

11/01345/FUL: DEMOLITION OF EXISTING DWELLING AND THE CONSTRUCTION OF 6 X 2 BED FLATS EACH WITH OWN GARAGE AND PARKING SPACE AT PIER HEAD, PETERBOROUGH ROAD, WANSFORD

VALID: 26TH AUGUST 2011

APPLICANT: MRS POOLE

AGENT: ARCHITECTURAL AND SURVEYING SERVICES

REFERRED BY: CLLR HOLDICH AND PARISH COUNCIL

REASON: HEIGHT OF DWELLINGS IN RELATION TO ADJACENT PROPERTIES.

DEPARTURE: NO

CASE OFFICER: MATT THOMSON

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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;
- Impact to neighbouring residents
- Amenity of future occupiers
- 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.

Peterborough Core Strategy DPD (2011)

CS1 The Settlement Hierarchy and the Countryside: Wansford is defined as a Small Village, which will consider residential development of infill and groups of dwellings less than 9 units.

CS2 Spatial Strategy for the Location of Residential Development: The spatial strategy makes provision for housing growth at a wide variety of places across the local authority area, but with a distinct emphasis on locations within and adjoining the urban area of the city. These are generally the most sustainable and help to maximise the use of previously developed land. The spatial strategy proposes that approximately 4,400 additional dwellings (including 1,634 dwellings already committed) will be provided from the existing built-up area of the city of Peterborough, outside the city and district centres. The figure is based on evidence from capacity work, in particular the Peterborough Strategic Housing Land Availability Assessment. Dwellings will be delivered from mixed-use schemes as well as wholly residential developments. In order to make the most efficient use of land, net residential densities will be expected to average approximately 50 dwellings per hectare, but the Council will seek a range of densities and dwelling types and sizes, in accordance with policy CS8.

CS8 Meeting Housing Needs: 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.

CS10 Environmental Capital: All development proposals of one dwelling or more, and other non-dwelling proposals concerning 100 square metres or more, should explicitly demonstrate what contribution the development will make to the Environment Capital agenda over and above that which would be required by the Building Regulations in force at the time, other development plan policies or any other consents as required through regional and national legislation.

CS13 Developer Contributions to Infrastructure Provision: Where a planning obligation is required in order to meet the principles of policy CS12 'Infrastructure' then this may be negotiated on a site-by-site basis. However, to speed up and add certainty to the process, the 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).

CS14 Highways: New development in Peterborough will be required to ensure that appropriate provision is made and does not result in a Highway Safety Hazard

CS16 Urban Design and the Public Realm: new development should respond appropriately to the particular character of the site and its surroundings, using innovative design solutions where appropriate; make the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.

CS17 Historic Environment: All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated, particularly in areas of high heritage value.

Peterborough Local Plan (First Replacement (2005))

H16 Residential Design and Amenity: Planning permission will only be granted for residential development if a basic standard of amenity can be secured.

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, livable 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

Paragraph 41 of PPS3 (2010) states 'there is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed' Paragraphs 16 and 49 of PPS3 (2010) go on to state 'development should be well integrated with, and complement, neighbouring buildings and the local area more generally in terms of scale, density, layout and access. Careful attention to design is particularly important where [a proposal] involves intensification of the existing urban fabric. More intensive development is not always appropriate'.

Planning Policy Statement (PPS) 5: Historic Environment

Policy HE7.5 of PPS5 (2010) states 'Local Planning Authorities (LPA) should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use'.

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 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).

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 the City Council's policies: 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. The 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 the East of England Development Agency (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 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.

Villages SPD (2011) – Wansford

Wans 1, 2 & 3 state any new development should be traditional in design and reflect the materials, colours and sufficient features of neighbouring properties to ensure continuity and harmony. Ridge heights and existing, ancient sightlines and views should be carefully considered, evaluated and taken into account. Roof pitches and roofing materials, dormer window, chimneys, gable ends and porches should harmoniously blend with existing styles, colours and features of established buildings.

3 DESCRIPTION OF PROPOSAL

The proposal is to erect two, three storey buildings to create 6 no.2 bedroom flats. The site will be accessed off Peterborough Road, proposes 6 car ports with spaces in front (12 spaces total) and storage areas at rear with dedicated and shared amenity spaces.

4 DESCRIPTION OF SITE AND SURROUNDINGS

There currently exists a 1970's two storey detached dwelling (Pier Head) of little to no architectural merit. Levels fall North from Peterborough Road South to the River Nene. A large hedgerow runs along the North and East of the site, with a mix of boundary treatments to West.

There are residential properties on a similar building line to the house to be demolished to the East and West of varying roof heights, design and construction. No.23 to the immediate West has facing secondary windows.

There trees on site that contribute to the street scene, some of which are shown to be lost.

5 PLANNING HISTORY

04/01695/OUT - Erection of 4 dwellings (Refused)

05/00476/OUT - Erection of 3 dwellings (Permitted)

11/00260/FUL – Demolition of existing dwelling and construction of 6 x 2 bed flats and 6 x garages and parking space (REFUSED)

- R 1 The width and bulk of the frontage element of the proposal, in relation to the form of the land, will appear out of keeping with the street scene and the character and form of nearby development.
- R 2 The character of development in the immediate vicinity is for the main elevation to be north and south facing. The proposed development includes east west facing elevations and these are at odds with the built form. In addition, the east elevation of the rear part of the proposed development is within 11m of the boundary with the neighbouring garden. Such a relationship is at odds with the form and character of the area. In addition, whilst there is an 11 metre separation there will at least be a perception of loss of privacy to the occupiers of the Moorings due to a row of first floor windows facing the side/rear of their property.
- R 3 The proposal will result in the formation of a significant access, turning and parking area directly adjacent to the boundary fence of a residential garden. This is likely to result in significant levels of disturbance to the occupiers. Also the provision of such an expansive area in such proximity and open view of the river, it significantly detrimental to the riverside setting.
- R 4 The scale and form of the development is not sufficiently respectful of the land form and riverside character of the area in respect of views from the river. As a result the development will look awkward, bulky and starkly urban when viewed from the river.
- R 5 The proposal will result in a burden on social and physical infrastructure which needs to be addressed through a developer contribution through a Sec106 / unilateral agreement. No such agreement has been entered into.

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Conservation Officer – No Objection - There is no objection to demolition of the existing building. The general form and massing of the proposed two dwellings is convincing in the context of the site. A detailed landscaping scheme will be appropriate. The submitted design of the development incorporates advice provided at the pre-application meeting with the agent to obtain improved parking and storage. The presentation of two separate dwellings to the frontage is appropriate and it is considered that these would not be dominant in the streetscene. These are appropriately detailed. Appropriate materials will be locally sourced limestone for facing stone, replica Collyweston slate, timber casement windows, wooden external doors and black aluminium rainwater goods. It is considered that the proposed development would not have an adverse impact on the character and appearance of the Wansford Conservation Area and be in accordance with the Conservation Area Appraisal.

Highways – No Objection - The site provides adequate parking, turning and the access width measures 5m which is acceptable. The access has adequate visibility although this would benefit from some trimming of vegetation to the north eastern side of the access.

Archaeology Services – No Objection

Environment Agency – No objection - The Environment Agency has inspected the application and notes that the proposed buildings lie outside of the floodplain. Accordingly, we have no objection to the proposed development.

Environmental Health – No Objection - An assessment of the site should be undertaken to determine into which noise exposure category (NEC) the site falls, taking into account both day and night-time noise levels. Depending upon the results of the assessment construction work should not begin until a scheme for protecting the proposed noise sensitive development from noise from the A1(M) has been submitted to and approved by the local planning authority; all works which form part of the scheme should be completed before any part of the noise sensitive development is occupied.

S106 Officer – Comments - A S106 contribution of £20,000 is sought using POIS for this proposed development that would result in the net gain of 5 x 2 bed flats. A 2% monitoring fee of £400 also applies.

Open Space Officer – No comments

Affordable Housing Officer – No Comments - PPS3 (paragraph 29) states that the national indicative minimum site size threshold for affordable housing is 15 units. The Peterborough Core Strategy document also seeks the provision of affordable housing on sites of 15 or more units. Accordingly, as this application is for only 6 units, there is no relevant policy requiring the provision of affordable housing from this planning application.

Education – No Objection (the proposal is subject to a POIS contribution, part of which is to be use for the provision of school places).

Wildlife Officer – No Objection – No impact on any County Wildlife Sites. The site contains a number of features that might provide suitable habitat for nesting birds during the nesting season (1st March to 31st August), including trees and areas of scrub. I would recommend that a condition such as outlined in EC04 of the standard conditions be attached. Please note that this does not preclude development or all works in these months providing that a survey has shown that nesting birds are not present or works would not disturb nesting birds.

Landscape Officer – No Objection – The Tree survey is fair and I agree with the Categories given. It does not appear that the willows at the rear of the garden have been included on the proposal but the applicant has provided a statement regarding protection which I consider is appropriate.

The supporting tree detail and plans show that the proposed new entrance will impact upon the Root Protection Area (RPA), a “hedge” & several trees. Group 13 (hedge) has been alluded to in the submitted Implications Assessment, but not the remainder of the trees (T14, T15 & T6, T7, T8, T11 & T12) illustrated on Tree Constraints Plan. The impact on the RPAs of these trees has not been assessed in terms of the driveway. Added to this, there is no detail regarding the surfacing type within the RPAs of these trees in plot (bin store area).

As such, the detail provided does not demonstrate in line with BS5837:2005 that the layout can be implemented without causing potential root damage to trees which are deemed to provide visual landscape value. With the above concerns in mind, I would have to object to the proposal on the grounds that insufficient information has been provided to demonstrate that the layout will work without causing the loss of trees that are considered to provide visual landscape amenity value.

Waste – No comments received at the time of writing this report. Further details will be reported in the update report.

EXTERNAL

Parish Council – Objects to the proposed height of the roof line which is out of keeping with the line of the village along Peterborough Road.

NEIGHBOURS

At the time of writing this report no representation have been received. Further details will be reported in the update report.

Neighbour Consultation expires 7th October 2011.

7 REASONING

a) Introduction

Following the refusal of 11/00260/FUL extensive discussions were held with the Agent and Planning Officers to overcome those reasons for refusal. Those reasons were;

- Out of keeping with the character and appearance of street scene
- Loss of amenity to neighbour residents
- Visual impact of the proposed parking arrangement and impact to neighbour occupiers
- Impact on the riverside character
- No signed Unilateral Undertaking/Section 106 Agreement

This revised scheme proposes two separate blocks, standing at 3 storeys in height comprising 3 flats per block. A central access is proposed which leads to a rear parking area. 6 car ports are proposed with dedicated storage at rear. A draft section 106 Agreement has been instructed to the Council’s legal team. The scheme is considered to alleviate previous Council concerns and is discussed in detail below.

b) Policy context and the principle of development

The site of application is within the village boundary of Wansford, defined as a Small Village. Policy CS1 permits infill development of dwellings of 9 or less; the principle of development can therefore be considered.

c) Design , Layout and Impact to the Conservation Area and River Setting

The two blocks are a mirror images of each other, with a proposed footprint of 13m x 9m and propose to stand at 7.7m to eaves and 13.2m to ridge.

Neighbouring dwellings stand at 2 storeys in height, although No. 23 appears to have had its roof converted to habitable space. The topography of the area has dictated the juxtaposition of neighbouring dwellings, of which all follow a similar building line. The following table illustrates roof heights of neighbour properties and their position in relationship to Peterborough Road.

	Height above road to ridge	Distance from Road
23	+6.8 m	17.2 m
White House	+6.3 m	15.5 m
Block 1	+8.2 m	14.7 m
Block 2	+8.2 m	14.7 m
The Moorings	+3.9 m	24 m
The Firs	+4.4 m	26 m

There is no defined architectural style amongst the above properties; however the proposed buildings are of sufficient depth and width to warrant a roofscape of this proportion. Given the juxtaposition of the buildings to Peterborough Road this does create a visually prominent roofscape at 8m above road level. However it is considered on balance the amount of existing and proposed landscaping and the buildings set back position at some 14 metres, the buildings will not visually detract from the street scene or conservation area and is on balance acceptable. This overcomes R1 and R2 in respect of refusal of application 11/00260/FUL (the “2011 Refusal”).

With regard to the river setting the proposal has been considerably reduced in overall size, scale, mass and appearance. Further the design is considered to better address both the River setting and distance from the river through an increased height. Further, the proposed retaining wall will be constructed out of stone clad with willow fencing atop. Combined with the proposed landscaping scheme and distances involved this will mitigate the impact of the proposal and is considered to complement the riverside setting. The proposal is considered to overcome R4 of the 2011 Refusal.

Detailing

The scheme is considered to incorporate detailing which is appropriate to the character of the conservation area and immediate street scene. The scheme utilises flanking chimneys, overhanging eaves, with lintels atop 2x2 window panes. Faux openings have been incorporated into the side elevation to break up the mass of brick with the inclusion of a soil and vent pipe, which if of appropriate material would again break up the elevation.

Materials

Details of materials have been highlighted as ‘to be decided’. The Conservation Officer has suggested appropriate materials will be locally sourced limestone for facing stone, replica Collyweston slate, timber

casement windows, wooden external doors and black aluminium rainwater goods. If the proposal is recommended for approval a condition should be attached requesting material samples prior to commencement of development, including details of windows and rainwater goods. This will ensure the development preserves and enhances the Conservation Area.

Outbuildings

The proposed car ports have a floor area of 8m x 7.6m and propose to stand at 2.3m to eaves and 4m to ridge made of timber construction. This will create 12 spaces and storage areas at the rear for future occupiers. A condition shall be attached ensuring no garage doors are installed at a later date to maintain parking on site and prevent the car ports being used as additional storage.

Bin Storage

Peterborough City Council currently has 3 x waste collection bins and it is anticipated that a 4th will be introduced in the near future; therefore it is important that the design of new dwellings provide adequate room to store bins that will not create detrimental smells to future occupiers or neighbours and are sited in a position to not detract the appearance of the street scene.

Dedicated bin stores have been indicated on the plans at the front of the plot, hidden by existing and proposed hedgerows. Additional details of the bin stores, their boundary treatment and level depths shall be requested by condition for the avoidance of doubt. Whilst the principle elevation of the basement flat is to the rear, there is a dedicated footpath and stairwell to the front to enable easy access to the bin store precluding the need for future occupiers to walk around the building.

Garden Sizes

As a result of the development the basement flats will benefit from individual garden areas which leads directly from their front door/principle elevation. Whilst these dedicated amenity areas will be overlooked by upper floors, the impact is mitigated due to the internal layout and is therefore acceptable. A condition shall be attached to ensure the flats benefit from these amenity areas. The development overall provides 1,344m² of shared open space which is considered sufficient for the size and scale of the development.

By virtue of size, scale, design, layout and appearance the proposal is not considered to detract from the character and appearance of the street scene or conservation area and provides adequate amenity space for future occupiers. The proposal is considered to overcome Reason 1, 3 & 4 of the 2011 refusal and is in accordance with Policies CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policy H16 of the Peterborough Local Plan (First Replacement) (2005), PPS1 (2005), PPS3 (2010) and PPS5 (2010).

d) Impact to neighbouring Amenity

Reasons 2 and 3 of the previous refusal raised issues with the proposed parking area and overlooking to The Moorings. The layout of the proposal has been revised to ensure there is no overlooking East/West and therefore overcomes Reason 2. The parking and access has been centralised, and is situated away from the White House's boundary, therefore this overcomes Reason 3 of the 2008 Refusal.

The proposal is situated at a distance that it is not considered to create an overbearing feature that will result in overlooking, loss of privacy or outlook to neighbour occupiers and is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

e) Highway Safety

Highways no objection and advise conditions and informatives to be attached. The proposed car ports will create 12 spaces. A condition shall be attached ensuring no garage doors are installed at a later date to maintain parking on site and prevent the car ports being used as additional storage.

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 £20,000 will be sought and a 2% Monitoring Fee of £400 also applies. A section 106 Agreement has been submitted to the Council and therefore overcomes Reason 5 of the earlier 2011 refusal.

The Education department have requested a S106 contribution of £4,200 towards Early Years education. This contribution will be collected via POIS within the S106 Agreement

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.

h) Trees and Landscape Value

The Landscape Officer has requested additional information regarding the RPA of the trees in proximity to the proposed driveway. At the time of writing this report further details have been requested. Further details will be added to the Update Report.

i) Other Issues

Flood Risk –The Environment Agency have responded with no objections and no action is required as no development is located within the flood zone.

Paving – Part of the driveway has been indicated to be constructed out of ‘resen bonded gravel light brown’. A condition shall be attached to confirm the finish of the entire driveway, and indicate the driveway be constructed using permeable methods in accordance with ‘Guidance on the permeable surfacing of front gardens’ (2008).

Levels – Detailed cross sections have been submitted to the LPA to support the application, therefore a finished floor levels plan will not be required to be submitted in this instance. .

Conservation Area Consent – As the site is within the Conservation Area the Applicant will be required to be submit separate Conservation Area Consent for the LPA to formally determine the demolition of the dwelling. A note to applicant shall be attached.

Roofspace - Whilst the design and appearance of the roofscape is considered acceptable, a condition shall be attached to ensure it does not become additional or separate living accommodation as the site may not be able to accommodate off street parking.

Ecology - The Wildlife Officer has recommended a condition be attached to ensure if any works are undertaken during bird breeding season, a full survey be undertaken prior to ensure there are no breeding birds on site.

Noise – Environmental Health have responded requesting a condition relating to the undertaking of a Noise Assessment and mitigation strategy given the proximity of the A1(M).

8 CONCLUSIONS

- The design of the proposal is in accordance with the character and appearance of the street scene, conservation area and river setting;
- The proposal does not result in a loss of light, privacy, outlook or amenity to neighbour occupiers;
- The proposal provides sufficient dedicated and shared rear amenity space; and
- The proposal provides sufficient off street parking spaces and will not create a Highway safety hazard.

9 RECOMMENDATION

That subject to:

- The resolution of the impact of the access on the RPA of the trees fronting Peterborough Road; and
- The signing of the Section 106 Agreement

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

By virtue of size, scale, design and layout the proposal is not considered to detract from the character or appearance of the street scene, nor is it considered to create an overbearing form of development that would detract neighbouring amenity by way of loss of light, outlook or privacy. Further, the proposal can accommodate sufficient private amenity space for the proposed development and satisfactory off street parking. The proposal is considered to be in accordance with to Policies CS1, CS2, CS8, CS13, CS14, CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policies H16, and T10 of the Peterborough Local Plan (First Replacement) (2005), Planning Policy Statement 1 (2005), Planning Policy Statement 3 (2010) and Planning Policy Statement 5 (2010).

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 No development shall take place until samples of materials, including roof and wall materials, details of the type, design and external finish of all windows, external doors, boundary treatments, rainwater goods, soil vent pipes, means of ventilating the roof space and any services which may be visible on external elevations 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 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 Policy CS16 of the adopted Peterborough Core Strategy DPD.

C3 Notwithstanding the approved details the roofspace hereby approved shall not be used for additional and/or separate living or storage space.

Reason: In order to protect the amenity of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

C4 The vehicular access to Peterborough Road hereby approved shall be ungated.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

C5 The dwellings shall not be occupied until the areas shown on Drwg PE839 0508 Rev A for the parking and turning of vehicles have been drained and hard-surfaced 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 and turning of vehicles, in connection with the use of the dwellings.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy T10 of the Adopted Peterborough Local Plan (First Replacement).

C6 The development shall be constructed so that it achieves a Target Emission Ratio of at least 10% better than building regulations at the time of building regulation approval being sought.

Reason: To be in accordance with Policy CS10 of the Peterborough Core Strategy DPD (2011).

C7 No dwelling shall be occupied until the garages shown on the approved plans has/have been constructed, in accordance with the details submitted to and approved in writing by the Local Planning Authority. The garages shall thereafter be available at all times for the purpose of the parking of vehicles, in connection with the use of the building.

Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policies T9 and T10 of the Adopted Peterborough Local Plan (First Replacement).

- C8 No dwelling shall be occupied until the access and parking areas shown on the approved plan (Drwg PE839 0508 Rev A) has been laid out drained and surfaced, and that area shall not thereafter be used for any purpose other than the parking of vehicles, in connection with the use of the building.

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

- C9 Prior to commencement of development 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.

- C10 The gradient of the access shall not exceed 1 in 10 for a distance of 5m from the edge of the existing Peterborough Road carriageway.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough City Council Core Strategy DPD Adopted 2011.

- C11 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.

- C12 Prior to commencement of development a noise assessment shall be submitted to and approved in writing by the Local Planning Authority. Thereafter any protective or attenuating measures found necessary to protect the amenity of future occupiers shall be implemented in accordance with the approved details and retained in perpetuity prior to the occupation of any dwelling requiring measures to be implemented.

Reason: In order to protect the amenity of occupiers in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C13 Prior to commencement of development details of the proposed bin stores, including depth and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the bin store areas shall be implemented in accordance with the approved details and retained in perpetuity.

Reason: In order to protect the amenity of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

C14 No 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 Peterborough Core Strategy DPD (2011).

C15 Surface water shall be disposed of by means of a soakaway and foul sewerage shall be disposed of via the nearest available foul sewer.

Reason: In the interests of pollution control and flood protection and to accord with PPG24 (1994) and PPS25 (2010).

Informatives

INF1 Building Regulation approval is required for this development. For further information contact the Building Control Section on 01733 453422 or email buildingcontrol@peterborough.gov.uk.

INF2 This permission is subject of a Section 106 Agreement

INF3 The wheel cleansing equipment shall be capable of cleaning the wheels, underside and chassis of the vehicles. The road between the cleaning equipment and the public highway shall be surfaced either in concrete or blacktop and be maintained free of mud, slurry and any other form of contamination whilst in use.

INF4 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 the Technical Support Team Manager - Highway Infrastructure Group on (01733) 453461 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.

INF5 The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licenced 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 Transport & Engineering – Street Works Co-Ordinator on 01733 453467.

INF6 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.

INF7 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.

- INF8 The applicant is reminded that under the Wildlife and Countryside Act 1981(Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning permission for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees and scrub are present on the application site and should be assumed to contain nesting birds between the above dates unless survey has shown it is absolutely certain that nesting birds are not present.
- INF9 The applicant is reminded prior to commencement of works on site conservation area consent for demolition of the dwelling is required to be submitted and determined by the Local Planning Authority.
- INF10 Part E of the Building Regulations 1991 contains sound-insulation requirements for separating walls, floors and stairs. The requirements apply to new-build and to conversion dwellings. Where an existing wall, floor or stair is to become a separating element between dwellings, it is necessary either to show that it already meets the requirements, or to adopt a treatment which will bring it up to standard.

Councillors: Holdich OBE, Lamb

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