

11/00836/FUL: RESIDENTIAL DEVELOPMENT COMPRISING 34 NO. DWELLINGS, ASSOCIATED ACCESS, LANDSCAPING AND ANCILLARY WORKS AT ALLOTMENTS 1 ITTER CRESCENT, WALTON, PETERBOROUGH

VALID: 7 JUNE 2011

APPLICANT: BELLWAY HOMES EAST MIDLANDS

REFERRED BY: HEAD OF PLANNING, TRANSPORT AND ENGINEERING SERVICES

REASON: COUNCIL OWNED LAND

DEPARTURE: NO

CASE OFFICER: MRS J MACLENNAN

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1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- Policy context and the principle of development
- Design and Amenity
- Impact on Neighbouring Amenity
- Residential Amenity
- Highway Implications
- Meeting Housing Needs
- Open Space Provision
- Landscape 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

Key policies highlighted below.

The Peterborough Local Plan (First Replacement) (2005)

- H3 Allocation of Housing Land: Urban Area** – Sites allocated primarily for residential use
- H15 Residential Density** - Seeks the Highest residential density compatible with the character of an area, the living conditions of local residents, that is of good standard of design and that provides open space.
- H16 Residential design and amenity** - Seeks residential development if the following amenities are provided to a satisfactory standard; daylight and natural sunlight, privacy in habitable rooms, noise attenuation and a convenient area of private garden or amenity space.
- LNE9 Landscaping implications of development proposals** - Seeks retention and protection of trees and other natural features that make a positive contribution to an area; and adequate provision of landscaping of sites.

- LNE10 Detailed elements of landscaping schemes** - Seeks provision of a landscaping scheme suitable for the development, which should include where appropriate, the retention of landscape or ecological features, suitable new planting, protection and management of scheme, provision for natural ecological regeneration and the completion of planting by first occupation or development completion, whichever is sooner.
- LT1 Open space in new residential development** - Seeks provision of open space for developments of 9 or more dwellings.
- T10 Car and motorcycle parking requirements** - Planning permission will only be granted for development outside the city centre if it is in accordance with approved parking standards.

The Adopted Peterborough Core Strategy DPD

- CS1 The Settlement Hierarchy and the Countryside** – Decisions on investment in services and facilities and on the location and scale of development will be taken on the basis of a Peterborough Settlement hierarchy.
- CS2 Spatial Strategy for the Location of Residential Development** – The overall development strategy is to focus the majority of new development in and around the urban area of the City of Peterborough, creating strong, sustainable, cohesive and inclusive mixed-use communities, making the most efficient and effective use of previously developed land, and enabling a larger number of people to access services and facilities locally.
- CS8 Meeting Housing Need** – The strategy will be to secure a wide choice of high quality new homes that meet the needs of all members of the community, widening the range of property sizes available in response to future needs and demand, providing houses that will help to encourage employees to live locally rather than commute into Peterborough from elsewhere, and supporting the economic development strategy of this Core Strategy. Developers will be encouraged to bring forward proposals for housing which will provide a mix of housing types and size that will meet the identified need for Peterborough in order to secure mixed communities. Affordable housing shall be provided on the development site, unless the developer can demonstrate exceptional circumstances which necessitate provision on another site, or the payment of a financial contribution (of broadly equivalent value) to the Council to enable some housing need to be met elsewhere.
- CS10 Environment Capital** – Development proposals will only be supported where they make a clear contribution to the aspiration of the Peterborough Sustainable Community Strategy for Peterborough to become the Environment Capital of the UK. As a minimum the development proposals of any scale must not compromise the ability of the City to achieve such a status. All development proposal must demonstrate what contribution will be made over and above that which would be required by the Building Regulations.
- CS13 Developer Contributions and Infrastructure Provision** - City Council will encourage developers to enter into a planning obligation for contributions based on the payment of a standard charge. Subject to arrangements as set out in a separate Planning Obligations Implementation Scheme SPD, contributions received via this standard charge may be assembled into pools at an authority-wide level and to the relevant Neighbourhood Management Area (as described in policy CS6). The use of a standard charge approach will ensure that any contribution is reasonably related to the scale and type of development that is proposed.
- CS14 Transport** - The transport strategy for Peterborough is to: (i) reduce the need to travel, especially by private car; (ii) deliver a sustainable transport package capable of supporting a bigger and better Peterborough; (iii) support our UK Environment Capital aspirations; and (iv) assist in improving the quality of life of people.
- CS16 Urban Design and the Public Realm** - High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and

sustainable environment throughout Peterborough. Design solutions should take the following principles into account: New development should be designed in a way that is accessible to all potential users and by a range of modes of transport, taking into account the transport user hierarchy of the Peterborough Local Transport Plan. There should be good connections with the wider area and a clear network of legible routes through the site for pedestrians and cyclists, supported by a network of open space and green corridors, where justified by the scale of the development....New development should not result in unacceptable impact on the amenities of occupiers of any nearby properties.

CS17 The Historic Environment - The Council will protect, conserve and enhance the historic environment throughout Peterborough, through the special protection afforded to listed buildings, conservation areas and scheduled ancient monuments and through careful control of development that might adversely affect non-scheduled, nationally important archaeological remains; other areas of archaeological potential or importance; historic features and their settings; buildings of local importance; and areas of historic landscape or parkland (including, but not limited to, those on the English Heritage Register of Parks and Gardens of Special Historic Interest).

CS19 Open Space and Green Infrastructure – All new development will make appropriate provision for or improvements to, public green space, indoor and outdoor sports facilities and play facilities.

CS21 Biodiversity and Geological Conservation – The City Council, working in partnership with all relevant stakeholders, will conserve, enhance and promote the biodiversity and geological interest of the area.

Material planning considerations

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 Statement (PPS) 3: Housing

The PPS states 'The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.' The Government is seeking to 'achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community; to widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need; to improve affordability across the housing market, including by increasing the supply of housing and to create sustainable, inclusive, mixed communities in all areas, both urban and

rural.’ The outcomes for the planning system are ‘to deliver high quality housing that is well-designed and built to a high standard, to provide a mix of housing both market and affordable, to provide a sufficient quantity of housing taking into account need and demand and seeking to improve choice, to provide housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure and have a flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.’

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

The PPS5 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.’

PPS5 contains policies that seek to conserve and exploit the benefits of the historic environment. Policy HE8 advises that “the effect of an application on the significance of such a heritage asset or its setting is a material consideration in determining the application.”

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 subject to 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).

Policy 42 of Peterborough Tree and Woodlands Strategy (Sept 1998)
Peterborough City Councils Planning Guidance ‘Trees on Development Sites’

3 DESCRIPTION OF PROPOSAL

The application seeks permission for residential development comprising 1 x 3-bed, 15 x 4-bed and 18 x 5-bed properties. The dwellings would be two and two and a half storey set on relatively large plots. The site would be accessed off Itter Crescent.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The site area is approximately 1.38 ha and is part of a site allocated for residential development under policy H3 (ref 3.21) of the Adopted Peterborough Local Plan (First Replacement) (2005). The site was former allotment land located to the southern end of Itter Crescent and overlooks Itter Park Recreation Ground to the east and is separated from it by a public footpath/right of way. The site is currently overgrown with scrub, grass and a number of trees. The site is bounded to the north (Itter Crescent) and west (Fane Road) by established residential properties and allotment land to the south. The character of Itter Crescent comprises primarily detached single storey and two storey properties circa 1950s with large rearward gardens. Each dwelling along the Crescent is of individual design. Properties located in Fane Road are primarily two storey terraced properties with rear gardens extending some 22 metres. The site lies adjacent to Itter Park which has been awarded the Green Flag Status; the national standard for the parks of England and Wales. It is divided into two sections by a hedge and includes a playing field and a small formal garden

5 PLANNING HISTORY

- a) No recent history on site
- b) Relevant history at No 40 Itter Crescent:
 - 10/00308/FUL Construction of 4 bed dwelling Allowed at Appeal 09.12.2010

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Highways: No objections. Minor amendments have been made to the proposal in accordance with advice provided by the Local Highways Authority (LHA). The LHA raised no objections to the proposal subject to conditions and informatives.

Landscape Officer: – No objections. None of the trees are worthy of a TPO, this has been confirmed by the assessment carried out within the tree survey. The Landscape Officer requested that the Root Protection Areas (RPAs) be plotted for the retained trees. A revised drawing was submitted with the RPAs plotted and the Landscape Officer raises no further objection.

Police Architectural Liaison Officer: No objections. The site appears to accommodate the number of homes proposed without compromising safety or security to any great extent. The majority of the development has been designed with the principles of Crime Prevention Through Environmental Design (CPTED) in mind. Raises concern that there is poor surveillance of external drives and garage doors from 'Active' windows from owners homes. The applicant should consider adding additional (preferably ground floor) windows to overlook driveways. The parking places to the sides of a number of homes should also be illuminated at night by lights which have a photocell (dusk to dawn) switch.

Environmental Health: No objections. A noise assessment has been submitted given the proximity to Soke Parkway. The recommendations in the appraisal are considered sufficient to confirm that a design solution for the application site is feasible. The details of the acoustic ventilators to be installed should be provided for agreement. As an alternative whole house ventilation systems with similar acoustic properties would be acceptable. Details of such schemes should also be provided for agreement.

Archaeological Officer: No objections. The proposed development encroaches upon the historic Itter Park and is located within an area that has produced Iron Age and Roman finds. Requests conditions seeking a programme of Archaeological work including a written statement of investigation in accordance with policy H12.3 of Planning Policy Statement 5.

Rights of Way Officer: No objections. The proposal does not affect the public right of way.

Wildlife Officer: No objection. Recommends additional enhancements to achieve biological gain.

NEIGHBOURS

5 letters of objection have been received from neighbouring properties. The main issues are summarised as follows:

- No thought has been given to occupiers of the elegant houses in Itter Crescent, the value of which will drop – [This is not a material planning consideration]
- No thought has been given to how the traffic will be controlled in and out of the site
- Concern regarding parked cars along Itter Crescent by people using the park
- How are the young, old and disabled people to cross this busy road to get to the park
- It is a long way to walk down Itter Crescent to the bus stop where the service is infrequent
- What is the purpose of the dead end road leading to the remaining allotments, are these to disappear?
- Concern regarding the threat of future development on Itter Park Playing fields
- Insufficient parking and there is no capacity on Itter Crescent for any overspill
- Concern that houses will be turned into bed-sits
- Traffic and volume will increase making accessing the Park difficult
- Is there sufficient capacity at nearby schools
- The density appears to be very cramped. Is it in keeping with Itter Crescent?
- There was no sign of the application in the Evening Telegraph – [the application was published in the Evening Telegraph on Friday 17th June 2011]
- The Site Allocations DPD states 25 dwellings, was this ignored?
- How are the dwellings 'in keeping' with the area?
- What will happen with the provision of services? Recent gas leak revealed pipes in need of replacement – [Not a material planning consideration]
- Access route to new development via Itter Crescent is not fit for purpose
- The road surface in Itter Crescent is poor, this will be worsened by construction traffic – [This is a highway maintenance issue]
- Has consideration been given to reducing the speed along Itter Crescent? – [not a material planning consideration]
- There is a waiting list for allotments in Peterborough
- None of the properties bear any similarity to existing properties in Itter Crescent
- The 9 dwellings fronting the site should have individual designs with some resemblance to properties in Itter Crescent
- The 9 dwellings are very close to the road unlike properties in Itter Crescent
- The proposal would result in more cars parked along the Crescent, could this become 'resident parking only' – [not a material planning consideration]
- The new road should be made the same width as the current road

7 REASONING

a) Policy context and the principle of development

The site has been allocated for housing development since the adoption of the Adopted Peterborough Local Plan (First Replacement) 2005 (ref. H3.21) and has been carried forward to the Local Development Framework Site Allocations DPD 'proposed submission' (ref. SA3.38). The site area has been reduced from the original Local Plan submission as it is intended that part of the former allocation would be taken back as allotment land. The principle of residential development on this site and the loss of allotments has been established and the proposal would accord with the spatial strategy for the location of residential development as required by policy CS2 of the Adopted Peterborough Core Strategy.

b) Design and Amenity

The site is situated at the far end of Itter Crescent. Itter Crescent is an attractive tree-lined cul de sac with a spacious feel provided by wide pavements with grassed verges. The built form along the crescent is mixed, comprising predominantly two storey detached properties of individual styles and there is no one uniform style of development. Due to the line of the crescent the site is not directly visible from the entrance to the street and glimpses of the development would become apparent on approach along the

Crescent. It is accepted that the proposed development would break with the existing building line of properties in Itter Crescent and would have its own identity capturing the modern style of its time. Although the development would be a continuation of the crescent, it should be considered as a stand alone development with its own 'sense of place'. The development would have a variety of design styles. In some properties dormers have been added to create a variation in roof height and in roof-scape, in others subservient elements have been added. The materials would consist of a mixture of red and buff facing brick.

The majority of the dwellings have 4 and 5 bedrooms and benefit by large gardens with adequate provision of parking. The dwellings are considered as executive style homes. Attention has been given to the layout of the development, interest is provided within the elevations of corner turn properties and larger dwellings have been located to form vistas into the development. Although the dwellings would be two and two and a half storey the heights are consistent with nearby dwellings.

An indicative figure of 25 dwellings on this site is given within the Site Allocations submission document. The scheme proposes a total of 34 dwellings and the increase in dwellings has been questioned through representations made by neighbouring residents. The explanatory text in the evidence report to the submission document makes clear that the indicative figure is intended as an estimate or guide to the appropriate level of housing that could be delivered. It does not identify the exact number of dwellings that the site should provide which would be determined through the planning application stage and may result in a higher or lower number of dwellings actually being delivered. Policy H15 of the Adopted Peterborough Local Plan (First Replacement) 2005 places emphasis on making full and effective use of land without compromising the character and appearance of the surrounding area. A balance has to be struck between achieving a development which assimilates with existing development and one which makes the most efficient use of the land.

PPS3 makes clear that 'the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment.' It would be neither possible nor desirable to mirror existing plot sizes and house styles along Itter Crescent due to limited available land and those properties being of a design of their time. The proposal would provide a density of 24 dwellings per hectare which, albeit higher than the existing density within Itter Crescent, is considered to be a relatively low density for an urban area development. It is considered that the proposal would provide a high quality development and accords with policy H15 of the Adopted Peterborough Local Plan (First Replacement) 2005, Policy CS16 of the Adopted Peterborough Core Strategy and PPS3.

c) Impact on neighbouring amenity

The development would be situated close to existing properties and the impact on the amenity of these properties is an important planning consideration. The properties to the west of the site would be separated from properties in Fane Road by a minimum of 28.8m. The orientation and siting of dwellings along the northern boundary (plots 1, 3 & 4) and abutting the garden of no. 40 Itter Crescent/approved dwelling (ref. 10/00308/FUL) have been carefully considered. The rear garden of no. 40 Itter Crescent extends some 60 metres. Plot 4 would have a first floor window within the side elevation serving a bathroom adjacent to the boundary. Plot 3 is positioned approximately 25 metres from the rear elevation of no. 40 and has a rear garden depth of 10.3 metres. This is considered to be an acceptable separation distance to avoid overlooking and overbearing impact. Plot 1 and Plot 2 have been positioned further into the site to avoid overbearing impact on the new dwelling within the garden of No. 40 Itter Crescent. This dwelling was allowed at appeal on 09.12.2010 (ref APP/J0540/A/10/2128328) and would have side facing windows overlooking the application site. It is accepted that the positioning of Plot 1 is close to the shared boundary and there would be some overshadowing to the rear patio area to the new dwelling for a short period of the day, which would be worse during the winter months, however the relationship is not considered unreasonable. There are no windows within the site elevation of Plot 1 and hence there would be no loss of privacy or overlooking to the future occupiers of the new dwelling. It is considered that the development would not unduly impact on the amenity of the occupiers of the existing dwellings surrounding the site and accords with policy CS16 of the Adopted Peterborough Core Strategy.

d) Residential Amenity

The development comprises large dwellings set on large plots with rear gardens areas averaging 150m². Each garden has a depth of a minimum of 10m. The only exception is plot 34 which has a smaller rear garden however, benefits by having a grassed area to the side and front. A defensible bounding comprising a 1.2m railing is provided to the front of plots 30 to 34. Back to back and back to side positioning of the dwellings is sufficient to provide an appropriate level of privacy and avoiding any overbearing impact.

The proposed layout has been considered by the Architectural Liaison Officer and the development allows for an acceptable level of natural surveillance and crime prevention. The Officer has raised some concern in relation to poor surveillance of external drives and garage doors from 'active' windows from owners homes. Ideally, residents should be capable of viewing their vehicle from within their home. The applicant should consider adding additional (preferably ground floor) windows to overlook driveways. This has not been achieved in all dwellings however, the addition of dusk to dawn lighting would help achieve additional security and a condition regarding lighting shall be appended to the decision notice.

An Acoustics report has been undertaken to assess the noise implications from road traffic on the Soke Parkway (A47) which lies approximately 150m to the south of the site. The Environmental Health Officer has assessed the report and considers that the recommendations within the report confirm that a design solution for the site is feasible. Details shall be secured by condition regarding acoustic ventilators and window design. It is suggested that the boundary treatment to plots abutting the southern boundary of the site are increased in height to 2m to provide noise attenuation for the outdoor amenity space.

The layout of the proposed development, the aspect of individual dwellings and the relationship of dwellings would provide a satisfactory level of amenity to the future occupiers of the development and the proposal therefore accords with policy H16 of the Adopted Peterborough Local Plan (First Replacement).

e) Highway Implications

A new access road into the development would be formed off Itter Crescent. The access conforms to highway standards and provides appropriate visibility splays. The surfacing to the entrance of the site will delineate a change in character and a build out opposite plot 17 will control the speed of vehicles. A 0.5m verge between 'Road 1' and adjacent public right of way/footpath to the front of the site is provided. The two areas would be separated with a knee rail fence to discourage vehicles from parking on the verge. Each dwelling is provided with parking provision which accord with the maximum parking standards under policy T10 of the Adopted Peterborough Local Plan (First Replacement) 2005. The proposal would not result in any detriment to users of the public highway and accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

f) Meeting Housing Needs

In accordance with policy CS8 of the Adopted Peterborough Core Strategy new development proposals should provide 30% of affordable dwellings on site. Policy CS8 also identifies a need for more prestige homes in the city. The officer is mindful of the history of the site and in particular the considerable amount of representations made by local residents and local councillors when the site was first allocated for housing development within the Adopted Peterborough Local Plan (First Replacement) 2005. At that time, concern was raised over the density and whether this would be in keeping with the existing development along Itter Crescent. The (LDF) site allocations document identifies the site as being suitable for lower density development, which may include prestige homes and proposes a total number of dwellings as 25 dwellings. Whilst there is a need for affordable units, it is also recognised that there is a need to provide for all members of the community, including executive style homes to encourage members of the community to live locally rather than commuting from villages, offering a more sustainable location within the urban area. The proposal is consistent with this objective.

Furthermore, the provision of onsite affordable housing would not make the scheme viable given the aspirations of achieving a low density development. Notwithstanding the relaxation of the on site provision of affordable housing in this case, a commuted sum is currently being negotiated with the developer to provide off-site affordable housing provision. The commuted sum that has been offered is £840,000. This is in no way to set a precedent for future residential schemes on other sites but is taking into account the history of the site and the original views of the local residents/community. It is

considered that the proposal therefore would meet an identifiable housing need in accordance with the provisions of policy CS8 of the Adopted Peterborough Core Strategy DPD.

g) Open Space

Policy LT1 of the Adopted Peterborough Local Plan (First Replacement) 2005 requires new residential development comprising 9 units or more to be provided with on-site open space provision in accordance with the open space standards. The primary purpose of the open space standards is to ensure adequate provision is provided for all new residential developments. In this instance it is considered unreasonable to seek on site open space provision given the close proximity of the site with Itter Park. However, it is accepted that the new development would put additional pressure and the existing provision through additional use and therefore a contribution is sought for enhancements to Itter Park, in the form of new seating. This is considered to be reasonable and accords with the tests as set out in circular 05/05.

h) Landscaping Implications

The site was a former allotment site and has been left unattended for a number of years. The site contains grassed areas, herbaceous plant species and a number of mature trees including Walnut, Crab Apple, Norway Maple and Sycamore. A tree survey has been undertaken and submitted in support of the application. The survey found all trees to be worthy of no more than the 'C' retention category; trees whose retention should not be allowed to constrain development. None of the trees within the site are worthy of a TPO. The Landscape Officer agrees with the conclusions of the tree survey. However, in the original submission no information was provided on the root protection zones for trees on the site boundary shown as being retained. This information has subsequently been provided and the Landscape Officer raises no further objection to the proposal. A landscaping condition shall be appended to the decision notice requiring details of replacement trees and landscaping within the site in accordance with policies LNE9 and LNE10 of the Adopted Peterborough Local Plan (First Replacement).

i) Ecological implications

An ecological assessment of the site has been undertaken by FPCR Environment and Design Ltd in order to identify any potential ecological constraints relating to the proposed development. The assessment followed on from an extended phase 1 habitat survey technique as recommended by Natural England. The assessment concluded that the majority of the site comprised species poor semi-improved grassland. Other habitats included patches of bare ground and individual trees. The botanical species present were considered to be common and typical of the habitats present and their loss would not be a constraint to development. No sites designated for their nature conservation interest would be impacted on by the proposed development. No protected or notable species were recorded on site and there are no further surveys required. The assessment recommended that woody vegetation should be removed outside the bird nesting season and habitat enhancements in the form of bat/bird boxes and a strengthened boundary habitat is recommended to enhance the site's biodiversity for flora and fauna interest. Replacement trees should be of native species. The Wildlife Officer has no objections to the proposal subject to enhancements as set out in sections 4.7 and 4.8 of the report. The proposal accords with policy CS21 of the Adopted Peterborough Core Strategy DPD.

j) Impact on the historic environment

The site lies within an area that has produced Iron Age and Roman finds, their presence indicating the likely existence of settlements which have not yet been identified. In accordance with policy HE6.1 of PPS5 where an application site includes, or could potentially include, heritage assets with archaeological interest, local planning authorities should require developers to carry out a desk-based assessment and a field evaluation by trial trenching. An archaeological desk-based assessment has been submitted in support of the application which has not ruled out the possibility of the presence of prehistoric archaeological remains within the site. In accordance with policy CS17 of the Adopted Peterborough Core Strategy and PPS5 a condition shall be appended to the decision notice requiring a Written Scheme of Investigation to be carried out prior to development commencing.

k) S106 contribution

In accordance with the Planning Obligations Implementations Scheme the proposal would give rise to a S106 contribution of £288,000 plus monitoring fee.

In addition:

- £10,000 is sought for enhancements to Itter Park
- The developer is to provide residential travel packs to residents upon first occupation. A contribution of £360 is sought
- The development would produce an increase in the amount of people using public transport in the area. A contribution is sought towards upgrading the nearest bus stop to the development. The typical cost for this would be about £15,000.
- A commuted sum of £840,000 is sought for off-site provision of Affordable Housing

The contributions are considered to be reasonably related to the development and accord with the tests as set out under circular 05/05.

I) Miscellaneous items not covered within this report

- What is the purpose of the dead end road leading to the remaining allotments, are these to disappear? [It is intended that the remaining part of the allocations site (H3.21) will be returned to allotment land. However, the road has been designed in this way to avoid having a ransom strip, in the event that the allotment land becomes surplus to requirements at some time in the future.]
- Concern regarding the threat of future development on Itter Park Playing fields – [this is a nationally recognised park and there is no threat of future development arising as a result of this development.]
- Concern that houses will be turned into bed-sits – [this would result in the creation of separate planning units and would require the benefit of planning permission.]
- Roads are too narrow/will be too busy. [The existing and proposed roads are of the right width and alignment to carry the traffic and traffic flows will not be such that crossing the road will be difficult.]

8 CONCLUSIONS

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

- This is an allocated housing site and would provide efficient and effective use of land and accords with the spatial strategy for the location of residential development;
- The proposal would provide a high quality development and meet the requirement for a need for executive homes;
- The scale and design of the development would respect the character and appearance of the surrounding area;
- the development makes adequate provision for the residential amenity of the future occupiers of the properties;
- the development would not result in any adverse impact on the amenity of occupiers of existing neighbouring dwellings;
- the proposal provides adequate parking provision for the occupiers of the dwellings and visitors and will not result in any adverse highway implications;
- the proposal does not have an unsatisfactory impact on any ecological feature, trees of significant value or archaeological feature; and
- the proposal makes satisfactory and justified off site provision for affordable housing, public transport, open space by way of a financial contribution. The proposal also makes a contribution towards the social and physical infrastructure demands that it will place on the city.

Hence the proposal accords with policies H3, H15, H16, LNE9, LNE10 and T10 of the Adopted Peterborough Local Plan (First Replacement), policies CS8, CS10, CS13, CS14, CS16, CS17 of the Adopted Peterborough Core Strategy and PPS1, PPS3, PPS5.

9 RECOMMENDATION

Subject to the prior satisfactory completion of an obligation under the provisions of Section 106 of the Town and Country Planning Act 1990 for a financial contribution to meet the social and physical infrastructural needs of the area, the Head of Planning, Transportation and Engineering Services be authorised to grant planning permission 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 shall take place until details of the materials to be used in the external elevations of the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.**
Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.
- C 3 The buildings shall not be occupied until the garages shown on the approved plans has/have been constructed, in accordance with the approved plans. The garages shall thereafter be available at all times for the purpose of the parking of vehicles, in connection with the use of the buildings.**
Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011 and Policies T9 and T10 of the Adopted Peterborough Local Plan (First Replacement).
- C 4 The buildings shall not be occupied until the areas shown for parking on the approved plan have been drained and surfaced in accordance with details submitted to and approved in writing by the Local Planning Authority, and that area shall not thereafter be used for any purpose other than the parking of vehicles, in connection with the use of the buildings.**
Reason: In the interest of Highway safety, in accordance with Policies T9, T10 and T11 of the Adopted Peterborough Local Plan (First Replacement).
- C 5 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction. These facilities 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 Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011.
- C 6 Development shall not commence before details of access to the site, the layout of the site including highways and buildings, highway construction, highway drainage and street lighting have been submitted to and approved in writing by the Local Planning Authority.**
Reason: In the interests of Highway safety and to ensure that the new highways are adequately constructed, drained and lighted, in accordance with Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011.
- C 7 Development shall not commence before fully operational vehicle-cleaning equipment has been installed of a specification and in a position to be approved in writing by the Local Planning Authority. All vehicles leaving the site shall pass through the cleaning equipment before entering the public highway. In the event of the approved vehicle-cleaning equipment being inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site.**
Reason: To prevent mud and debris being brought onto the public highway, in the interests of highway safety, in accordance with Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011
- C 8 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to, and approved by, the local planning authority in writing.**

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 Planning Policy Statement 5 Planning for the Historic Environment and Policy CS17 of the adopted Peterborough Core Strategy DPD.

C 9 No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition 8.

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 Planning Policy Statement 5 Planning for the Historic Environment and Policy CS17 of the adopted Peterborough Core Strategy DPD.

C10 Notwithstanding the details hereby approved details of the surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in strict accordance with the approved details.

Reason: In order to manage surface water run off and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

C11 No construction/demolition/excavation works or removal of hedgerows/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.

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

C12 Notwithstanding the details hereby approved and in accordance with the recommendations provided in sections 4.7 to 4.8 enhancement shall be made to encourage biological gain within the site. The enhancements shall include:

* a range of bird and bat boxes

* the planting of locally native species or more ornamental species known to attract wildlife. This should include additional hedge-planting to the boundary of the development, particularly alongside the existing allotment site and the park

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy and PPS9

C13 No development shall commence until details of the acoustic ventilators to be used in the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in accordance with the approved details prior to the dwellings being occupied.

Reason: In order to attenuation any noise pollution as recommended in the Acoustic Report by RPS dated 15 April 2011 and in accordance with Planning Policy PPG24 'Planning and Noise'.

C14 Notwithstanding the details hereby approved the height of the boundary treatment to the south of plots 8, 9, 10, 24, 25, 26, 28, 33 and 34 shall be 2m.

Reason: In order to protect against noise pollution from the A47 and in accordance with Planning Policy Guidance 24

C15 The development shall achieve as a minimum, an energy efficiency of 10% above the Building Regulations standard at the time of Building Regulations being approved for the development, unless this requires a zero carbon development.

As an alternative to the above energy efficiency requirement, a proposal which exceeds other requirements in policies CS10 and CS11 of the Adopted Peterborough Core Strategy and which is considered by the Local Planning Authority to be of greater benefit in achieving those policy objectives may be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to deliver energy efficiencies in accordance with Policies CS10 and CS11 of the Adopted Peterborough Core Strategy DPD.

C16 Notwithstanding the details hereby approved prior to the first occupation of each dwelling dawn to dusk lighting shall be provided within its parking area in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the security of the dwellings in accordance with policy CS16 of the Adopted Peterborough Core Strategy.

C17 Prior to the commencement of development a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

The scheme shall include the following details:

- **Proposed finished ground and building slab levels**
- **Planting plans for replacement trees, species, numbers, size and density of planting**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

C18 Prior to the commencement of development, a CDM Construction Phase Plan, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety and in accordance with policy CS14 of the Adopted Peterborough Core Strategy DPD.

Copy to Councillors J N Sandford and A Shaheed

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