

10/01648/FUL: CONSTRUCTION OF 2 SEMI-DETACHED HOUSES AND 1 LINK DETACHED HOUSE (1 X 3 BED AND 2 X 4 BED) WITH PARKING AT 45 HIGH STREET, MAXEY, PETERBOROUGH

VALID: 14 DECEMBER 2010

APPLICANT: SEAGATE HOMES LTD

AGENT: ROBERT DOUGHTY CONSULTANCY LIMITED

REFERRED BY: COUNCILLOR HILLER

REASON: PARKING/HIGHWAY REASONS, OVER-DEVELOPMENT OF THE SITE, IMPACT ON NEARBY LISTED BUILDINGS AND MAXEY'S CONSERVATION AREA

DEPARTURE: NO

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1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- Policy context and the principle of development;
- Design and visual amenity
- Whether the proposal will impact on the Historic Environment; and
- Highway Implications

The Head of Planning, Transport and Engineering Services recommends that the application is **APPROVED**.

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Development Plan Policies

- DA1 Townscape and Urban Design:** Planning permission will only be granted for development that is compatible with or improves its surroundings, creates or reinforces a sense of place and would not have an adverse visual impact
- DA2 The effect of Development on the Amenities and character of an Area:** Planning permission will only be granted for development if it can be satisfactorily accommodated on the site itself, would not adversely affect the character of the area and would have no adverse impact on the amenities of the occupants of nearby properties.
- H11 Group Settlements:** Group settlements have been identified in accordance with the Criteria of Structure Plan Policy SP3/4
- H16 Residential Design and Amenity:** Planning permission will only be granted for residential development if a basic standard of amenity can be secured.
- CBE2 Other Areas of Archaeological Potential or Importance:** Planning permission will only be granted for development that will affect areas of archaeological potential or importance if the need for the development outweighs the intrinsic importance of the remains and satisfactory arrangements can be made for the preservation or investigation and recording of the remains.

CBE3 Development Affecting Conservation Areas: Proposals for development which would affect a Conservation Area will be required to preserve or enhance the character or appearance of that area.

T1 Transport implications of New Development: Planning permission will only be granted if the development would provide safe and convenient access to the site and would not result in an adverse impact on the public highway.

T10 Car and Motorcycle Parking Requirements: Planning Permission will only be granted for car and motorcycle parking outside the city centre if it is in accordance with standards set out in Appendix V.

Planning Policy Statement (PPS) 1: Delivering Sustainable Development

Good planning is a positive and proactive process, operating in the public interest through a system of plan preparation and control over the development and use of land.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

It states: 'Community involvement is vitally important to planning and the achievement of sustainable development. This is best achieved where there is early engagement of all the stakeholders in the process of plan making and bringing forward development proposals. This helps to identify issues and problems at an early stage and allows dialogue and discussion of the options to take place before proposals are too far advanced'.

Planning Policy Guidance (PPS) 5: Planning and the Historic Environment

The PPS states: 'It is fundamental to the Government's policies for environmental stewardship that there should be effective protection for all aspects of the historic environment. The physical survivals of our past are to be valued and protected for their own sake, as a central part of our cultural heritage and our sense of national identity. They are an irreplaceable record which contributes, through formal education and in many other ways, to our understanding of both the present and the past. Their presence adds to the quality of our lives, by enhancing the familiar and cherished local scene and sustaining the sense of local distinctiveness which is so important an aspect of the character and appearance of our towns, villages and countryside. The historic environment is also of immense importance for leisure and recreation.'

'Many conservation areas include gap sites, or buildings that make no positive contribution to, or indeed detract from, the character or appearance of the area; their replacement should be a stimulus to imaginative, high quality design, and seen as an opportunity to enhance the area.'

'the setting of a building may....often include land some distance from it. Even where a building has no ancillary land - for example in a crowded urban street - the setting may encompass a number of other properties. The setting of individual listed buildings very often owes its character to the harmony produced by a particular grouping of buildings (not necessarily all of great individual merit) and to the quality of the spaces created between them. Such areas require careful appraisal when proposals for development are under consideration....Where a listed building forms an important visual element in a street, it would probably be right to regard any development in the street as being within the setting of the building'.

'The Courts have recently confirmed that planning decisions in respect of development proposed to be carried out in a conservation area must give a high priority to the objective of preserving or enhancing the character or appearance of the area. If any proposed development would conflict with that objective, there will be a strong presumption against the grant of planning permission, though in exceptional cases the presumption may be overridden in favour of development which is desirable on the ground of some other public interest'.

ODPM Circular 05/2005 "Planning Obligations" Amongst other factors, the Secretary of State's policy requires planning obligations to be sought only where they meet the following tests:

- i) relevant to planning;
- ii) necessary to make the proposed development acceptable in planning terms;
- iii) directly related to the proposed development; (in the Tesco/Witney case the House of Lords held that the planning obligation must at least have minimal connection with the development);
- iv) fairly and reasonably related in scale and kind to the proposed development; and
- v) reasonable in all other respects.

In addition Circular 05/2005 states the following principles:

The use of planning obligations must be governed by the fundamental principle that **planning permission may not be bought or sold**. It is therefore not legitimate for unacceptable development to be permitted because of benefits or inducements offered by a developer which are not necessary to make the development acceptable in planning terms.

Similarly, planning obligations should never be used purely as a means of securing for the local community a share in the profits of development.

Planning Obligations Implementation Scheme – The Peterborough Planning Obligations Implementation Scheme (POIS) Supplementary Planning Document (SPD) was adopted on 8th February 2010 (Cabinet Decision). Prior to adoption, the POIS was the subject of a 6 week public consultation period between March and April 2009. The POIS sets out the Council's approach to the negotiation of planning obligations in association with the grant of planning permission. A planning obligation is a legal agreement made under Section 106 of the Town & Country Planning Act 1990 (as amended by Section 12(1) of the Planning and Compensation Act 1991).

Associated with the POIS is the Peterborough Integrated Development Programme (IDP). Its purpose is to provide a single delivery programme for strategic capital-led infrastructure which will allow for appropriately phased growth and development in the period to 2031. This document builds on the previous version of the IDP completed in April 2008. The purpose of the IDP is to:

- Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement one another.
- Set out what infrastructure and support Peterborough needs for the next 15 years or so, why we need it, who will deliver it, and what it might cost. For a variety of audiences, it shows, and gives confidence to them, that we have a coordinated plan of action on infrastructure provision.
- Form the basis for bidding for funding, whether that be from: Government; Government Agencies; lottery and other grants; charities; private sector investment; and developer contributions (s106 and potentially CIL).

In this context, the IDP is the fundamental bedrock to support two emerging policy documents of the City Council: the Core Strategy (CS) and the Planning Obligations Implementation Scheme (POIS). The IDP identifies key strategy priorities and infrastructure items which will enable the delivery of the city's growth targets for both jobs and housing identified in the Regional Spatial Strategy (RSS) (commonly known as the East of England Plan) and the Core Strategy. The investment packages that are identified – and within them, the projects that are proposed as priorities for funding – are not unstructured 'wish-lists', instead they are well evidenced investment priorities that will contribute in an unambiguous manner to enhancing the area's economic performance, accommodating physical growth and providing a basis for prosperous and sustainable communities.

The IDP is holistic. It is founded on a database for infrastructure provision that reflects delivery by the private sector, the City Council and a range of agencies and utilities. This late 2009 review adds to the programme for Peterborough; and all partners are committed to developing the IDP's breadth further through engagement with a broader range of stakeholders, including those from the private sector.

The document has been prepared by Peterborough City Council (PCC) and Opportunity Peterborough (OP), with the assistance from EEDA and other local strategic partners within Peterborough. It shows a "snap shot" in time and some elements will need to be reviewed in the context of activity on the growth agenda such as the emerging Core Strategy, City Centre Area Action Plan (CCAAP), and the Long Term Transport Strategy (LTTS) plus other strategic and economic strategies and plans that are also identifying key growth requirements. As such, it is intended that this IDP will continue to be refreshed to remain fit-for-purpose and meet the overall purposes of an IDP as set out above.

Other Guidance

Maxey Conservation Area Appraisal (2007)

3 DESCRIPTION OF PROPOSAL

The proposal is to erect 3 dwellings; two 4 bed and one 3 bed dwellings. Each dwelling has 2 off street parking spaces. Each of the dwellings has its own dedicated rear amenity spaces.

Vehicular access to the rear of Plots 1 & 2 has an oversail/bridge unit above it which forms part of the upstairs accommodation to Plot 1.

The application as originally submitted had a shared driveway and parking for Plots 1 & 2 which front and are accessed from High Street. Plot 3 was accessed separately from Woodgate Lane. Highways raised objections to the shared driveway for Plots 1 & 2 on the grounds of highway safety and inadequate access dimensions, not meeting National Highway standards. Revised plans (Rev A) have been submitted to address this issue, the revised plans shows Plot 1 as having its own dedicated driveway from High Street, and Plots 2 and 3 will utilise tandem parking off Woodgate Lane.

At the time of writing this report further amendments have been requested from our Conservation Officer relating to minor architectural detailing of the properties.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The site has been subject to several applications for residential redevelopment over the past 5 years. In 2006 the site was host to a 1960's bungalow, now demolished. Footings have been constructed on site, however these were not in accordance with a previous approved scheme and work has since stopped. The site is cordoned off by security fencing and is effectively rough ground.

The site is within Maxey's conservation area and is a key feature in the village street scene. The surrounding land uses are residential with a bus depot/workshop (Shaws of Maxey) to the West.

The Barn on Woodgate Lane, 26 & 28 High Street situated to the immediate North and East are Grade 2 listed buildings.

5 PLANNING HISTORY

05/00535/FUL - Demolition of bungalow and erection of two dwellings with detached double garages (Withdrawn)

06/01923/FUL - Demolition of existing bungalow and erection of two dwellings (Approved)

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Highways – Highways objected to the proposal as originally submitted on 2 grounds;

- a) the lack of pedestrian and vehicular visibility splays; and
- b) the inability of 2 vehicles to pass at the entrance to the shared access off High Street.

These issues have been addressed by;

- a) the deletion of the shared access off the High Street; and
- b) provision of visibility splays

Highways Officers have reviewed the revised plans and state the scheme has been altered to overcome the LHA concerns with the width of the shared access. However the required vehicle-to-vehicle and vehicle-to-pedestrian visibility splays are not shown correctly. Nevertheless, the LHA is satisfied that the majority of the issues can be addressed by condition.

Rights of Way Officer – No objection - No recorded right of way in the area.

Conservation Officer – No Objection – request minor amendments to remove bargeboards from the dormer windows and add quoin detailing to Plots 2 & 3.

Archaeology Services – No objection - The proposed development is unlikely to cause significant damage to important archaeological remains.

Environmental Health - No objection – No Observations.

S106 Officer – The proposal will create 2 x 4 bedroom dwellings and 1 x 3 bedroom dwelling. The appropriate POIS charge rate a 3 bed dwelling is £6,000 per dwelling and a 4 bed dwelling is £8,000 per dwelling, hence a S106 contribution of £22,000 is sought using POIS. A 2% Monitoring Fee of £440 also applies.

Education – Have requested £30,700 towards Primary and Secondary Education.

Affordable Housing Officer – No Objection - It is not considered appropriate to expect an on site provision of affordable housing.

EXTERNAL

Parish – Objects for the following reasons;

- Overdevelopment of the site;
- Will lead to parking on the highway;
- Highway safety;
- Loss of amenity to The Barn;
- Frontage of the development; and
- Impact to setting of neighbouring listed buildings and Conservation Area.

NEIGHBOURS

3 letters of objection have been received in response to the initial consultation raising the following issues.

- The plot does not afford the opportunity to subdivide into three separate dwellings;
- Height and scale of the proposal is excessive and overbearing; it is not sympathetic to the surroundings;
- The tunnel is not in keeping with other buildings in the village and significant risk to highway and pedestrian safety;
- Parking on High Street;
- Highway safety;
- Loss of light and view;
- Noise;
- Environmental impact; and
- Contrary to Local Plan and Maxey Conservation Area Appraisal

7 REASONING

a) Introduction

The proposal was the subject of a pre-application enquiry late last year, where the principle of development was supported by officers.

b) Policy context and the principle of development

The principle of development must be considered under Policy H11; Maxey has been identified within the Local Plan for limited housing groups and infill. The site of development is situated within the centre of the village.

c) Design, Layout and Impact on the Conservation Area and adjacent Listed Building

The proposed development is for three dwellings which have a deliberate variation of articulated form, height, arrangement and detailing. This is to ensure that the development 'reads' as three separate dwellings.

Plot 1 is a one and a half storey cottage with a first floor oversail element included, which will create a 4 bedroom dwelling. The floor area of the Plot 1 will be 6.7m x 7.7m and proposes to stand at 3.5m to eaves and 7.1m to highest point. The first floor oversail link will have a floor area of 3.1m x 7.2m and stands at 6.6m to the highest point.

Plots 2 and 3 are effectively one unit utilising a T shape footprint. Plot 2 will have a floor area of 6.3m x 7.65m and Plot 3 will have a floor area of 7m x 10m; together they propose to stand at 4.7m to eaves and 8.2m to highest point.

A number of objections have expressed the view that the proposal represents overdevelopment. The table below shows how the current scheme compares to the previously approved scheme.

	2006 Approval	Current Proposal
Frontage Width to High Street	25.1m	23.2m
Ridge Height	8m	8.2m / 6.6m / 7.1m

Frontages

The frontage of the development will be less overall than the 2006 approval; the frontage onto High Street will be 1.8metres less, and the frontage onto Woodgate Lane will be 1.3metres less.

Roof Heights

The 2006 permission permitted a ridge height of 8m; the design of which represents a uniform barn style design. The proposal will utilise 3 different ridge heights; Plot 1 standing at 7.1m to ridge, the oversail link at 6.6m and Plot 2 & 3 standing at 8.2m on the corner of High Street and Woodgate Lane.

The ridge height of The Barn, to the immediate East, has a ridge height of 7.85m.

Oversail Link

Such links are not common features in villages, however the link is recessed behind the cottage and main two storey element, therefore it is not considered the link will be a distinctive feature that detracts from the overall character or appearance of the street scene and conservation area.

Materials

The development proposes replica Collyweston slate and Stamford Stone, which is in keeping with the local palette of materials. The Conservation Officer has recommended a condition be attached to ensure a lime-based mortar is utilized in accordance with Cambridgeshire Conservation Note 4.

Garden Sizes

All three properties will have dedicated amenity spaces which are proportionate to the size of the dwellings. Please see table below for garden sizes.

Garden Sizes	
Plot 1	8.6m x 7.5m (64.5m ²)
Plot 2	14m x 4.8m (71.28sqm ²)
Plot 3	6.1m x 8.6m (52.46sqm ²)

The development is considered to follow the spirit and context of the area; the proposal will be set close to the front of the site, creating a pinch point along Main Street, the design of which addresses both High Street and Woodgate Lane. The development will utilise replica Collyweston slate and stone, which is in keeping with the local palette of materials. The differentiation in height and form is considered to heighten visual interest, strengthen the village townscape and maintains the experience of varying spaces and uses when travelling through the village.

By virtue of size, scale, design, materials and appearance the proposal is considered to preserve and enhance the character and appearance of the Conservation Area and street scene, and is considered to be in accordance with Policies DA1, DA2, CBE3 and H16 of the Peterborough Local Plan (First Replacement), PPS5 and Maxey Conservation Area Appraisal.

d) **Impact to neighbouring Amenity**

There were concerns that bedroom 2 to plot 3 would overlook the primary rear amenity space of The Barn, located to the immediate East. The distance between this window and the neighbours amenity space is in the region of 16 metres. Following consultation the window has been relocated to face South and has overcome the issue. To maintain architectural interest and a balanced appearance a false window will be utilised on the Woodgate Lane elevation.

28A High Street (Rosewood), directly opposite the site, has raised objections to the proposal stating it will create a loss of light. The distance between the proposal and No.28A is in excess of 18metres, and therefore it is not considered the proposal will overshadow this property and result in a demonstrable loss of light to primary windows.

No. 47 High Street abuts the boundary between the two plots; a dining room window faces onto the proposed rear amenity space of Plot 1. This is a historic relationship that previously existed shared with the 1960's Bungalow. The proposed development is not considered to result in a loss of light or privacy to this window compared to the previous relationship.

By virtue of size, scale and appearance the proposal is not considered to create an overbearing form of development that would detract neighbouring amenity by way of loss of light or privacy, and is considered to be in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).

e) **Highway Safety**

Highways objected to the proposal on 2 grounds;

- c) the lack of pedestrian and vehicular visibility splays; and
- d) the inability of 2 vehicles to pass at the entrance to the shared access off High Street.

These issues have been addressed by;

- c) the deletion of the shared access off the High Street; and
- d) provision of visibility splays

Highways have reviewed the revised plans and state the scheme has been altered to overcome the LHA concerns with the width of the shared access. However the required vehicle-to-vehicle and vehicle-to-pedestrian visibility splays are not shown correctly. Nevertheless, the LHA is satisfied that the majority of the issues can be addressed by condition.

f) **S106**

The S106 contribution required by the Planning Obligations and Implementations Scheme (POIS) has been agreed by the Applicants Solicitors. Subject to the granting of Planning Permission a S106 contribution of £22,000 will be sought and a 2% Monitoring Fee of £440 also applies.

Education have requested a contribution of £30,700 towards Primary and Secondary Education. Having discussed the matter with the S106 Officer, POIS includes a contribution towards Education; therefore the POIS calculation should be used in this instance.

g) **Archaeology**

The Archaeology officer responded with no objections to the proposal, stating 'the proposed development is unlikely to cause significant damage to important archaeological remains' – the proposal is considered to be in accordance with Policy CBE2 of the Peterborough Local Plan (First Replacement).

8 CONCLUSIONS

By virtue of size, scale, design, materials and appearance the proposal is considered to preserve and enhance the character and appearance of the Conservation Area and street scene. The proposal is not considered to create an overbearing form of development that would detract neighbouring amenity by way of loss of light or privacy. The proposal is considered to be in accordance with Policies DA1, DA2, CBE2, CBE3, H11, H16, T1, T10 of the Peterborough Local Plan (First Replacement), Planning Policy Statement 5 and the Maxey Conservation Area Appraisal.

9 RECOMMENDATION

The Head of Planning, Transport and Engineering Services recommends that this application is APPROVED for the following reason:

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 design of the dwellings are considered of appropriate size, scale and appearance to the context of the village and conservation area, and will not result in any adverse impact on the visual amenity of the area, nor detract neighbouring amenity.

Hence the proposal accords with policies DA1 and DA2, CBE2, CBE3, H11, H16, T1 and T10 of the Adopted Peterborough Local Plan (First Replacement) and Planning Policy Statement 5.

Conditions:

C1 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).

C2 Prior to the commencement of development all roof materials shall be submitted to and approved in writing by the Local Planning Authority. Once approved the materials shall be laid in accordance with the manufacturer's specifications and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C3 Prior to the commencement of development samples of the gauged brick to be used in the segmental brick arches shall be submitted to and approved in writing by the Local Planning Authority. Once approved the materials shall be laid in accordance with the manufacturer's specifications and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C4 All facing masonry shall be carried out using locally sourced natural limestone, laid in level courses and pointed using a lime-based mortar finished in accordance with Cambridgeshire Conservation Note 4. No development shall take place until samples of all stone, quoins, lintels and sills have been inspected on site and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details

and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C5 Notwithstanding the submitted plans hereby approved, large scale drawings of the construction of the chimneys shall be submitted to, and agreed in writing by, the Local Planning Authority. Works shall be undertaken on site in accordance with the approved details.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C6 All windows and external doors shall be of timber with the frames set back a minimum of 75mm behind the face of the masonry. Scaled cross section drawings (1:2) and elevation drawings (1:10), or manufacturers details, of all new windows and doors, including details of glazing bars, sills and lintels shall be submitted to, and agreed in writing by, the Local Planning Authority. Works shall be undertaken on site in accordance with the approved details and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority. The windows shall be side-hung flush fitting casements and have symmetrical elevations, with fixed and opening lights of the same dimensions. Standard storm proofed joinery will not be acceptable.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C7 Notwithstanding the submitted plans hereby approved, the finish of the dormer cheeks and apex and size and finish of the timber bargeboards shall be submitted to, and agreed in writing by, the Local Planning Authority. Works shall be undertaken on site in accordance with the approved details and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C8 Notwithstanding the submitted plans hereby approved, details of rainwater goods shall be submitted to an approved in writing by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved details and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C9 Details of soil vent pipes shall be submitted to and approved in writing by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved details and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C10 All verges, with the exception of the dormers, are to be plainly pointed.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C11 No development shall take place until details of the means of ventilating the roof space, if proposed, have been submitted to and approved in writing by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved details and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C12 Details of any services which may be visible on external elevations, particularly pipes and extract or ventilation equipment, shall be submitted to and agreed in writing by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved details and retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C13 The dwellings shall not be occupied until the parking shown on the approved plans have been constructed, in accordance with the details submitted to and approved in writing by the Local Planning Authority. The parking shall thereafter be available at all times for the purpose of the parking of vehicles, in connection with the use of the dwellings.

Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policy T10 of the Peterborough Local Plan (First Replacement).

C14 Surface water shall be disposed of by means of a soakaway, but if found to be unsuitable by way of a satisfactory percolation test an alternative method shall be used that has been approved by the Local Planning Authority.

Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policies U1 and U2 of the Peterborough Local Plan (First Replacement).

C15 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re enacting that Order with or without modification), planning permission will be required for extensions, openings and dormer windows, porches, outbuildings, hard surfaces, chimneys, flues or soil and vent pipes, microwave antenna, fences and gates.

Reason: In order to protect the amenity of the area, in accordance with Policies DA2 and CBE3 of the Peterborough Local Plan (First Replacement).

C16 The development shall not commence until details of all boundary walls and fences have been approved in writing by the Local Planning Authority. These shall be erected prior to the first occupation of the development, and thereafter such boundary treatment shall be maintained to the satisfaction of the Local Planning Authority.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).

C17 The dwellings shall not be occupied until the areas shown as parking (2 spaces per dwelling) on plan 564-30-SP01 E has been drained and surfaced with a bound material in accordance with details submitted to and approved in writing by the Local Planning Authority, and those areas shall not thereafter be used for any purpose other than the parking of vehicles, in connection with the use of the dwelling.

Reason: In the interest of Highway safety, in accordance with Policies T9, T10 and T11 of the Adopted Peterborough Local Plan (First Replacement).

C18 The buildings shall not be occupied until the vehicular accesses have been constructed in accordance with the approved plans.

Reason: In the interests of Highway safety, in accordance with Policy T1 of the Adopted Peterborough Local Plan (First Replacement).

C19 Notwithstanding the details shown on plan 564-30-SP01 E, prior to commencement of development, a revised plan showing the required vehicle-to-vehicle visibility splays at both accesses shall be submitted to and approved in writing by the Local Planning Authority.

- Visibility splays clear of any obstruction over a height of 600mm above verge level at Woodgate Lane, shall be provided on both sides of the access with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access road from its junction with the channel line of the public highway, and 23m measured along the channel line of the public highway from the centre line of the proposed access road. (N.B. The channel

line comprises the edge of the carriageway or the line of the face of the kerbs on the side of the existing highway nearest the new access).

- Visibility splays clear of any obstruction over a height of 600mm above footway level at High Street shall be provided on both sides of the access with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access road from its junction with the channel line of the public highway, and 43m measured along the channel line of the public highway from the centre line of the proposed access road. (N.B. The channel line comprises the edge of the carriageway or the line of the face of the kerbs on the side of the existing highway nearest the new access). Reason: In the interests of Highway safety, in accordance with Policies T1, T3, T5 and T8 of the Adopted Peterborough Local Plan (First Replacement).

C20 The vehicular access to Woodgate Lane hereby approved shall be un gated.
Reason: In the interests of Highway safety, in accordance with Policy T1 of the Adopted Peterborough Local Plan (First Replacement).

C21 Notwithstanding the details shown on plan 564-30-SP01 E, prior to commencement of development, a revised plan showing the required vehicle-to-pedestrian visibility splays at both accesses shall be submitted to and approved in writing by the Local Planning Authority. Before the dwellings are occupied or the new access brought into use, the vehicle-to-pedestrian visibility splays shall be provided on both sides of the accesses and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 1m x 1m measured from and along respectively the highway boundary.
Reason: In the interests of Highway safety, in accordance with Policies T1 and T8 of the Adopted Peterborough Local Plan (First Replacement).

Notes to Applicant – Recommended Informatives:

1. Building Regulations
2. Vents, which project above the surface of the roof covering, will not be acceptable.
3. Mechanical ventilation and vents to comply with the building regulations should not project above the roof slopes and either appropriate tile vents slates or one way vents in the roof voids should be used.
4. **Numbering and Naming**
Public Health Act 1925 S17-18
The development will result in the creation of new street(s) and/or new dwelling(s) and/or new premises and it will be necessary for the Council, as Street Naming Authority, to allocate appropriate street names and property numbers. Before development is commenced, you should contact Kim Everett on (01733) 453476 for details of the procedure to be followed and information required. This procedure is applicable to the sub-division of premises, which will provide multiple occupancy for both residential and commercial buildings.
Please note this is not a function covered by your planning application but is a statutory obligation of the Local Authority, and is not chargeable and must be dealt with as a separate matter.
5. **Vehicular Crossings S184 Access Works**
Highways Act 1980 - Section 184, Sub-Sections (3)(4)(9)
This development involves the construction of new or alteration of existing vehicular crossings within a public highway.
These works **MUST** be carried out in accordance with details specified by Peterborough City Council.
Prior to commencing any works within the public highway, a Road Opening Permit must be obtained from the Council on payment of the appropriate fee.

Please contact Brian Rowcroft, Area Highway Inspector on 01733 453479 for more information.

6. **NR&SWA 1991**

The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licensed under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Peter Brigham – Street Works Coordinator on 01733 453578.

7. **INF53 S148 Penalty for depositing on highway**
Highways Act 1980 - Section 148, Sub-Section C

It is an offence to deposit anything including building materials or debris on a highway which may cause interruption to any user of the highway (including footways). In the event that a person is found guilty of this offence, a penalty may be imposed in the form of a fine. It is the responsibility of the developer and contractor(s) to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.

8. **INF54 S149 Penalty for depositing on highway**
Highways Act 1980 - Section 149

If any thing is so deposited on a highway as to constitute a nuisance, the local authority may by notice require the person who deposited it there to remove it forthwith and if he fails to comply the Local Authority may make a complaint to a Magistrates Court for a Removal and Disposal Order under this Section. In the event that the deposit is considered to constitute a danger, the Local Authority may remove the deposit forthwith and recover reasonable expenses from the person who made the deposit. It is the responsibility of the developer and contractor(s) to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.

- No visibility splays have been shown at either access. The annotation is included, but no splays have actually been drawn on the plans.
 - The vehicle-to-pedestrian visibility splays are required at both accesses. At the Woodgate Lane access the splays could not be located within the verge as pedestrians will walk along the verge, particularly when vehicles are approaching.
- The vehicle-to-vehicle visibility splays annotated are inadequate, but adequate splays appear to be achievable.
- It is still unclear on plan 564-30-SP01 E exactly where the site boundary is located and it would appear that there may be an encroachment onto the public highway. The applicant must submit a plan overlaying the site boundary onto the proposed site layout before any development is carried out.
- If the proposed 'car ports' are to remain part of the scheme, it is likely that the individual householders would require a dividing wall between the halves of the car port. In addition, it must be conditioned that no doors can be installed on the car ports as garages are frequently used for storage rather than parking and the LHA would have concerns if less than the maximum standard of parking be provided in this location.

Copy to Councillor Hiller