

APPLICATION REF: 12/00134/FUL

PROPOSAL: CONSTRUCTION OF FOUR TWO-BED AND ONE THREE-BED AFFORDABLE BUNGALOWS INCLUDING ASSOCIATED EXTERNAL WORKS AND PARKING, DEMOLITION OF 15 EASTLEIGH ROAD TO PROVIDE ACCESS TO NEW DWELLINGS

SITE: LAND TO THE REAR OF 9-33, EASTLEIGH ROAD AND 197-215 PADHOLME ROAD, EASTFIELD, PETERBOROUGH

APPLICANT: CROSS KEYS HOMES

AGENT: THE DESIGN PARTNERSHIP (ELY) LTD

REFERRED BY: CLLR NABIL SHABBIR

REASON: IMPACT ON CHARACTER AND RESIDENTIAL AMENITY, TRAFFIC IMPLICATIONS, OVERCROWDING AND THE LAND SHOULD BE RETURNED AS GARDEN LAND

SITE VISIT: 12.04.2012

CASE OFFICER: MRS J MACLENNAN

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RECOMMENDATION: APPROVED subject to the signing of a LEGAL AGREEMENT and relevant conditions

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The application site is a rectangular piece of land approximately 0.29 ha and located to the rear of nos. 9-33 Eastleigh Road and 197-215 Padholme Road. The site is relatively hidden and land locked by the gardens of surrounding residential development. The site was formerly garden land which has been fenced off for a number of years and has now become overgrown with self-set trees. There is currently no vehicular access to the site. Directly to the west of the site is another area of former garden land, also containing a number of trees, which is to be retained and left undeveloped. The surrounding character along Eastleigh Road and Padholme Road comprises post war two storey semi detached and terraced dwellings, of similar style with a mixture of brick and render finished under concrete profiled tiled roofs. The surrounding development was former Council housing.

Proposal

The application seeks permission for four 2-bed and one 3-bed affordable detached bungalows, including one bungalow which would be wheelchair compliant. The development would require the demolition of one semi detached dwelling at 15 Eastleigh Road to provide access to the development. 10 no. car parking spaces would serve the development.

2 Planning History

Reference	Proposal	Decision	Date
11/00472/FUL	Construction of five two-bed and one three-bed affordable bungalows including associated external works and parking, demolition of 15 Eastleigh Road to provide access to new dwellings	WDN	26/07/2011

3 Planning Policy

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

National Planning Policy Framework

Peterborough Core Strategy DPD (2011)

CS02 - Spatial Strategy for the Location of Residential Development

Provision will be made for an additional 25 500 dwellings from April 2009 to March 2026 in strategic areas/allocations.

CS08 - Meeting Housing Needs

Promotes a mix of housing the provision of 30% affordable on sites of 15 or more dwellings (70% social rented and 30% intermediate housing), 20% life time homes and 2% wheelchair housing.

CS10 - Environment Capital

Development should make a clear contribution towards the Council's aspiration to become Environment Capital of the UK.

CS13 - Development Contributions to Infrastructure Provision

Contributions should be secured in accordance with the Planning Obligations Implementation Scheme SPD (POIS).

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS21 - Biodiversity and Geological Conservation

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

Peterborough Local Plan (First Replacement) (2005)

H15 - Residential Density

New development should be at the highest net density compatible with the character of the site and area, deliver good design including open space and protect residential amenity.

H16 - Residential Design and Amenity

Permission will only be granted for residential development (including change of use) where adequate amenity for the residents is provided for.

H07 - Housing Development on Unallocated Sites

Permission will be granted subject to the site not be allocated for another purpose, being within an employment area, it being accessible and the layout appropriate.

LNE09 - Landscaping Implications of Development Proposals

Adequate provision should be made for the retention/protection of trees and other natural features and for new landscaping.

LNE10 - Detailed Elements of Landscape Schemes

A landscaping scheme suitable for the nature of the development should be proposed.

T10 - Car and Cycle Parking Requirements (Outside of the City Centre)

Parking should be provided in accordance with the identified standards.

T09 - Cycle Parking Requirements (Outside the City Centre)

High quality off street cycle parking to be provided in accordance with the identified standards.

Material Planning Considerations

Decisions can be influenced by material planning considerations. Relevant material considerations are set out below, with the key areas highlighted:

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

4 Consultations/Representations

Strategic Housing-Housing Services – No objection - Although this application is below this threshold for affordable housing; the applicant is a Housing Association and intends to provide all units as affordable homes. The proposal will meet the housing needs of applicants on the Peterborough Housing Register. The proposed mix is acceptable and they will be to Lifetime homes standard.

Building Control Surveyor – No objection - Building regulations approval required.

Archaeological Officer – No objection - The proposed development site contains no known archaeological remains.

Education Department - No comments received

Pollution Team - No comments received

Transport and Engineering Services – No objection - The Local Highways Authority (LHA) would expect a 3-bed dwelling to have 3 cycle spaces. The LHA standards for a shared private drive providing the only pedestrian access are 5.5m for 10m into the site. As these issues can both be conditioned, the LHA raises no objections subject to conditions and informatives being appended.

Landscape Officer – No objection - Whilst the trees are important to residents abutting the site, the views of the trees and the benefits they provide from a public place are limited. The trees are not worthy of a TPO due to limited public visual amenity value. A landscaping condition to include screening is recommended.

Senior Drainage Engineer - No comments received

Waste Management - No comments received

Police Architectural Liaison Officer – No objection - The applicant has included all the advice provided in terms of vulnerability to crime. Supports application.

Local Residents/Interested Parties

Councillor N Shabbir – Objects to proposal - The development would have a detrimental effect on the area and community, increase traffic, noise and disruption to the surrounding residents, would lead to overcrowding of an already densely populated area, would result in overlooking and loss of privacy, give rise to complaints by the future elderly occupiers, there would be overlooking to future occupiers, there would be conflict between elderly occupiers of the development and existing occupiers of families with young children as is the case with Kimbolton Court, Rutland

Court and Monksfield Mews; all three sites have elderly residents who constantly complain to their respective elected members about the noise caused by young children playing nearby, I fear this will be repeated in this proposed development. The Bungalows are not in keeping with the character of the area; a similar objection was upheld a few months ago in regards to a proposal to build a house that looked on to reeves way from the owner of a house on the corner of Ashcroft Gardens. Residents have been speaking with cross keys for a number of years to see if it would be possible return the land back to residents (many of whom are willing to pay for this) as historically the piece of land had belonged to their homes, if returned to residents this will greatly improve the facilities for their children.

Local Residents/Interested Parties

32 letters of objection have been received raising the following issues:

- Loss of open green space
- Development would destroy semi-rural aspect
- Loss of trees and impact on wildlife
- Overlooking and loss of privacy to existing properties
- Development is out of keeping with surrounding development
- Limited separation distance to existing development
- Increase in traffic
- Parking implications
- Density too high compared to surrounding development
- Available visibility splays at access would be prohibited by parked cars
- The land should be returned to garden land for existing dwellings as the existing gardens are too small
- The description is incorrect and the land is former garden land and is misleading
- Loss of good quality dwelling
- There would be a conflict between elderly people and families in existing dwellings
- Noise implications
- The development will increase likelihood of theft, vandalism and crime
- Security of existing dwellings would be compromised
- A more appropriate location would be Mellows Close, which provides safe housing for the elderly
- The development would put pressure on existing utilities
- Light pollution
- Plans do not accurately show separation distance from 15/17 Eastleigh Road and 209 Padholme Road
- Trees will impact on the foundations of proposed dwellings
- Felling of trees goes against environmental agenda
- Loss of shade from felling of trees
- Access not wide enough for emergency vehicles
- Lack of visibility at junction due to parked cars
- Site is close to 2 motorways

5 Assessment of the planning issues

The main considerations are:

- The principle of development
- Highway implications, access and parking
- Character of the area and impact on neighbouring amenity
- Implications for wildlife and landscape
- Provision of infrastructure requirements

The Head of Planning, Transport & Engineering Services recommends that the application is GRANTED.

a) Background

The application is a resubmission following withdrawal of a previous proposal of 4 detached and 2

semi-detached bungalows (ref. 11/00472/FUL). At the time officers were concerned about the loss of this green area and wanted to look at other ways of dealing with problems that blight the site. The site is subject to vandalism and dumping of rubbish. Although the site is landlocked, it appears that third parties simply walk through the gardens of some properties to enter the land. Cross Keys have difficulty in maintaining the land due to it being landlocked. Whilst it is a shame that this green area is to be significantly reduced in size it appears to be the only option if the remainder of the space can be maintained and made secure.

The scheme now proposes 5 detached bungalows and the layout has been revised, relocating the access road from the north of the site, abutting the rear boundaries of properties in Eastleigh Road to the south of the site abutting the rear boundaries of properties in Padholme Road and retaining a small part of the green area. The scheme accords with advice provided by officers of the Local Planning Authority.

b) The principle of development

The site lies within the urban area boundary and within an area which is predominantly residential in character and the development would contribute towards the housing needs figures for the Peterborough area. The site lies within a reasonable distance to the city centre and is in close proximity to local convenience stores, the Eastfield Road local centre and a range of facilities to meet the needs of the future occupiers of the development. The site is also close to a regular bus service along Saxon Road. Thus the principle of residential development on this site is supported and accords with policy CS2 of the Adopted Peterborough Core Strategy DPD and policy H7 of the Adopted Peterborough Local Plan (First Replacement) 2005.

c) Access, Parking and Highway Implications

The site would be served by one access point off Eastleigh Road. As the site is currently landlocked, the access would be gained by the demolition of a semi detached dwelling at no. 15 Eastleigh Road. A 5.5m access width is available for a distance of 10m within the site and a width of 5m thereafter and appropriate vehicle to vehicle and vehicle to pedestrian visibility splays can be achieved at the access. Two parking spaces per dwelling would also be available which exceeds the standards required by policy T10 of the Adopted Local Plan (First Replacement) 2005. Cycle parking would also be provided. The access road would be private and would not be adopted by the Local Highway Authority. The applicant proposes that refuse vehicles would enter the site and turn and leave in forward gear. As the access road would be private the applicant would sign an indemnity against damage to the roadway. Concerns have been raised by local residents regarding the likely increase in traffic and parking implications that would arise as a result of the development. It is considered however, that a development of 5 dwellings is unlikely to produce substantial trip rates and adequate parking provision would be available within the site. The proposal would not result in any detriment to the users of the public highway and accords with policy CS14 of the Adopted Peterborough Core Strategy DPD.

d) Character and Visual Amenity

The development would be to the rear of properties fronting Eastleigh Road and Padholme Road which are two storey properties. It is accepted that the surrounding character comprises two storey dwellings, however, the proposal is essentially a backland development of single storey dwellings which would not compromise the character and appearance of the surrounding area as the development would not be directly visible from any public vantage point. The density for the development is relatively low, equating to 17 dph and is considered to be compatible with the surrounding development. Policy H15 of the Adopted Peterborough Local Plan (First Replacement) 2005 seeks residential development at the highest net density provided the quality of the environment and neighbouring amenity is not compromised. It is considered that the site is of adequate size to accommodate the scale of development and the proposal makes efficient use of land in accordance with policy H15 of the Adopted Peterborough Local Plan (First Replacement) 2005 and CS1 of the Adopted Peterborough Core Strategy.

There have been a substantial number of letters of objection from neighbouring dwellings regarding the use of this land for residential development. It is argued that the land was formerly part of the rear gardens to properties fronting Padholme Road which had been cordoned off by the City Council many years ago as, it is believed, these properties were occupied by elderly people who found it difficult to maintain the lengthy gardens. The site, along with the remaining Council Housing stock, was transferred to Cross Keys Homes in 2004. The properties are now primarily

occupied by families and there is a desire by residents for the land to be returned to garden land. Whilst your officer can empathise with the objections raised the matter is outside of the planning remit and the application is assessed on material planning considerations. In any event, the practicalities of returning the land to garden would present a number of difficulties; for example many of the properties are now privately owned and the land would need to be purchased by the individual owners. All of the landowners would need to agree to this in order for the whole of the site to be reinstated as garden land.

It is acknowledged that the trees within the site have become established and provide a pleasing outlook for the occupiers of the dwellings abutting the site. However, the site is a magnet for rough sleeping and acts of anti social behaviour. In addition, the site is used for fly-tipping and the maintenance of the site is proving costly for the land owner who regularly has to clear and tidy up the site. Two years ago the area was cleaned out at a cost of over £20,000. The proposal would bring the site back into beneficial use.

Objections have been received regarding the loss of trees and impact on wildlife. It is regrettable that the trees would be lost however, the tree survey has identified that many of the trees are of poor form. The application would enable the remaining land to be better managed. There would also be an opportunity to remove debris from the site and repair fencing where necessary thus improving the character of the site.

In addition, a landscaping condition would be appended to the decision to ensure replacement tree planting of an appropriate species for a residential setting, particularly along the southern boundary which would provide screening to the development.

The development would however, require the demolition of a semi detached dwelling fronting Eastleigh Road, the remaining semi would be finished to become a detached property. Whilst the loss of residential dwellings is normally resisted the loss of the dwelling is outweighed by the addition of 5 dwellings.

The proposed dwellings are of simple style and design and the roof angle has been kept at a minimum reducing the height of the roofline and visual impact on neighbouring dwellings. The external finishing materials would be agreed by condition. The proposal would respect the character and appearance of the surrounding development and accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

e) Neighbouring Amenity

The proposed scheme is for single storey development and therefore it is considered that there would be no adverse impact on the amenities of the occupiers of existing properties in terms of overlooking, loss of privacy, overshadowing or overbearing impact arising from the development. It is acknowledged that there would be a new vehicular access point between properties 13 and 17 Eastleigh Road and it is likely that this would generate higher levels of activity to that which currently occurs, however, it is considered the modest scale of the development would not generate levels of activity which would unduly impact on the residential amenity currently afforded by the occupiers of these properties. Hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

f) Residential Amenity

There would be no overlooking or loss of privacy resulting from the development to existing neighbouring properties. The rear gardens of properties fronting Eastleigh Road extend approximately 23m and would provide a satisfactory separation distance to the rear elevations of the proposed bungalow development. Properties fronting Padholme Road have rearward gardens of some 11m. The proposed access road for the development would abut the rear boundaries of these properties. This would provide an overall separation distance between properties 18m. As the relationship between properties fronting Padholme Road and the proposed scheme is 'front to back' this separation distance is considered acceptable and there would be no unacceptable overlooking to the proposed bungalows from existing neighbouring development.

Each dwelling would have an enclosed rear amenity area of at least 90m² and provided with two off road parking spaces. Cycle storage would be provided within sheds in the rear gardens for two cycles. The development would provide a satisfactory level of amenity for the future occupiers and

hence the proposal accords with policy H16 of the Adopted Peterborough Local Plan (First Replacement) 2005.

g) Landscaping Implications

A tree survey has been undertaken and submitted in support of the planning application. The proposed development would require the removal of 75% of the trees within the site. The greatest value currently afforded by the trees is the screening provided to residents in Eastleigh Road and Padholme Road. From outside the site there are only glimpses of the trees and they provide a skyline feature. The quality of the trees is average at best, primarily due to vandalism and poor form in some trees. The site is becoming more frequently used for fly-tipping by residents. The trees would be retained on the land to the west of the site and the proposed layout would provide access for maintenance of the retained trees. The landscape officer has assessed the application and supporting information has advised none of the trees are worthy of a Tree Preservation Order. The views of these trees and the landscape benefits the trees provide from a public place are limited. The Landscape Officer has recommended a landscape condition is appended. The proposal therefore accords with policies LNE9 and LNE10 of the Adopted Peterborough Local Plan (First Replacement) 2005.

h) Secure by Design

Prior to submission of the revised scheme the applicant has consulted with the Police Architectural Liaison Officer and the design of the scheme has incorporated the advice sought in terms of vulnerability to crime. For example, blank side elevations have been avoided and windows provide natural surveillance and the overlooking of parked cars, and column lighting has been provided to illuminate the access road and car parking. Secure fencing is also proposed along the boundaries to existing properties which would be overlooked. The security of the neighbouring dwellings would not be compromised; indeed, the development would provide a sense of ownership and remove the susceptibility for antisocial behaviour which currently occurs within the site. The proposal therefore accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

i) Affordable Housing

Policy CS8 of the Peterborough Core Strategy seeks the provision of 30% affordable housing on all development sites of 15 or more dwellings. The development would provide 5 affordable rented dwellings and will meet the housing needs of applicants on the Peterborough Housing Register and the proposed mix would meet the need as evidenced by the Peterborough Strategic Housing Market Assessment (update 2010). The applicant proposes one bungalow to meet Wheelchair Housing standards which is welcomed as there is a significant demand and undersupply of this type of unit. The proposed would meet a particularly housing need and accords with policy CS8 of the Adopted Peterborough Core Strategy DPD.

j) S106 contribution

In accordance with policy CS13 of the Adopted Peterborough Core Strategy the development would have a burden on the services and infrastructural needs of the city council and the following site related contributions, plus monitoring fee, are sought:

- POIS contribution £4,000 plus 2% monitoring fee

The contribution has been based on the conclusions of a viability appraisal submitted with the application which includes information relating to all inputs that impact on the viability of the proposed scheme including Build costs, Anticipated Gross Development Value, Assumed Capitalisation, Land Value, Build Period, Site acquisition costs, interest assumptions, site abnormalities and contingencies. Following submission of a viability appraisal the required POIS has been reduced accordingly.

k) Miscellaneous

Archaeological implications

The site does not fall within an area of archaeological interest.

Floodrisk and Drainage

The site lies within flood risk zone one (low risk). Details of surface water drainage will be required by condition.

I) Representations made not covered in the report

- The description is incorrect and the land is former garden land and is misleading – The description is correct and the land has not been used as garden land for at least 30 years.
- There would be a conflict between elderly people and families in existing neighbouring dwellings – The proposed dwellings would not be specifically occupied by the elderly and would be available for occupancy by anyone on the housing register.
- A more appropriate location would be Mellows Close, which provides safe housing for the elderly – As noted above, the dwellings would not be occupied by the elderly per se.
- The development would put pressure on existing utilities – this is not a planning matter.
- Light pollution – Street lighting is proposed within the development; the details shall be required by condition and shall include an assessment of the impact on the amenity of the occupiers of the existing and proposed dwellings.
- Plans do not accurately show separation distance from 15/17 Eastleigh Road and 209 Padholme Road – There is a separation distance of 50 metres between these properties.
- Trees will impact on the foundations of proposed dwellings – it is considered that there would be an appropriate separation distance between the retained trees and the proposed dwellings.
- Access not wide enough for emergency vehicles – the access is of sufficient width to allow emergency vehicles to enter the site.

6 Conclusions

- The proposal would provide for an efficient and effective use of the site which is currently underutilised and provides a haven for fly-tipping antisocial behaviour;
- The site can be satisfactorily accessed from the adjoining public highway and appropriate parking provision would be available within the site thus avoiding any adverse highway implications;
- The scale of the development would respect the character and appearance of the surrounding area;
- the development would not result in any adverse impact on the amenity of occupiers of existing neighbouring dwellings;
- the development makes adequate provision for the residential amenity of the future occupiers of the dwellings;
- The development provides for a particular housing need;
- the proposal does not have an unsatisfactory impact on any ecological feature or trees of significant value; and
- the proposal makes a satisfactory contribution towards the social and physical infrastructure demands that it will place on the city.

Hence the proposal accords with policies H7, H15, H16, LNE9, LNE10 and T10 of the Adopted Peterborough Local Plan (First Replacement) 2005 and policies CS2, CS8, CS10, CS13, CS14, CS16, CS17 and CS21 of the Adopted Peterborough Core Strategy DPD.

7 Recommendation

The Head of Planning, Transport & Engineering Services recommends that planning permission is **APPROVED** subject to the signing of a **LEGAL AGREEMENT** and 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 materials to be used in the external surfaces 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 dwellings shall not be occupied until the area shown as parking for that dwelling on the approved plan has 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 dwelling.**

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

- C 4 No dwelling shall be occupied until space has been laid out within the site in accordance with the approved plan for vehicles to turn so that they may enter and leave the site in forward gear, and that area shall not thereafter be used for any purpose other than the turning of vehicles.**

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Adopted Peterborough Core Strategy.

- C 5 No dwelling shall be occupied until space has been laid out within the site for bicycles to be parked in accordance with the PCC Cycle Parking Guidelines, and those areas shall not thereafter be used for any purpose other than the parking of cycles.**

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

- C 6 Prior to the commencement of the development unless otherwise agreed in writing with the Local Planning Authority, a Construction Management Plan and a Demolition Management Plan shall be submitted to and approved in writing by the Local Planning Authority. These shall include amongst other matters:**

- * a noise management plan including a scheme for the monitoring of construction noise;**
- * a scheme for the control of dust arising from building and site works;**
- * a scheme of chassis and wheel cleaning for construction and demolition vehicles and a scheme for the cleaning of affected public highways. 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;**
- * a scheme of working hours for construction and other site works;**
- * a scheme for construction and demolition access from the Parkway system, including measures to ensure that all construction and demolition vehicles can enter the site immediately upon arrival, adequate space within the site to enable vehicles to load and unload clear of the public highway and details of any haul routes across the site;**
- * a scheme for parking of contractors vehicles;**
- * a scheme for access and deliveries including hours.**

The development shall thereafter be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and residential amenity in accordance with Policies CS14 of the Adopted Peterborough Core Strategy and DA2 of the Peterborough Local Plan (First Replacement).

- C 7 Development shall not begin until details of the junction between the proposed access road and the highway have been approved in writing by the Local Planning Authority; and the buildings shall not be occupied until that junction has been constructed in accordance with the approved details.**

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy and T8 of the Adopted Peterborough Local Plan (First Replacement).

- C 8 The vehicular access hereby approved shall be ungated.**
Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Adopted Peterborough Core Strategy.
- C 9 The access road shall be of a minimum width of 5.5m for a distance of 10m from the edge of the existing carriageway and a minimum of 5m width thereafter for the remaining shared distance.**
Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy and T8 of the Adopted Peterborough Local Plan (First Replacement).
- C10 The visibility splays as shown on the approved plans, of the following dimensions 2.4m x 43m at the junction of the access road with the public highway shall be provided before the commencement of the development.**
Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy and T8 of the Adopted Peterborough Local Plan (First Replacement).
- C11 Before the new access is brought into use, visibility splays as shown on the approved plans shall be provided on both sides of the access and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the highway boundary.**
Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy and T8 of the Adopted Peterborough Local Plan (First Replacement).
- C12 If, during development, contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the LPA. The development shall thereafter not be carried out except in complete accordance with the approved scheme.**
Reason: To ensure all contamination within the site is dealt with in accordance with The National Planning Policy Framework.
- C13 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 including retained trees and replacement, 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.
- C14 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.
- C15 The development hereby approved shall be constructed so that it achieves at least a 10% improvement on the Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.**

Reason: To accord with Policy CS10 of the adopted Peterborough Core Strategy DPD 2011.

- C16 (a) Works shall be carried out in strict accordance with the tree survey/tree protection measures submitted in support of this application ref. 1798.Eastleigh.TDP.AIA.Rev A dated February 2011 which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site; no development or other operations shall take place except in complete accordance with the approved protection scheme;**
- (b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition work, soil moving, temporary access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place;**
- (c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme;**
- (d) Protective fencing shall be retained intact for the full duration of the Development hereby approved, and shall not be removed or repositioned without the prior written approval of the Local Planning Authority;**

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement).

- C17 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.

- C18 The dwellings hereby approved shall be Affordable Units.**

Reason: In order to secure satisfactory development and in accordance with policy CS8 of the Adopted Peterborough Core Strategy DPD.

- C19 Notwithstanding the details hereby approved on drawing ref. CK.498.P01, no development shall commence until a street lighting scheme for the development has been submitted to and approved in writing by the Local Planning Authority. The details shall be supported by an assessment of the impact on the amenity of the occupiers of the existing and proposed dwellings. Development shall be carried out in accordance with the approved details prior to the occupation of the development.**

Reason: In the interests of residential amenity and security and in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD.

Copies to Councillor N Shabbir, S Goldspink, M Y Todd

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