

**Application Ref:** 14/01017/FUL

**Proposal:** Residential development comprising of 20 flats

**Site:** 16 Eye Road, Dogsthorpe, Peterborough, PE1 4SA  
**Applicant:** S Reilly

**Agent:** Paul Bancroft Architects

**Referred by:** **Cllr Ash**  
**Reason:** The massing of the buildings is inappropriate in this location, impact on rear tree belt adjacent to Parkway, Highway concerns raised by local residents.

**Site visit:** 09.07.2014

**Case officer:** Miss A McSherry  
**Telephone No.** 01733 454416  
**E-Mail:** amanda.mcsherry@peterborough.gov.uk

**Recommendation:** **GRANT** 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 located on Eye Road, close to the junction with Eastfield Road, Oxney Road and the slip road from the Parkway. To the east of the site there is a mature landscaped tree belt, which screens the site from the adjacent Frank Perkins Parkway. To the south of the site there is also an area of landscaping that provides a buffer with Oxney Road. To the west of the site is Eye Road and on the opposite side of the road there are residential bungalows, and to the north are 2 storey residential dwellings.

The application site is currently vacant. It is understood that the former public house on site closed in January 2011. That building remains on site, together with the associated outbuildings and hard standing car parking areas.

Proposal

Planning permission is sought to demolish the former Royal Arms Public House and replace it with 20 x 2 bedroom flats, contained within two detached buildings, one 2 storey in height containing 8 flats, and the other 3 storey, containing 12 flats.

6 of the 2 bedroom flats will be affordable housing units which equates to an on-site affordable housing provision of 30%.

The existing vehicle access to the site is to be closed and a new vehicle access created on to Eye Road. 44 on site car parking spaces are proposed together with 2 secure covered cycle stores.

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
13/01113/OUT	Residential development comprising of 18 x flats and 5 x houses	Withdrawn	25/09/2013
11/00610/FUL	Construction of single storey side and rear extension to existing building	Permitted	30/06/2011
01/00142/FUL	Alterations including new entrance	Permitted	07/03/2001

## **3 Planning Policy**

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

### **National Planning Policy Framework (2012)**

#### **Section 1 - Economic Growth**

Planning should encourage sustainable growth and significant weight should be given to supporting economic development.

#### **Section 7 - Good Design**

Development should add to the overall quality of the area; establish a strong sense of place; optimise the site potential; create and sustain an appropriate mix of uses; support local facilities and transport networks; respond to local character and history while not discouraging appropriate innovation; create safe and accessible environments which are visually attractive as a result of good architecture and appropriate landscaping. Planning permission should be refused for development of poor design.

#### **Section 8 - Safe and Accessible Environments**

Development should aim to promote mixed use developments, the creation of strong neighbouring centres and active frontages; provide safe and accessible environments with clear and legible pedestrian routes and high quality public space.

#### **Section 11 - Biodiversity**

Development resulting in significant harm to biodiversity or in the loss of/deterioration of irreplaceable habitats should be refused if the impact cannot be adequately mitigated, or compensated. Proposals to conserve or enhance biodiversity should be permitted and opportunities to incorporate biodiversity into new development encouraged.

Development within or outside a Site of Special Scientific Interest or other specified sites should not normally be permitted where an adverse effect on the site's notified special interest features is likely. An exception should only be made where the benefits clearly outweigh the impacts.

The presumption in favour of sustainable development does not apply where development requiring Appropriate Assessment under the Birds or Habitats Directives is being considered or determined.

### **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 Planning Policies DPD (2012)**

### **PP01 - Presumption in Favour of Sustainable Development**

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

### **PP02 - Design Quality**

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

### **PP03 - Impacts of New Development**

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

### **PP04 - Amenity Provision in New Residential Development**

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

### **PP12 - The Transport Implications of Development**

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

### **PP13 - Parking Standards**

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

### **PP16 - The Landscaping and Biodiversity Implications of Development**

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

## **Community Infrastructure Levy (CIL) Regulations 2010**

## **Paragraphs 203-205 of the National Planning Policy Framework: Planning Conditions and Obligations:**

Requests for planning obligations whether CIL is in place or not, are only lawful where they meet the following tests:-

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In addition obligations should be:

- (i) relevant to planning;
- (ii) reasonable in all other respects.

Planning permissions may not be bought or sold. Unacceptable development cannot be permitted because of benefits/inducements offered by a developer which are not necessary to make the development acceptable in planning terms. Neither can obligations be used purely as a means of securing for the local community a share in the profits of development.

## **4 Consultations/Representations**

### **Transport & Engineering Services**

No objection – Subject to the imposition of conditions and informatives.

### **Archaeological Officer**

No objection - Given the low archaeological potential of the site and the recent land use history, no work is required pre-determination. However due to the possibility of Roman remains an archaeological investigation by way of trial trenching, should be secured by planning condition.

### **Police Architectural Liaison Officer**

No objection - There are low levels of recorded crime in the vicinity of the site. Natural surveillance of the site is good. The proposed lighting on site should be column mounted rather than bollard for security. Details of the proposed cycle shelters should be agreed. The applicant should contact the Crime Prevention Design Team in respect of the Secure by Design accreditation.

### **Pollution Team**

No objections – Subject to the imposition of conditions in respect of the proposed windows and means of ventilation, to ensure suitable internal noise mitigation is achieved in respect of the adjacent road noise.

### **Landscape officer**

No objections – This revised layout has addressed my previous concerns about encroachment and future growth potential of the adjacent tree belt under the previous application 13/01113/OUT, as the buildings have been repositioned further from the trees. A tree protection scheme and arboricultural method statement should be secured by way of a planning condition.

### **Wildlife Officer**

Comments awaited

### **Strategic Housing**

6 flats, are required to be affordable, to meet the on-site 30% affordable housing provision.

### **Local Residents/Interested Parties**

Initial consultations: 32  
Total number of responses: 13  
Total number of objections: 12  
Total number in support: 0

**Stewart Jackson MP** – has forwarded on an objection he has received from a constituent and specifically asked that the Highways issues be looked into in respect of the suitability of the proposed development.

**Shailesh Vara MP** - – has forwarded on an objection he has received from a constituent and asks that it be fully considered in the decision making process.

Objections have been received from 9 residential households in the surrounding area, on the following grounds:-

- Increase in traffic, especially at peak times, in an already busy area
- Residents already have difficulty exiting their drives this will increase this problem
- There are excessive traffic speeds in this area
- The properties opposite regularly have cars crashing into their front boundary walls
- Cause further traffic congestion at the traffic light junction nearby
- Endanger pedestrians, as there is no crossing
- The road is already extremely dangerous, increasing the population will make this worse
- Increase in traffic noise
- The roads can't handle this additional traffic, there are already tailbacks at the junctions and accidents.
- Highway safety problems if residents park on the road
- Parents already cause highway safety problems in this area, when they park and then walk their children to school.
- This will no longer be a quiet village location, as it is presently
- Loss in property values, compensation required.
- This could add disturbance to a quiet area
- A bat report has not been submitted, despite there being high levels of bat activity in this area. The vacant building on site may have potential for bats.
- The submitted streetscene drawings do not take account of the site gradient/levels
- The 2 and 3 storey flats are not in keeping with the properties in this area, opposite the site they are predominately bungalows.
- The loss of the pub is of detriment to the community, in an area where there is little by way of community facilities
- The site should be kept for community facilities
- This development will not enhance or complement this road, which is one of the nicest in Peterborough
- Flats mean young families is there sufficient school places and play areas in the vicinity for them?
- Potential for anti- social behaviour and noise
- Light Pollution
- Disruption during construction – Noise, dust, dangerous construction traffic, debris on the road, air pollution, blocking of neighbours vehicle accesses
- This area mainly consists of elderly retired people. It is considered any new housing should reflect the existing housing in this area.
- Flats are not in keeping with this area, all surrounding properties are cottages, bungalows and houses.
- The site is too small for this number of flats and the 40+ people who will live there.
- The development will be overbearing
- There will be a loss of privacy
- The vehicle access will be adjacent to my property and will cause me increased noise, odour, pollution and reduced privacy.

- I am concerned about the security of my site. What boundary treatment will replace the current outbuildings that form part of the boundary.
- Will the hedgerows remain on site, otherwise there will be a harmful impact on wildlife.

## **5 Assessment of the planning issues**

The main considerations are:-

- a) Principle of development
- b) Siting, scale and design
- c) Impact on neighbours
- d) Highways
- e) Noise
- f) Impact on trees
- g) Ecology
- h) S106

- a) Principle of development

The site is within the urban area in a residential location well related to services and facilities. It is therefore considered that the principle of residential development is acceptable.

- b) Siting, scale and design

There is a mixture of different styles, ages, heights and designs of residential properties in surrounding area. Therefore, there is not a strong unifying character in this part of the street scene.

The first block of flats proposed on the northern part of the site has been designed to be two storey in height, with its principal elevation fronting Eye Road, and sited to follow the existing front building of the neighbouring property No.26. This has been done to reflect the existing two storey height of properties adjacent, and their siting in relation to the street scene. The block has also been designed with all the flats having their own individual front doors on Eye Road, rather than a central communal entrance door, which helps to give the external appearance the impression of being more of a terrace row of houses, rather than a traditional flat block.

The building comprises a 30m front elevation, so to reduce the mass of the building, it has been designed with a staggered front building line, with the 4 central flats being set back from the 2 adjoining end sections. The design also introduces a central gable design feature, with two balancing projecting gable window features on either side of the frontage, which again helps to break up the appearance of a long frontage. There will be a significant separation distance of about 13m between this new 2 storey block of accommodation and its closest existing residential neighbour, so visually this new building will appear quite separate and detached from this nearest neighbour.

The second block of flats in the southern part of the site, is proposed to be 3 storey in height, again with its principal elevation facing on to Eye Road, but it will be set back slightly further into the site from Eye Road than the adjacent 2 storey block. It also proposes a staggered front building line, with the 24m frontage being split into two 12m long blocks, with two main front doors each serving 6 flats within, 2 on each floor. Each block has a projecting gable window feature, which gives continuity of appearance with the other flat block, and also breaks up the mass of the building frontage. There is an 8m separation between the two flatted blocks, so the increased height of the second block will not feel visually overbearing. There is car parking and landscaped areas beyond this building, so it will not appear visually overbearing to any development to the south either.

Officers have questioned whether the mix of brick and render is appropriate for these buildings particularly on their principal elevations, and whether the use solely of brick, or a reduced use of

render would be appropriate. The applicant has said they are willing to re-consider the external materials to be used, and this could be suitably dealt with by way of a materials planning condition.

Whilst there are no existing flats, 3 storey buildings, or buildings with long frontages in this area, the proposed buildings have been designed and sited to sit both comfortably on the site, and to not detract from the visual character and appearance of the surrounding street scene. It is therefore considered that the siting, scale and design of these two flatted blocks is acceptable.

#### c) Impact on Neighbours

No.26 Eye Road is the only existing residential property that shares an adjoining boundary with the application site, and it is positioned to the north of the application site. It is a two storey detached property, with windows and its door on its southern elevation facing on to the application site. The house is set back from the adjoining boundary by its vehicle and pedestrian access.

To address the relationship with this neighbouring dwelling, it is proposed that the first new residential building on site will have a 13m separation from this property, and will only have bathroom windows on the side elevation to protect privacy. The building similar to the adjacent neighbour will be also be 2 storey in height and follow closely the front and rear building lines of the adjacent property so as to prevent any unacceptable overbearing, overshadowing or overlooking impact.

The vehicle access on site is set off the neighbouring boundary by a minimum of 2m, with the provision of a landscape buffer strip. A suitable boundary treatment can be secured by condition. Due to the separation distance of the road with the neighbouring boundary and neighbours vehicle access providing further separation to their house, it is not considered that the use of the new vehicle access would result in an unacceptable impact on the residential amenity of the occupiers of the neighbouring house.

The residential bungalows on the opposite side of Eye Road are positioned a sufficient distant from the proposed development (approximately 40m), so there would not be an unacceptable overbearing, overshadowing or privacy impact.

It is therefore considered that the proposal will be in accordance with Policies CS16, and PP03 of the Core Strategy and Planning Policies DPD.

#### d) Highways

The scheme proposes one new single vehicle access point at the northern end of the site. This is the end of the site furthest from the junction with Eastfield Road, Oxney Road and the Parkway. The access road is proposed to be 5.5m wide for the first 10m into the site and reduced to 5m wide thereafter. The new vehicle access road proposed is therefore in accordance with the Local Highway Authority (LHA) standards.

44 on site car parking spaces are proposed for the 20 flats; this provides 2 car parking spaces per flat and 4 visitor spaces. Cycle parking is also proposed on site, in enclosed lockable cycle shelters. This level of car parking and cycle parking is considered to be sufficient to meet the needs of the development, and is in accordance with Policies CS14, and PP13 of the Core Strategy and Planning Policies DPD.

The on-site layout provides adequate turning space within the site to enable vehicles to safely turn and leave the site in forward gear. It has also been demonstrated that a 10.5m refuse truck can adequately turn on site, so that it can also leave the site in a forward gear, and would not have to reverse into or out of the site.

Residents have raised concerns that the site is in close proximity to a very busy and dangerous road junction. The LHA has carried out a brief study of the Accident Data in the vicinity of the site.

In the past 3 years there have been 3 accidents at the junction of the slip road off the A1139 and Oxney Road. These accidents occurred on the opposite side of the junction and over 90m away from the application site. Therefore vehicles entering and leaving this site would not be doing so on a part of the highway network which is currently known for accidents, and there is no highway evidence to suggest that traffic manoeuvres or cars from this site, would significantly add to the potential for road accidents in this area.

Residents have also raised concerns about the increase in motor traffic close to an already very busy road junction. The resultant increase in traffic from this proposed development is considered to be minimal in comparison to the already existing traffic flows along Eye Road. Taking into consideration the previous use of the site as a public house with a car park, it is considered the traffic increase from this proposed residential use will be negligible.

Residents have said that they already experience difficulty in gaining access to Eye Road from their drives due to the nature of the busy road and the speed at which cars emerge from the slip road. They consider the new site access which will be directly opposite residential accesses will cause further problems. It is not considered that vehicle traffic entering or leaving the site will cause any problems for surrounding residents when entering or leaving their sites. In fact, vehicles accessing the site from the slip road will have to slow down on approach to the site and adjacent to residents' drives, before they can turn right to enter the site.

Residents have raised concerns that future occupants might park outside the site and that this would result in highway safety dangers. There is adequate on site resident and visitor parking proposed to negate the need for vehicles to park on the adjacent paths and verges. There is also double yellow lines both outside the site and on the opposite side of the road which will prevent this from happening.

In respect of the resident's concerns about debris on the road during construction, construction traffic blocking accesses etc, this can all be dealt with through the submission of a construction management plan, which could be secured by condition.

#### e) Noise

A noise assessment has been submitted in support of the application, due to noise that would be experienced on site from road traffic on the A1139 (Frank Perkins Parkway), Eye Road and Oxney Road.

The noise report concludes that the site is unsuitable for outdoor residential gardens/amenity areas due to the high levels of road traffic noise levels experienced, which is why the provision of flats rather than houses on the site is considered a more acceptable option.

The noise report is sufficient to confirm that a design solution to achieve acceptable internal noise levels for the proposed apartments is feasible. However the specific details of the proposed scheme for the windows and ventilation will need to be submitted and agreed by way of a planning condition.

#### f) Impact on trees

The application is supported by an Arboricultural Assessment. The Council's Landscape Officer has confirmed that the Assessment has been carried out in accordance with the British Standards and is in agreement with the categories identified. The recommendation of the report is that all trees and hedges contained within the application site boundaries are removed. These are identified as 3 U category (poor quality), 4 C category (low quality) and 2 B category (moderate quality). Category B trees are of moderate amenity value and worthy of retention. Those in C have a low amenity value and are not worthy of retention whilst category U trees are unsuitable for retention and should be removed. By way of mitigation for the loss of 2 moderate quality trees, the report recommends new planting which can be secured by condition.



The Landscape Officer has no objection to the loss of all the on-site trees, and considers none of them to be high quality specimens worthy of a Tree Preservation Order (TPO).

There is a mature Peterborough City Council owned tree belt to the east of the site, which screens the site with the adjacent Parkway. This proposed scheme has moved the buildings on site further away from this adjacent tree belt, than was the case under the previous application 13/01113/OUT. This has therefore addressed the Landscape Officer's previous concerns about negative encroachment and potential future growth issues, between the new buildings and this important landscape belt. The proposed cycle and car parking positioned adjacent to this tree belt could cause some root severance due to its location within the root protection area. However, the Landscape Officer considers the trees roots could be suitably protected, and this would be secured via a condition.

The proposal is therefore considered to be in accordance with Policy PP16 of the Planning Policies DPD.

g) Ecology

An ecological report and Protected Species report in respect of the sites potential for bats and nesting birds has been submitted in support of the application. This is currently being considered by our Wildlife Officer and Members will be updated of his response in the Update Report.

h) S106

Under the City Council's Planning Obligations Implementation Scheme a S106 Contribution of £80,000 is being sought to meet the infrastructure needs of the development. A 30% on site affordable provision is also being secured, which equates to 6 of the proposed apartments.

This will be secured through a suitably worded S106 legal agreement.

The proposal is therefore considered to comply with policy CS13, and CS8 of the adopted Core Strategy.

i) Miscellaneous

The loss of property values, is not a material planning consideration that can be taken into consideration in the determining of planning applications.

In respect of the loss of the pub and the retention of the site for community facilities. There are no adopted planning policies which would prevent the loss of this site as a public house. Public houses are now generally in decline and frequently closing, as they are not proving to be financially viable. This pub on site has been closed for over 3 years. The consideration of this planning application therefore has to be on the basis of whether the proposed development is acceptable as the loss of the pub is not a valid planning reason for refusal.

## **6 Conclusions**

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

- a safe access into the site can be provided from Eye Road and sufficient on site car parking is proposed;
- the development can be accommodated within the site without any unacceptable adverse impact upon the amenities of the neighbouring properties;
- the siting, scale and design is considered to be acceptable with no adverse visual impact on the character or appearance of the surrounding area;
- the development can be accommodated without any significant adverse impact upon the adjacent tree belt; and
- appropriate noise mitigation can be provided for the flats to ensure acceptable noise levels are achieved.

The proposal is therefore in accordance with Policies CS2, CS8, CS10, CS13, CS14, CS16, and CS21 of the Peterborough Core Strategy DPD (2011), and Policies PP01, PP02, PP03, PP04, PP12, PP13, and PP16 of the Peterborough Planning Policies DPD (2012).

## **7 Recommendation**

The Director of Growth and Regeneration recommends that Planning Permission is **GRANTED** subject to conditions and the completion of a S106 Agreement:

**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).

**C2 No development shall take place until details of all external materials 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 Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

**C3 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation for trial trenching has been submitted to, and approved by, the local planning authority in writing. No demolition/development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.**

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

**C4 Prior to the commencement of development, in line with Acoustic Associates Noise Assessment Reference SEM/J2777/14907 full details of the proposed windows and means of ventilation shall be submitted to and approved by the Local Planning Authority in writing. This is to ensure that appropriate acoustic windows are proposed, and as the living room and bedroom windows need to remain closed to achieve acceptable noise levels, appropriate means of ventilation without the need to open windows is installed. Thereafter the development shall not be carried out**

**expect in accordance with the approved details.**

Reason: To ensure acceptable noise levels and levels of residential amenity are achieved, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C5 The development shall be constructed so that it achieves a Target Emission Rate 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).

- C6 The development hereby permitted shall be carried out in accordance with the following approved plans:-**

- **983-20 A**
- **983-01**
- **983-23 A**
- **983-22 A**
- **983-24**
- **983-21 A**

Reason: For the avoidance of doubt and in the interests of proper planning.

- C7 Prior to the occupation of development the parking spaces shown on drawing number 983-20 Rev A shall be laid out for vehicles to park and turn clear of the public highway and those areas shall not thereafter be used for any purpose other than the parking and turning of vehicles.**

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C8 Prior to the occupation of development the new 5.5m wide access road into the site shall be constructed in accordance with the approved drawing 983-20 Rev A.**

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C9 Prior to the occupation of development hereby permitted the vehicle to pedestrian visibility splays shown on the plan 983-20 Rev A of the following dimensions 2m x2m on both sides of the access shall be provided and shall be maintained thereafter free from any obstruction over a height of 600mm.**

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C10 Prior to the occupation of development hereby permitted the vehicle to vehicle visibility splays of the following dimensions 2.4m x 43m on both sides of the access shown on the plan 983-20 Rev A shall be provided and shall be maintained thereafter free from any obstruction over a height of 600mm.**

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

**C11 Prior to the occupation of development the cycle parking spaces shown on drawing number 983-20 Rev A shall be laid out for cycles and those areas shall not thereafter be used for any purpose other than the parking of cycles.**

Reason: In the interests of encouraging the use of sustainable modes of transport to visit the site, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

**C12 Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved by the Local Planning Authority. The Construction Management Plan shall include (but not exclusively) the following:-**

- **Noise management plan**
- **A scheme for controlling dust, arising from building and site works**
- **Wheel cleansing facilities capable of cleaning the underside of the chassis and wheels of all vehicles entering and leaving the site during the period of construction.**
- **Hours of working**
- **Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles**
- **Site compounds/storage areas**
- **Scheme for access and deliveries including hours**

Reason: In the interests of the safety of all users of the public highway in accordance with emerging policy PP12 of the Peterborough Planning Policies DPD (Submission Version incorporating the modifications recommended by the Inspector following examination).

**C13 If, during development, contamination not previously considered is identified, then the Local Planning Authority 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 Local Planning Authority. 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, in particular paragraphs 120 and 121.

**C14 Prior to the first occupation of any dwelling a scheme of bird and bat boxes including details of their location and design shall be submitted to and approved in writing by the Local Planning Authority. The development shall therefore be carried out in accordance with the approved details.**

Reason: In the interests of biodiversity in accordance with policy CS21 of the adopted Core Strategy and the NPPF.

**C15 Prior to the commencement of any works within the root protection areas of trees in connection with the development hereby approved, (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening, or any operations involving the use of motorised vehicles or construction machinery) a tree protection plan and Arboricultural Method Statement in accordance with BS5837-2012 shall be submitted to and approved in writing by the Local Planning Authority. No development or other operations shall thereafter take place except in complete accordance with the approved Tree Protection Plan and Arboricultural Method Statement.**

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policies CS20 and CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012) and TD1 of the Trees & Woodlands Strategy 2012.

- C16 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:**

- **Planting plans including retained trees, species, numbers, size and density of planting**
- **An implementation programme (phased developments)**
- **Proposed finished ground and building slab levels**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C17 A landscape management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The management plan shall be implemented in accordance with a timetable contained therein and as approved unless changes are first agreed in writing by the Local Planning Authority.**

**The Plan shall include the following details:**

- **Long term design objectives**
- **Management responsibilities**
- **Maintenance schedules**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C18 Notwithstanding the details hereby approved the "approach" to the principal entrance to the dwellings, being the entrance that would be used by visitors arriving by car, shall be level (not exceeding a gradient of 1 in 15) unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In order to meet the needs for access for all in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

- C19 Within three months of the commencement of development details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved lighting scheme shall be implemented in accordance with a timetable to be agreed.**

Reason: In the interests of residential amenity and to protect wildlife in accordance with policy CS16 and CS21 of the Peterborough Core Strategy DPD (2011).

**C20 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. Development shall be carried out in accordance with the approved details and shall be completed before first occupation.**

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy PP3 of the Peterborough Planning Policies DPD and Policy CS16 of the Peterborough Core Strategy DPD.

**C21 Before the development hereby permitted is first occupied, the proposed side bathroom windows to Units 1 and 3 shall be obscure glazed and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall subsequently be retained as such.**

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

Copy to Councillors A J Miners, C M Saltmarsh and C D Ash.