

STATEMENT IN SUPPORT (including Design and Access)

Pre-application advice enquiry to Fenland District Council for

Residential development at the
Aster Cars site
162 Peterborough Road
Whittlesey
Peterborough
PE7 1PD

This supporting statement has been prepared in association with a Full planning submission to identify, consider and comment upon the relevant planning policies, issues and other material considerations of the application site, and to identify compliance.

The site and immediate locality

The site, which is currently in commercial use as a garage sales room, service centre and forecourt, is located along the northern side of Peterborough Road (A605), in a predominantly residential area to the west of Whittlesey town. Peterborough Road extends from the western edge of Whittlesey, and connects the town with Stanground at the eastern edge of Peterborough City, via King's Delph and Toll Road.

The site lies within a 'mineral extraction, waste management and transport consultation area', as identified on the Fenland Local Plan (2014) Policies map (Whittlesey).

When travelling east from the application site, Peterborough Road contains a mostly continuous line of residential development, until it reaches the western boundary of the town. The application site forms one of only a handful of non-residential sites within the streetscene, and is thus considered to be an appropriate 'infill' site within the existing built-up form around it. Peterborough Road is served by a 1.5-2m wide pedestrian access path along its northern side, which is currently interrupted by the application site. To the southern side of Peterborough Road is a grass verge, shallow ditch and established vegetation tree belt, screening the road (and development) from the commercial activities further to the south.

To the north of the site, and abutting the northern boundary, a new development of 68 two-storey properties was approved on the former Westhaven Nursery site. This development has since been constructed and forms a strong in-depth line of development between the application site and the Kings Dyke Nature Reserve to the north.

Access to the application site is via two concrete aprons serving vehicular access into the eastern and western ends of the site. The site is currently bounded on its eastern, northern and western elevations by a 2m high close boarded fence. A further 2m high close boarded fence splits the site (east to west) along the rear elevation of the single storey office building. The southern (street fronting) elevation is fronted by low-level metal railings and access barriers. The site borders public green space to the east, created by the new residential development to the north, however, there are no arboricultural or ecological features within the boundary of the application site itself.

The commercial premises comprises a single storey flat-roof brick-built sales office located centrally within the site and a large metal canopy to its south, believed to have previously been used as a petrol station. The forecourt is of hard standing and typically displays multiple vehicles for sale. To the rear (north) of the single-storey office structure, and within the north-west corner of the site is a single storey pitched roof brick built structure, containing three bays used for vehicle servicing. To the north and north-eastern boundaries of the site are a series of single storey timber and metal framed outbuilding structures, used for storage of materials and equipment associated with vehicle sales and servicing.

Recent Planning History in the Locality

As previously referenced, an outline planning application (F/YR14/0183/O) was secured for the residential development of the former Westhaven Nursery site for 68 dwellinghouses. A reserved matters application was submitted in 2018 (F/YR18/0128/RM) to provide additional details on appearance, landscaping, layout and scale. Various 'variation on condition' and 'condition discharge' applications were submitted to facilitate the construction of the development, which was completed in 2021, now known as Holly Blue Gardens.

The above developed site abuts the northern and eastern boundaries of the Aster cars site, with the rear gardens of no.5, 7, 9, 11, 13, 15 and 17 Holly Blue Gardens sharing their southern boundary with the site. To the east of the site is an area of public open space, with a electricity sub-station and two further dwellings (no.1 and 3) positioned at 45 degrees. The development access is located circa 10m from the eastern boundary of the application site, and includes a wide vehicular access mouth with pedestrian footpaths to either side.

A pre-application enquiry submission was made to Fenland District Council in February 2023, with the response received to the enquiry in March 2023 (23/0018/PREAPP). The conclusion to the enquiry reads as below:

Whilst the principle of development of the site is generally acceptable for residential development, the submitted layout offers a rather constrained development that gives rise to issues of residential amenity, highway safety and servicing that could potentially be addressed with a reduction in the number of units to enable a higher quality development overall.

In its current guise, however, I consider that the proposed scheme is unlikely to receive support from officers for the above reasons”.

The following concerns were raised within the officers response to the Pre-application enquiry. Details on how those concerns have been addressed are included under each point in red.

1. The submitted site layout plan indicated a development of nine dwellings, with some link-detached with carports. The officer considered that the number of dwellings resulted in a cramped form of development and the 'linking' of the properties lost the sense of space between the properties, which is a character of the locality. It was suggested that the car-ports be removed in favour of driveways.

The development density has been reduced by 22% through the removal of two dwellings. The revised proposal seeks approval for seven dwellings, which creates a more open/loose character of development, more in line with the locality. The reduction in two properties has occurred at the rear of the site, providing a greater sense of space and a much reduced perception of over-development within the site.

In addition, the car-ports have been removed, providing a greater sense of space/separation between the properties.

2. No justification was provided for the loss of the commercial site in this locality.

Justification for the loss of the existing commercial premises is provided within this document.

3. The level of amenity would be harmed by the proposed density of development a close proximity of the properties to one another, potentially resulting in overlooking, overshadowing and general loss of privacy.

With the reduction of density, and the reorganisation of the site layout, greater levels of amenity and separation distances have been achieved, reducing the potential for overshadowing, overlooking, or properties creating an overbearing impact. Overall levels of privacy have been vastly improved upon and are now considered acceptable.

4. The level of amenity for some of the Peterborough Road fronting properties fell below the expected 33% threshold as set out in Policy LP16 (h).

The plot areas and Gross Internal Floor Areas (GIA) are illustrated on the proposed site plan. The reduction in development density has increased the scale of amenity land attributed to each property, with the amenity land associated with the properties ranging between 65% and 78%

5. The level of parking provision illustrated fell short of the required number by 3 spaces. In addition, the parking spaces illustrated were 2.5m x 5m, when the recommended parking space sizes in an arrangement such as illustrated is 2.9m x 5.5m. Concerns were also raised regarding turning ability within the site, as vehicle tracking/turning was not illustrated on the plans.

Each dwelling is now provided with two car-parking spaces of 2.9m x 5.5m, with sufficient manoeuvring space to enable the vehicle to enter and exit the site in a forward gear. Vehicular tracking/turning is illustrated on the Proposed Site Layout Plan.

6. There was concern over the locality of a new access so close to the access with Holly Blue Gardens, and it was suggested that the Highway Authority might object to this.

The access positions have been revised to be further away from the junction with Holly Blue Gardens than the current access points serving the commercial premises. On this basis, and as evaluated within the Highways Technical Note prepared in support of this application, the two access points are considered to be safe for their intended use.

7. The refuse collection arrangement was not clear, and there was concern that the scheme relied upon a refuse vehicle entering the site, which did not appear possible given the access, driveway and turning dimensions illustrated.

Refuse storage positions are illustrated within the Proposed Site layout plan, and have been designed to be within the maximum pull distance for occupants of 30m to the kerb side. Designated collection points are highlighted adjacent to the vehicular access points (and pedestrian access point serving no.156), and thus there is no longer a requirement for a refuse vehicle to enter the site.

Relevant planning policies and guidance

National Planning Policy Framework 2021 (NPPF)

- Section 2 - Achieving Sustainable Development
- Section 4 - Decision-making
- Section 5 - Delivering a sufficient supply of homes
- Section 11 - Making effective use of land
- Section 12 - Achieving well designed places
- Section 14 - Conserving and enhancing the natural environment

Fenland Local Plan

Fenland District Council is currently preparing a new Local Plan, however, until such times as this Local Plan is adopted, the current Fenland Local Plan (May 2014) remains relevant.

- LP1 - A presumption in favour of sustainable development
- LP2 - Facilitating Health and Well-being of Fenland Residents
- LP3 - Spatial settlement hierarchy and the countryside
- LP5 - Meeting Housing needs
- LP6 - Employment, Tourism, Community facilities and retail
- LP11 - Whittlesey
- LP14 - Responding to climate change and managing the risk of flooding in Fenland
- LP15 - Facilitating the creation of More Sustainable Transport Network
- LP16 - Delivering and protecting high quality environments across the district
- LP17 - Community safety

It is acknowledged that the Draft Fenland Local Plan (2022) was consulted on in the last quarter of 2022), representing the first stage of the statutory process leading towards adoption of the Plan. Given the very early stage which the Plan is at, it is considered that the policies within the draft Plan should be given extremely limited weight.

The Whittlesey Draft Neighbourhood Plan 2021 - 2040 was successfully approved at a referendum in the first quarter of 2023, and thus can be given the full weight in decision making. The following policies are considered to be of relevance to the application:

Policy 1 - Spatial Planning

Policy 2 - Local Housing Need

Policy 7 - Design Quality

Policy 10 - Delivering Sustainable Transport

Key issues for consideration in the assessment of this proposal

- 1) The principle of development
- 2) Impact on the character and setting of the locality
- 3) The proposed development scheme
- 4) Ecology and landscaping
- 5) Access and highway safety
- 6) Other material considerations

1) The Principle of Development

The Fenland Local Plan (2014) identifies Whittlesey as a 'Market Town' and a 'Local Service Centre' which has a 'close functional relationship with Peterborough which is located to the west of the town'.

LP3 states that *The majority of the district's new housing, employment growth, retail growth and wider services should be placed in these settlements.'*

LP11 identifies Whittlesey as a *'focus for some housing, employment and retail growth. All development should contribute to it retaining its character as a safe and community focussed historic market town...'*

As detailed previously, the application site is currently one of only a few commercial sites within a continuous linear built-up form of residential properties along the northern side of Peterborough Road. The site is considered to be within the built-up residential area/settlement of Whittlesey, being within an

area of 30 or more residential properties, and thus is supported at both National and Local level for appropriate residential development.

LP1 of the Fenland Local Plan (2014) states that *when considering development proposals, Fenland District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improved the economic, social and environmental conditions in Fenland.*

The site is located within close proximity to a good range of facilities and services and offers an opportunity for the regeneration of the brownfield site that will meet wider sustainability objectives. Short term objectives are met through the provision of jobs for labourers in the construction of the development and through the bringing to market of seven new market houses. Longer term objectives are met through the provision of housing towards the identified housing need in the area, through the improvement to highway safety, the re-enforcement of the local distinctiveness of the area, through the removal of a potentially vulnerable use of the site, and through the improvement to the overall quality of biodiversity on site, all in line with the objectives set out in LP16 - *Delivering and protecting high quality environments across the district.*

In line with LP17 - Community safety - The inclusion of a mix of dwelling sizes will create a range of activity throughout the day will help prevent crime within the site. The layout of the parking and private amenity space creates clear lines of site throughout the development and prevents the opportunity for concealment which may lead to crime. Landscaping will be well located, to help define private and public accessible areas, with limited heights to vegetation to help maintain clear lines of sight and passive surveillance throughout the site.

Given the position of the application site within an otherwise continuous line of residential development, and through the implementation of a well-considered layout for the site, it is considered that the principle of the redevelopment of the application site is acceptable.

2) Impact on the Character and setting of the locality

With respect to the impact the proposed scheme would have on the locality, the following points are considered particularly relevant.

The site lies outside of the Whittlesey Conservation Area and is not within close proximity of other Heritage Assets (such as Listed Buildings), and thus the development of the site will not have any significant impact on the setting of either. Furthermore, the site is not identified as being within an area of "Open Space" or a "Gap for protection" in any planning policy or guidance document.

As previously detailed, the site is currently used for the purpose of vehicular sales and servicing. It is evident when looking at the site from Peterborough Road, that the buildings and site as a whole do not make a positive contribution to the overall appearance of the neighbourhood.

Policy LP6 of the Fenland Local Plan 2014 seeks to retain commercial development unless there is adequate justification, this would be applicable to the loss of the existing car sales and servicing premises as they provide a service to residents of Whittlesey.

Firstly, the primary business activity on the site is that of car sales, and this is not considered to be a location sensitive business practice. Visitors to the site and purchasers of the vehicles being sold are travelling from far and wide to the site, and thus is it not a business that only benefits Whittlesey residents as such. The business could be located anywhere in the district and would likely still receive the same level of visitors. The purchase of a vehicle is not an 'everyday' occurrence for a Whittlesey residents. Unlike a local grocery store for example, which would have a much a higher footfall and could provide a clear

benefit and service to the residents, the benefits of this particular business activity are very private. As such, the loss of the site from commercial to residential would not result in the loss of a community asset or a business which benefits the local economy.

It should be noted that the 'servicing' side of the business is reserved only to the repair and maintenance of the cars being prepared for sale on the forecourt. The Servicing facilities are not offered to the general public, and thus this should not be considered as a loss of community service.

Notwithstanding the above, the application site is located within a predominantly residential area of Whittlesey and is not within a Town Centre Boundary, Primary Shopping Area or Primary Shopping Frontage. As such, the loss of this commercial premises in this location is unlikely to detrimentally impact the vitality and viability of the settlement as a whole.

The existing commercial site is surrounded by residential development and is therefore in isolation somewhat incongruous with the local vernacular. In addition, it does not offer a positive contribution to the overall appearance of the area and as such its removal and redevelopment for residential use would not detrimentally impact upon the streetscene.

With the removal of the existing structures and hardstanding and through the introduction of soft-landscaping throughout the site, the submitted residential development scheme will enhance and positively contribute to the appearance of the locality.

3) The proposed development scheme

The submitted revised site layout plan shows a proposed residential development of 7 no. two-storey dwellings throughout the site. A row of six 3-bed properties are proposed to front Peterborough Road. The orientation of the properties are designed to run parallel with the highway to maximise the frontage of the site, with areas of driveway and soft-landscaping between the properties and the highway to provide positive separation from traffic movement. To the rear (north) of the site a further 3-bed property is positioned 'side-on' to Peterborough Road, with the principal elevations facing eastwards. The layout facilitates adequate vehicular and pedestrian access throughout the site, along with the provision of private amenity land and areas of soft-landscaping, creating clear and obvious ownership as well and potential for biodiversity gain across the entire site.

The size and layout of the proposed dwellings has been carefully considered. As defined within LP5 of the Fenland Local Plan (2014), sites of between 5 and 9 houses are required to either provide affordable housing to an equivalent of 20% of the development, or to provide a financial contribution equivalent to the value of 20%. In practice, this would likely mean the provision of 1 affordable home, plus a financial contribution of 0.8 of a further affordable home on that site, enabling some housing need to be met elsewhere. National Planning Policy states however, that only developments of 10 or more houses are required to provide subsidised housing, and thus it is suggested that Policy LP5 is out of line with the NPPF, and the provision of affordable housing is discretionary and negotiable. In this instance, it is considered that the efforts and costs associated with 'cleaning' up the site, and bringing it back into a meaningful and viable plot for positive re-development would be significant, and thus the provision of affordable housing within the site would be financially unviable.

As illustrated within the accompanying drawing package, which includes As Proposed Floor plans, elevations and Site Sections including a Peterborough Road Streetscene, the properties are each proposed at 2-storeys in height, mirroring the strong characteristic of the existing residential development in the locality. The form and appearance of the properties are 'traditional' in nature, having a uniformed rectangular footprint under a dual pitched roof. External walls will be finished in a facing brickwork, with the addition of texture and detailing to provide interest to the principal elevations, including the use of contrasting coloured brick patterning and timber clad canopies over the front entry doors. Further softening of the elevations is proposed through a robust soft-landscaping scheme (to be secured by

condition), providing a visual link between the site, the adjacent public green space, and the verdant southern side of Peterborough Road.

4) Ecology, Landscaping and Flooding

The application is supported by an Ecological Impact Assessment prepared by Greenwillow Associates (Aug 2023). Conclusions and recommendations are included within the report, with any recommended mitigation measures being able to be secured through an appropriately worded planning condition as required.

As previously detailed and evidenced via a site visit, the site is currently void of any soft-landscaping, being covered in structures, concrete hardstanding and gravel. The proposed layout has provided adequate opportunity for the introduction of substantial areas of soft-landscaping, including positively enclosed private amenity land (gardens) and 'communal' and 'open' areas of grass and planting benefiting both the occupants of the properties and the wider public through a clear biodiversity enhancement opportunity.

Given the distinct lack of hedges and trees within the site or adjacent sites, it is not considered that an arboricultural assessment was required. However, an arboricultural specialist would be consulted in the preparation of landscaping schemes throughout the development, ensuring that appropriate and native species are specified and that they contribute to the overall biodiversity of the site through provision of habitat and food sources for local wildlife.

The site does not lie within an area at risk of flooding, lying in an area identified as 'Flood Zone 1' within the Environment Agencies flood mapping data. Flooding is therefore not to be a constraint of the site.

5) Access and highway safety

The application is supported by a Highways Technical Note prepared by Clewlow Consulting (Feb 2024). Conclusions and justifications are included within the report, and the proposed accesses, driveways, parking and manoeuvring areas have been designed in consultation with the consulting firm to ensure compliance with the Highways authorities requirements.

The existing site is accessed via two large vehicular access mouths off Peterborough Road. The two access points are also linked by a localised widening of the highway. This widening of the highway interrupts the otherwise continuous pedestrian footpath that runs along the northern side of Peterborough Road. It is not clear what the purpose of the localised widening of the highway is in this position, but it is proposed that this is to accommodate patrons parking for visitors of the Aster Car site. With vehicles parked in this area, pedestrians would need to walk into the highway when passing the site, to re-join the footpath outside no. 168.

The proposed layout includes two vehicular crossover points into the site from Peterborough Road. The existing access points would become redundant and more specifically positioned and designed crossovers proposed. The most eastern access would provide vehicular and pedestrian access to the rear (north) of the site, to the parking, turning and refuse areas illustrated. The remaining two access points will serve two properties, providing access to each driveway of 2 parking bays, including turning heads to facilitate exit from the site in a forward gear.

It is proposed that the existing area of 'widened' highway along the frontage of the site is reclaimed as public footpath, dramatically improving pedestrian safety in this locality. Appropriate footpaths are provided within the site to provide safe metalled access to the street fronting properties as well as from Peterborough Road to the properties to the rear of the site.

Each property will be provided with a level threshold to at least one pedestrian entrance point, complying with the requirements under Part M of the current Approved Building Regulations Documents.

In line with policy LP16, the site layout makes provision for the storage, sorting and collection of waste that are user friendly and appropriate to the amount and type of development proposed. Refuse storage/collection points are all within identified maximum distances for occupants to move the bins for collection and for refuse vehicles and operatives to collect the bins for emptying from the highway edge (i.e. without the need to enter the site).

Secure cycle provision is also provided through the provision of storage structures within the rear amenity land of each property.

6) Contamination

The application is supported by an Environmental Desk Study prepared by Prior Associates Consulting Engineers. The report was prepared following a site walk-over assessment and consideration of site specific and local data available. The conclusion of the report reads as such;

“The risk of contamination on this site is Moderate. A Phase II investigation is therefore required utilising both laboratory testing and gas monitoring. This could sensibly be carried out by breaking through hard area before clearance starts”.

As such, it is considered that this work could be secured by an appropriately worded planning condition.

7) Other material considerations

In addition to the benefits set out above with regarding biodiversity, landscaping and highway safety, the proposed development would also achieve other planning objectives, some of which are set out below.

In Paragraph 7 of the NPPF is stated - *The purpose of the planning system is to contribute to the achievement of sustainable development.* The proposed development does achieve the objectives set out in Paragraph 7, as it comprises a sustainable scheme which has economic, social and environmental benefits;

a) Economic - The proposed development would provide short-term economic benefits during the construction period, as well as longer term benefits through the support of local services and facilities in Whittlesey and the surrounding area.

Although the resulting development would mean the loss of the commercial enterprise, Aster Cars, it is considered that such a commercial operation would be better placed within industrial areas containing similar minded activities, rather than puncturing an otherwise continuous line of residential development. The existing commercial use provides no direct benefit to the residents of Whittlesey, particularly as the ‘servicing’ part of the business is reserved for the cars being sold on the forecourt and are not offered to the wider community.

b) Social - The proposal provides additional residential units in a sustainable location with good public links to a range of services and facilities in nearby towns and villages. These new dwellings would add to the range of housing identified as being required in the local area, through the provision of additional homes for families and smaller households.

c) - Environmental - The replacement of the existing commercial operation on the site with a residential development would not only be more appropriate and in keeping with the existing development in the immediate area, but it will also help improve and increase biodiversity as well as preserving and enhancing the character and appearance of the locality.

Conclusions

Taking into account the guidance included in Central Governments revised National Planning Policy Framework 2021 (NPPF), the policies set out in the Fenland Local Plan (2014) and the Whittlesey Neighbourhood Plan (2021-2040), and the recent application granted planning permission (and now constructed) directly to the north of the site, there would appear to be no objections in principle to residential development on this site. This was also concluded within the Councils response to the previous Pre-application enquiry made for this site.

In light of the planning permission granted on the adjacent site accessed off Peterborough Road, it is considered that this residential scheme constitutes an acceptable form of sustainable development within the settlement framework of Whittlesey, which will preserve and enhance the character and appearance of the locality as well as achieve net gains for biodiversity.

Concerns raised within the Councils response to the Pre-application enquiry submission have been sufficiently addressed, and the scheme now represents a proposal that is in keeping with the provisions of the Development Plan, the NPPF and all other relevant guidance relating to this form of residential development and therefore should be able to be supported.

APPENDIX ITEMS

1. Ecological Impact Assessment - Greenwillows Associates LTD - August 2023
2. Highways Technical Note - Clewlow Consulting - February 2024
3. Environmental Desk Study - Prior Associates Consulting Engineers - June 2023
4. Photo montage

DRAWING AND DOCUMENT REGISTER

1. 22052_00A - Location and Site photos
2. 22052_01G - Proposed site/roof plan and vehicular access
3. 22052_02A - Proposed floor plans
4. 22052_03B - Proposed elevations and materials
5. 22052_04 - Proposed elevations and garage floor plans
6. 22052_05 - Proposed elevation and block plan
7. 22052_06 - Existing site layout plan and elevation

Design and Access Statement

Use

The existing site is classed as 'Sui Generis'. Sui Generis is the classification that most vehicle showrooms and forecourts would fall under. Even though they are essentially retail based properties, they are not classified under the typical A1 Shop and Retail class.

Typically, such a business use would be located on edge of town/city locations, amongst other similar business class uses. The site has been identified as 'alien' and incongruous to the local character of the area, and it's retention on this specific site is not considered to benefit the local residents or economy.

The proposed use of the site is for residential (C3) development. This use is considered to be more appropriate for the locality, with the site being surrounded on three sides by existing residential development, and being an undeveloped site within an otherwise continuous streetscene of residential properties.

Amount/Scale

The total site area is 1830sqm (0.183hectares). The total proposed building footprint for the development is 382sqm, representing a 21% coverage of the site. With a development density of 38 dwellings per hectare (15.5 dwellings per acre) the density of the site is considered appropriate and in character with the surrounding residential development.

The proposal includes seven 3-bedroom dwellings. Six of the dwellings are defined as 3 bedroom 4 person, with one dwelling being categorised as a 3 bedroom 6 person property, each meeting the minimum standards as set out within the National Technical Housing Standards.

The GIA of each property is identified below. It has been assumed that the street numbering would be continued along Peterborough Road, as there is currently a gap in the numbering between 148 and 168.

No. 154 - GIA 90sqm (3 bed 4 person)
No.156 - GIA 106sqm (3 bed 6 person)
No.158 - GIA 90sqm (3 ben 4 person)
No.160 - GIA 90sqm (3 bed 4 person)
No. 162 - GIA 84sqm (3 bed 4 person)
No. 164 - GIA 84sqm (3 bed 4 person)
No.166 - GIA 90sqm (3 bed 4 person)

The heights of the proposed properties are dimensioned on the supporting plans, however, the eaves height is anticipated at 5025mm above ground level and the ridge height at 8265mm above ground level. This is considered to be in line and in character with the neighbouring properties.

Layout

The site is located along Peterborough Road, to the west of the main centre of Whittlesea. The site lies within an area of mixed use, although the predominant character is that of residential dwellings fronting Peterborough Road.

As illustrated in the supporting drawings package, six of the dwellings are located with their principle elevations fronting Peterborough Road. Each property benefits from parking to the side or rear of the properties, with two of the properties benefiting from enclosed garaging. Private amenity spaces are provided to the rear of the properties.

One of the proposed dwellings is located to the rear of the site, with an east-west orientation. The property also benefits from two parking spaces in front, and a private enclosed garden space to the rear (west).

The layout is considered to be appropriate and in keeping with the prevailing character of the area, with the development along Peterborough Road continuing the existing linear development, and the single dwelling to the rear bridging the gap to the recent estate development to the north.

Appearance and Materials

The proposed material palette and their locations within the external appearance of the properties are illustrated within the supporting drawing package. The final materials can be secured via an appropriately worded conditions but are suggested as being:

1. Lightly textured Cambridgeshire buff/gault facing brick in stretcher bond with flush joints
2. Grey/brown facing brick expressed brick detailing
3. Stained hardwood vertical timber cladding
4. Grey aluminium casement windows
5. Plain concrete roof tiles in grey
6. Composite black/grey principle entrance door
7. Treated timber vertical featheredged fencing (to rear private amenity spaces)
8. Black metal 'estate' fencing to street fronting boundaries

The proposed material palette has been selected from the eclectic mix of materials visible within the Peterborough Road street scene, and aims to provide a modern appearance whilst acknowledging the traditional detailing and vernacular of the existing properties nearby.

Overall, the appearance of the properties is considered to appeal to a wide market of buyers who might be looking for a 'traditional' build (i.e brick built under a pitched tiled roof), but with a modern and timeless appearance.

Access

The site is located within the settlement area for Whittlesey and thus has access on foot or cycle to the centre of Whittlesey. Whittlesey is served by good road and bus networks, and thus it is considered to be a sustainable location for residential development.

The existing site has two vehicular accesses off Peterborough Road. These two accesses are proposed to be adjusted to form two 5m wide accesses, in compliance with the Highway Authority requirements, to serve the two proposed shared access driveways.

In addition to the access adjustments, a length of pedestrian path will be constructed to complete the public footway along the north side of Peterborough Road, dramatically improving the safety for pedestrians travelling along this road.

Within the site, the driveway to the rear of the site is proposed at 3.7m wide, in line with requirements, and two parking spaces of 2.9m x 5.5m are provided to each property, two of which within secured and covered garages.

Adequate turning is provided to each of the private driveways and parking areas, to facilitate vehicles to enter and exit the site in a forward gear. In addition, turning heads are available for small delivery vehicles to enter the site and leave in a forward gear also.

The refuse storage and collection has been allocated in a manner which does not require the refuse vehicles or operators to enter the site.

The site has also been laid out to accord with the maximum distances for fire appliances, however, it may also be a consideration to provide an additional fire hydrant within the site (to be agreed with Building Control and the Fire Officer in due course).

Pedestrian access pathways are provided to each of the properties and ramped access can be incorporated to ensure all inclusive access.

Internally, the ground floor of each property is on one level, and thus provides potential for ground floor sleeping accommodation if required.

APPENDIX ITEM 4 - Photomontage



Aerial map of application site



View of Aster Cars site looking north-west



View of Aster Cars site looking north-east



West end of Aster Cars Site, with eastern gable wall of neighbouring residential property (no 168 Peterborough Road)



View west along Peterborough Road (photo taken from south west corner of site)



View east along Peterborough Road (photo taken from south west corner of site)



View east along Peterborough Road towards entrance into Holly Blue Gardens (photo taken from south-east corner of site)



View west along Peterborough Road into Aster Cars site



View north across 'green space' at the entrance to Holly Blue Gardens



View east along Peterborough Road (photo taken from south west corner of Holly Blue access)



View west along Peterborough Road (photo taken in line with no. 144 Peterborough Road looking towards Holly Blue gardens access and Aster Cars site beyond)



View west along Peterborough Road (photo taken outside of Aster Cars site, centrally along frontage)