sun and day light.

It has been stated that there are 11 windows within the pre-school facility building which overlook the site, however the position of the dwellings would be forward of this property and due to the separation distance the outlook for the occupiers would not be compromised.

Concern has also been raised regarding the positioning of the dwellings adjacent to the pre-school facility. It has been proposed that the occupiers of plot 1 should be 'DBS' checked due the potential for overlooking from first floor windows to the children's outdoor play area. The owners of the facility are concerned that this could affect the business or cause some unease with parents. Concern has also been raised regarding the overlooking to the school grounds.

Due to the orientation of the dwellings there would not be a direct view of the children's play area from first and second floor windows of the dwellings. This relationship with residential to children's play areas is not unusual and it is not considered that this is a reason for refusal of the application.

9-11 Lincoln Road (opposite the site)

It has been suggested that there would be overlooking to the bungalows on the western side of Lincoln Road however the separation distance to these dwellings would be at least 26m which is acceptable, to prevent overlooking. The application could not reasonably be resisted on this basis.

3 School Lane

There would be oblique views of this property which is positioned over 25m from the site boundary to the north east of the site. There would be no unacceptable adverse impact on the amenity of the occupiers of this property.

It has been suggested that the single storey element to the rear of the dwellings with roof lantern could become a first floor balcony with the potential for direct overlooking to neighbouring properties. The provision of a balcony would require the benefit of planning permission.

School playing fields

The dwellings would be set back from the shared boundary to the east in the main part by at least 16m; as the site narrows to the south the distance between the first floor element of plot 2 reduces to approximately 5m. However the boundary to the east contains a line of mature trees which would prevent substantial overlooking. The part of the school grounds is at the furthest point from the school and as mentioned above the relationship of dwellings with school playing fields is not so unusual.

The dwellings would be positioned at an acceptable distance to neighbouring occupiers to avoid any adverse impact on neighbouring amenity. Hence the proposal accords with policy PP3 of the Adopted Peterborough Planning Policies DPD and policy CS16 of the Adopted Peterborough Core Strategy DPD.

f) Residential Amenity

The dwellings would be afforded large enclosed private gardens in excess of 100m². Each of the dwellings would have a double garage with two parking spaces to the front. Refuse storage would be provided. Each room would be served with natural light. It is considered that the proposal would provide a satisfactory level of amenity of the future occupiers and therefore the proposal accords with policy PP4 of the Adopted Peterborough Planning Policies DPD.

g) Highway Implications

The existing access is situated approximately mid way along the former Crown frontage and

serves the existing building and car parking for approximately 50 vehicles. Happy Faces have temporary use of part of the car park, however the planning approval for Happy Faces requires the provision of 19 no spaces in accordance with the parking standards under policy PP13 of the Planning Policies DPD. This proposed layout provides for 17 no spaces to serve the pre-school use and additional overflow parking to the front of the building is indicated on the drawing. It is considered that there is adequate provision of car parking to serve the needs of this use as well as the proposed dwellings.

A newly created access would be provided approximately 6m north of the existing access (this was approved under former scheme) and would be a shared access with the pre-school facility.

2 car parking spaces plus double garages (including cycle parking) are provided for each dwelling which accords with the parking standards under policy PP13 of the Adopted Peterborough Planning Policies DPD.

With the scheme as initially submitted the Local Highways Authority were concerned regarding the lack of provision within the site for the turning of larger vehicles for example refuse collection vehicles. A tracking plan has now been provided which demonstrates that a vehicle would be able to turn and leave the site in forward gear.

It is considered that it would be unlikely for a refuse vehicle to enter the site and refuse bins would be collected on street which is the case for other properties along Lincoln Road. It is acknowledged that this would hold up traffic for a short period however, this is considered to be reasonable and is the case for many collections across the city.

It is also considered that the layout of the parking for the proposal dwellings and for the pre-school facility would be sufficient to allow appropriate space for the parking and turning for the associated uses.

It has been raised that an independent access should be provided for the dwellings, however as mentioned above there are constraints to the site including the traffic calming which prevents any additional accesses into the site.

Appropriate visibility splays for vehicles and pedestrians would be available and these details would be secured by condition.

Concern has been raised regarding the glare that may result from the glazing with in the single storey element of the southern plot (plot 2) and the implications for drivers of vehicles entering the village from the south. This element is single storey and it is not considered that this would be detrimental to highway safety.

- The parking for Happy Faces cannot be jeopardised – a minimum of 18 spaces is required.
Officer response: The plans now show adequate parking
- The garages location shown will only cause issues with parking for the proposed properties and Happy Faces.

It is considered that the proposal would not result in any adverse highway implications and accords with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD and policy CS14 of the Adopted Peterborough Planning Policies DPD.

h) Landscape Implications

An arboricultural assessment has been submitted in support of the application. There are no substantial trees within the site. However there is treed hedgerow adjacent to the eastern boundary, which provides a 'soft' backcloth to the site. The trees along this boundary range from mature Ash and Bullace to early mature Oak. Some of these trees are in third party ownership offsite. The report states that Ash NT2 and NT3 will have small infringement of their root protection areas (2% and 9% respectively). This infringement isn't considered significant and is acceptable.

The pruning outlined in the arboricultural report – specifically the lateral crown reduction by 4m of Ash NT3 is not necessary with the removal of the Bullace which have limited longevity. A targeted removal of lower branches would suffice and is a sustainable long term solution. A Lleylandi hedge is to be removed from the eastern boundary.

The proximity of the dwelling to NT2 and NT3 is very close but may be feasible due to the branching architecture of the tree following sympathetic lower crown pruning. However, there is the potential for liveability issues due to shading, leaves, litter etc.

Planning policy encourages the retention of significant trees on development sites. There are no significant or trees subject of a Tree Protection Order (TPO) on the site. However those which do exist to the rear boundary, part on and part outside the site, in any event, would be retained as part of the proposal. The existing impermeable hard surfaced car park extends close to the trees. The proposal would result in the removal of a significant area of hard surfacing that currently encroaches into the RPA. The removal of the hardstanding will require careful consideration.

Other than the potential shading issues the Tree Officer raises no objections to the application subject to appending relevant conditions. The proposal has assessed the landscaping implications of the development and the proposal therefore accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

i) Ecology

An informative would be appended to the decision to ensure that no vegetation is removed during the nesting season. The Wildlife Officer has recommended the provision of nesting boxes for different species such as House Sparrow, Starling and Swift. The details would be secured by condition. Subject these provisions and appropriate landscaping the proposal would not result in a net loss of biodiversity. The proposal therefore accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

j) Archaeology

The proposed development site is located within the historic village of Ginton, between the medieval church of St Benedict to the north-east and the former Rectory to the south-east. Cartographic evidence suggests that the post-medieval Crown Inn public house was situated within the proposed development site, *i.e.* in the car park to the later 1960s Crown public house (currently Happy Faces children's nursery / play centre) where the proposed development site is currently located. Finds of Roman date have been found in the general area. Although some degree of truncation is expected to have occurred as the result of the construction and demolition of the post-medieval public house, medieval (and earlier remains) may survive in undisturbed pockets of land.

Given the known historic and archaeological background to the site the Archaeological Officer recommends that a programme of archaeological evaluation by trial trenching is secured by condition.

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 lies within the village settlement boundary of Ginton, a number of planning approvals have been granted for residential development and part of the site is allocated for housing development;
- The proposed dwellings would preserve the character and appearance of the conservation area in this part of the Ginton;
- The proposal would not detract from the character and appearance of the immediate context;

- 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 existing neighbouring occupiers; and it can also provide sufficient amenity for the future occupiers; and
- The development can be accommodated without any significant adverse impact upon existing landscaping and would enhance the biodiversity of the site.

The proposal is therefore in accordance with Policy CS1, CS2, CS14, CS16, CS17, and CS21 of the Peterborough Core Strategy DPD (2011) policies SA4 and SA6 of Peterborough Site Allocations DPD (2012), policies PP01, PP02, PP03, PP4, PP12, PP13 and PP16 of the Peterborough Planning Policies DPD (2012), Sections 4 and 8 of the National Planning Policy Framework (2012) and Section 72 of the T&C Planning (Listed Building and Conservation Areas) Act 1990.

7 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission is **GRANTED** subject to the following conditions:

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

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

- C 2 No development other than groundworks and foundations shall take place until the following have been submitted to and approved in writing by the Local Planning Authority

- samples of the materials to be used in the external elevations of the dwellings
- details of windows and doors
- details of garage doors
- Plinth and lintels
- guttering and downpipes
- external services

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

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

- C 3 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 4 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 additional information identifying (not necessarily exclusively) the following:
 - a definitive tree works schedule in line with the Arboricultural Report produced by Andrew Belson (dated 11.04.16).
 - finalised details and construction methodology of the 'no dig' parking bays including wearing surface, type of Cellweb and proposed levels.

The approved scheme shall be implemented in full, strictly in accordance with the agreed details/plans requested above and in addition to the Arboricultural Report and associated plans produced by Andrew Belson (dated 11.04.16), for the lifetime of the demolition, construction and landscaping phases 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 PP16 of the Peterborough Planning Policies DPD (2012). This is a pre-commencement condition as the details will need to be agreed before any works start on site.

- C 5 A scheme for the hard and soft landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping scheme shall be carried out prior to the occupation of the dwellings and the approved soft landscaping scheme shall be provided no later than the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

The scheme shall include the following details

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments)

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

- C 6 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 PP16 of the Peterborough Planning Policies DPD (2012).

- C 7 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: To ensure all contamination within the site is dealt with in accordance with the National Planning Policy Framework, in particular paragraphs 120 and 121 and Policy PP20 of the Peterborough Planning Policies DPD (2012).

- C 8 Notwithstanding the details hereby approved, a scheme for the provision of additional biodiversity enhancements to achieve a net gain of biodiversity; for example the inclusion of a range of bird boxes to cater for a number of species including House Sparrow, Starling, and Swift and the planting of a range of appropriate native tree and shrub species shall be submitted to and approved in writing by the Local Planning Authority. The bird boxes shall be implemented in accordance with the approved details and provided prior to the dwellings being occupied and the native planting scheme shall be implemented in accordance with the approved details during the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

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

- C 9 Prior to the first occupation of any dwelling the access to the development shall be constructed in accordance with the approved plans.

Reason: In the interests of Highway safety and to ensure that the new highways are adequately constructed, drained and lighted, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 of the Adopted Peterborough Planning Policies DPD.

- C10 Vehicle to vehicle visibility splays should be provided prior to the new access being brought into use measuring 2.4m from the rear of the kerb line x 43m along the length of the kerb line for the junction of the access. These splays shall thereafter be retained free from obstruction over a height of 600mm.

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.

- C11 Before the access is first brought in to use, vehicle to pedestrian visibility splays shall be provided on both sides of the junction of the access and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2.0m x 2.0m measured from and along respectively the back edge of the edge of the highway boundary.

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

- C12 Adequate space shall be provided within the site to enable vehicles to park, turn and enter and leave in forward gear. In accordance with the approved plans. This space shall thereafter be retained for the purpose of parking and turning in perpetuity.

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.

- C13 An adequate space shall be provided within the site to enable vehicles to park clear of the public highway. This provision shall be in accordance with details which have been approved in writing by 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 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C14 Prior to the commencement of the development 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 Parkway system, 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 of contractors vehicles;
- a scheme for access and deliveries including hours.
- Details for the safe access provision for the pre-school facility (Happy Faces) during the period of construction.

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.

- C15 The development hereby permitted shall be carried out in accordance with the following approved plans:

- * Location plan
- * Proposed section and 3D visuals Plot 1 drg no 08 Rev A
- * Proposed floor plan sheet 1 plot 2 drg no 09 Rev A
- * Proposed floor plan sheet 1 plot 1 drg no 05 Rev A
- * Proposed floor plan sheet 2 plot 1 drg no 06 Rev A
- * Proposed elevations plot 1 drg no 07 Rev A
- * Tracking plan drg no 02
- * Proposed garages section and floor plan drg no 14 Rev A
- * Proposed garages elevations drg no 15 Rev A
- * Proposed section and context plan drg no 16 Rev A
- * Proposed site plan drg no 01 B
- * Proposed section and 3D visuals plot 2 drg no 13 Rev A
- * Proposed floor plan plot 2 drg no 10 Rev A
- * Proposed elevations sheet 1 plot 2 drg no 11 Rev A
- * Proposed elevations sheet 2 plot 2 drg no 12 Rev A
- * Arboricultural Implications Plan drg no 2498.AIP Rev A
- * Tree Protection Plan drg no 2498.TPP Rev A

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