

Application Ref: 16/02184/R4FUL

Proposal: Construction of 16 affordable dwellings consisting of 4 x 1 bed flats and 8 x 2 bed flats for rent and 4 x 3 bed houses for shared ownership with associated external works and parking; refurbishment and alterations to Hampton Court shopping area; and proposed new parking area - resubmission

Site: Car Park, Hampton Court, Westwood, Peterborough
Applicant: Cross Keys Homes Ltd
Agent: Mrs Rebecca White, The Design Partnership (Ely) Ltd

Referred by: **Councillors Murphy and Smith**
Reason: **Loss of parking, loss of green space, highway safety concerns and safety concerns for users of the adjacent play area**

Site visit: 07.12.2016

Case officer: Miss Louise Lovegrove
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Recommendation: **GRANT** subject to relevant conditions

1 Introduction and background

The application was considered by the Planning and Environmental Protection Committee on 24 January 2017. The Committee resolved to approve the application, as per the recommendation set out below which is now being made to the Planning Review Committee. In accordance with the Council's constitution, the decision was 'called in' for review. The signatories to the 'call in' request did not give a reason for this request as it is not required under the provisions of the constitution.

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

Site and Surroundings

The application site comprises the Westwood Local Centre, known as Hampton Court, situated at the key junction of Wicken Way, Luton Grove, Ivatt Way and Hartwell Way which serves the wider Westwood area. The centre is formed by two parades of retail units running east-west with a central hard surfaced concourse between. The concourse is interspersed with mature trees surrounded by metal railings.

Above the retail units are two storeys of residential flats which are accessed by a number of stairwells and ramps throughout the centre.

Parking is provided within a large publicly accessible but private car park to the eastern-most extent of the site which is separated from the Local Centre by the adopted Hartwell Way, and within garages accessed from service roads to the rear of the two parades of buildings. The main car park is fully hard surfaced with a recycling 'bring' point to the south-eastern corner.

The site is bound to the north and south by residential dwellings, and to the west by a Community Centre, Health Centre and area of designated Public Open Space (POS). To the east of the site, is the junction of Ivatt Way with Hartwell Way which benefits from considerable open green space.

Proposal

The application seeks planning permission for:

- a) Redevelopment of the main Local Centre car park to provide 12no. flats in 6no. adjoined blocks (4 x 1-bed and 8 x 2-bed units) for affordable rent, and 4no. 3-bed dwellings for shared ownership;
- b) Creation of a new 22-space car park on existing Public Open Space to the south-west of the Local Centre, accessed from Lutton Grove;
- c) Removal of the front canopies to the two parades of buildings;
- d) Resurfacing of the central shopping concourse;
- e) Installation of railings and gates to the stairwells and ramps;
- f) Demolition of 1no. set of external stairs (to the rear of No.22 Hampton Court);
- g) Construction of 1.8 metre high walls/railings and gates to enclose the parking area to the rear of Nos.2-34 Hampton Court (off Lutton Grove);
- h) Reconfiguration of the parking area to the rear of Nos.2-34 Hampton Court; and
- i) Relocation of the existing 'bring' (recycling) site.

3 Planning History

Reference	Proposal	Decision	Date
16/01317/R4FUL	Sixteen affordable houses consisting of 4 x 1 bed houses; 8 x 2 bed houses; 4 x 3 bed houses with associated external works and parking; refurbishment and alterations to Hampton Court shopping area and proposed new parking area	Withdrawn by Applicant	19/09/2016

4 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 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 10 - Development and Flood Risk

New development should be planned to avoid increased vulnerability to the impacts of climate change. Inappropriate development in areas of flood risk should be avoided by directing it away from areas at higher risk. Where development is necessary it shall be made safe without increasing flood risk elsewhere. Applications should be supported as appropriate by a site-specific Flood Risk Assessment, a Sequential Test and, if required, the Exception Test.

Section 12 - Development Affecting Non-Designated Heritage Assets

A balanced judgement will be required having regard to the scale of any harm and the significance of the heritage asset. Where the assets is demonstrably of equivalent significance to a Scheduled Monuments it should be subject to the policies for designated heritage assets.

Peterborough Core Strategy DPD (2011)

CS06 - Neighbourhood Regeneration

Regeneration will focus on key areas with service delivery through Neighbourhood Management Areas.

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.

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.

CS17 - The Historic Environment

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

CS19 - Open Space and Green Infrastructure

New residential development should make provision for/improve public green space, sports and play facilities. Loss of open space will only be permitted if no deficiency would result.

Peterborough Site Allocations DPD (2012)

SA03 - Urban Area

Identifies sites within the Urban Area that are allocated primarily for residential use

Cambridgeshire & Peterborough Mineral and Waste Core Strategy DPD (2011)

CS28 - Waste Minimisation, Re-use and Resource Recovery

Waste minimisation, re-use and resource recovery will be encouraged by requiring: a waste management audit and strategy; submission of a completed RECAP Waste Management Design Guide Toolkit Assessment; new development to contribute towards the provision of bring sites; and temporary waste recycling facilities in strategic development areas.

Peterborough Planning Policies DPD (2012)

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.

PP11A - (a) Shop Frontages (including signage)

Permission will only be granted if the design is sympathetic, it would not harm the character and appearance of the street and advertisements are incorporated as an integral part of the design.

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.

PP17 - Heritage Assets

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document runs from December 2016 until 9 February 2017.

At this preliminary stage the policies cannot be afforded any weight with the exception of the calculation relating to the five year land supply as this is based upon the updated Housing Needs Assessment and sites which have planning permission or which are subject to a current application. Individual policies are not therefore referred to further in this report.

5 Consultations/Representations**PCC Transport & Engineering Services (06.12.17)**

No objections - The LHA are satisfied that the submitted Parking Survey and spot checks account for all factors and have been carried out in accordance with the LHA's standards. As no separate pedestrian access is proposed to the parking area to the flats, the access should be widened to 5.5 metres in width. An additional visitor parking space is also required to this area. Request conditions relating to parking provision/retention, cycle parking provision/retention, vehicle-to-pedestrian visibility splays and a construction management plan.

Lead Local Drainage Authority (06.12.17)

No objections – Pleased to see the inclusion of permeable paving to provide a betterment on the existing runoff rates from the site. Request a condition relating to confirmation that Anglian Water accept the runoff rates and management details of the water assets.

Landscape Architect (Amey) (05.12.17)

Objection - The proposed car park and 'bring' site would be sited on dedicated Public Open Space maintained by the City Council. Under the provisions of adopted policies, this space should be protected.

Environment Agency (01.12.17)

No objection - Request a condition requiring details of foul water drainage to be submitted and agreed prior to the commencement of development in relation to the dwellings.

Archaeological Officer (29.11.16)

No objections - This area has been poorly investigated due to its former military use, and its archaeological potential is uncertain. The degree of disturbance caused by landscaping associated with the conversion of the site to a parking area is also unknown. Due to uncertainty and insufficient evidence to assess the significance of the site, I would recommend that a programme of evaluation by trial trenching is secured by condition.

Building Control Manager (22.12.16)

Building Regulations approval required. Part M relating to disabled requirements also applicable.

PCC Pollution Team

No comments received.

PCC Senior Recreation Officer

No comments received.

PCC Travel Choice

No comments received.

PCC Strategic Housing (22.11.16)

No objections - The proposal would accord with the requirement, under Policy CS8, to provide affordable housing. The mix of tenure proposed and mix of dwelling sizes are acceptable. The proposal would also accord with the provision to meet lifetime homes standards (20%).

Cambridgeshire Fire & Rescue Service

No comments received.

Waste Management

No comments received.

Anglian Water Services Ltd (28.12.17)

No objection - The foul drainage from this development is within the catchment of the Flag Fen Water Recycling Centre which has capacity to accommodate it. The sewerage system also have available capacity for the proposed flows.

Local Residents/Interested Parties

Initial consultations: 170

Total number of responses: 34

Total number of objections: 32 (including 1no. petition)

Total number in support: 0

A total of 29no. objection letters have been received from local residents on the following grounds:

- Extremely concerned where the current 48 cars (average amount of cars parked per day, in the car park measured over a 6-working day period) are going to park in addition to the extra cars for the 16 new dwellings (possibly 32 cars).
- Is the parking in the roads to the front and rear of my property (Cosgrove Close and Wollaston Road) going to be restricted for the residents of the properties on these roads? If so, who is going to pay?
- It is understood that there is presently a ground water problem on this land with extremely poor drainage. With the extra dwellings, this could lead to potential flooding problems in the area. Is there an action plan being implemented to ensure that the area does not flood?
- Since the recent 6 new homes in Hampton Court have been occupied, the litter in the area has been disgusting. There was a 10 day period where dirty nappies lay outside the entrance of one of the homes. The extra litter from the 16 new dwellings, together with the current litter, could result in a slum situation. What actions are to be implemented to ensure that this does not occur?

- Concerned that the infrastructure required to accommodate these new dwellings is not currently in place. In particular, the surrounding roads (traffic from Ivatt Way into Hartwell Way and Wicken Way into Hartwell Way) are currently dangerous. The new dwellings will reduce the peripheral vision and increase the traffic at these junctions. Is a new road plan going to be introduced to accommodate the new buildings and extra traffic?
- There can be one bus every 10 minutes stopping at the bus stop in front of the shopping area. With extra cars from the new houses, together with the current 48 cars in the area, there could be chaos with buses trying to pass by. Is the bus service to be continued on the same route?
- The loss of the car park would make it very difficult for people visiting family/friends and using the local shops.
- The removal of the canopies will pose a danger to occupants in the event of a fire as this is a means of escape.
- The Doctors car park is full during both morning and evening surgeries, with parking all along Wicken Way already. Stafford Hall (Community Centre) has only 5 parking spaces and the Dentist has no parking.
- At least 50-60 parking spaces should be retained.
- If this application goes through, it will rip the heart out of the community.
- Losing the car park would be to the detriment of residents, visitors of residents, shoppers, shopkeepers and local workers.
- The proposed building or more houses and flats, on an already densely populated estate, will only add a further sense of overcrowding and poorer security.
- The photographs of the car park submitted, are not typical of the busy days that occur much of the time at Westwood.
- Concerned that the 3D schematic drawings submitted seem to suggest buildings which are three storeys high. However, the Elevations clearly show two storey high buildings. Three storey buildings would not be in keeping with the surrounding houses.
- The canopies at the shops provide shelter/cover for shoppers during inclement weather and have done for 35 years. They should not be removed.
- The proposed properties are not in keeping with the open aspect houses in this area.
- It will have a devastating effect on the local shops, probably causing several to close.
- No impact assessment has been carried out on the surrounding verges regarding wildlife.
- A development of this size will cause more loss of open space which is already minimal since the extension to Ravensthorpe School.
- The car park is used as a pick-up point by national firms such as Shearings and local firms like Shaws.
- During the daytime, disabled and senior citizens use the car park and catch the bus into the City because of poor bus connections within the area.
- The existing car park is in great demand from the local workforce at the industrial estate and the Hospital.
- The proposed car park would be dangerous to small children using the play equipment.
- It looks as though the bus stop will be lost. How are the elderly, disabled and young mothers going to be able to catch a bus in safety once this has been removed?
- The houses will overlook our property (Wicken Way), leading to a loss of privacy and enjoyment of our home and garden.
- Over the years the area, particularly near to the shops at Hampton Court, has deteriorated (lots of rubbish etc.). If these plans go ahead, the situation will deteriorate further as the area is already densely populated.
- Why is the area thought to be so essential to build on when there are a number of buildings in the City that could be developed into flats?
- Why did the Council allow the Developers of the old Hospital site on Thorpe Road to reduce their commitment to affordable housing?
- It is noted that the groundwater report submitted concludes that conditions on the car park are not suitable for infiltration of surface water runoff and that water butts are provided to harvest rainwater. From experience, in times of heavy rainfall they take a limited amount of water before overflowing.
- The development will create poor natural lighting for the area.

- The resultant on-street parking will result in congestion and residents being unable to use their driveways.

In addition, a **petition** of 123no. signatories has been received which states as follows:

'We object to the proposed development of the Hampton Court Westwood Car Park. We believe that it is an overdevelopment that threatens the continued existence of our local shops. We also believe that the cars, which are no longer able to use the car park, will create an on street parking problem and cause access problems for much of the estate.'

We object, on safety grounds, to the removal of the canopies at the front of the shops.

We are opposed to the proposed new car park off Lutton Grove, adjacent to the Chip Shop, as we believe that it encroaches on the Westwood green space and will also cause a major traffic problem. Lutton Grove already has an access and on street parking problem, which would become worse with the increased traffic flow to and from the proposed new car park. The vehicles that are displaced from the present car park will also increase the on street parking problem in both Lutton Grove and Wicken Way. The new parking area adjacent to the Chip Shop would also be situated too close to the children's play area.'

Councillor Murphy has raised the following objections:

- Car parking and green space will be reduced/lost.
- The development will cause parking problems on surrounding streets.
- Shoppers will not be able to park as easily as they do at present.
- The grassed play area will be reduced in size.
- The location of the recycling point should be reconsidered. The existing site regularly becomes full/overflows and dangerous items are dumped there. Locating it close to the children's play area could be prejudicial to their safety.

Councillor Smith has raised the following:

There are concerns from local residents including:

- Details on planned bus service provision, as bus lane has been removed
- Flood risk
- Loss of fire escapes for the current flats above the shops; is this accurate?
- Layout; am I right in understanding that there is to be a relocation of the recycling centre (frequently fly tipped) and car park to the land next to a child's play ground?
- Impact on the shops

I believe this area needs some regeneration to help improve the look and feel, but we need residents on board and for the development to take into account their thoughts and concerns.

Councillor Nawaz has raised the following objections:

When taking over Peterborough City Council's housing stock and shopping parades, Cross Keys Housing mandate was to create communities where people would like to live. Why are they now intent in ripping out the heart of Westwood.

I consider that loss of the car park would cause loss of the shops. The extra traffic to the new proposed car park of Lutton Grove, together with the extra cars displaced from the main car park will make an already poor traffic situation much worse. It will also cause a loss of green space and is too close to the children's play area.

I feel that the removal of the canopies over the shop fronts could put lives at risk in the 3 storey apartments above the shops should there be a fire. I also think that the on street parking will be unacceptable and will cause access problems to much of the estate. I understand there is a groundwater report states [*sic*] that the area is unsuitable for the infiltration of groundwater, and do not believe that water butts will solve the problem.

1.8 metre walls are not in keeping with the open plan nature of the estate.

Loss of shops will increase the need to travel and will impact on the amenities of neighbouring residents. I would like to refer to DPD (2012) PP02 – re. detrimental effect on the character of the area, and PP03 loss of green space and natural daylight.

When the estate was built 50 years ago, former City Council Leader Charles Swift O.B.E. referred to our park as the jewel in the crown of Westwood Estate. I have represented this ward for 15 years and this area was the only area without a severe parking problem.

Should this development go ahead as proposed, it will spread the problem to the complete ward.

Peterborough Civic Society has made the following comments:

‘The provision of a significant number of affordable housing by a local housing association is very welcome. Hampton Court in its present form is an unattractive urban space, suffering from poor quality architecture, materials and lack of enclosure of a windswept corridor of space. The opportunity to improve this space has been missed with this application. A more continuous built form with a focal point placed closer to the access road between the shops and the proposed houses could achieve a better definition of space. Positioning of the car parking for the houses on the east side of the proposed houses would avoid a conflict which might occur with shoppers’ seeking car parking. These are suggestions only; the Civic Society does not object to the application.’

6 Assessment of the planning issues

The main considerations are:

- Principle of development
- Design and impact upon the character and appearance of the surrounding area
- Parking and highway implications
- Neighbour amenity
- Drainage
- Safety
- Future occupant amenity
- Archaeology
- Developer contributions

a) Principle of development

Housing provision and neighbourhood regeneration

The application site, as well as the adjacent Community Centre and Health Centre are allocated under Policy SA3.45 of the Peterborough Site Allocations DPD (2012) for comprehensive redevelopment. The allocation policy specifically states that the site forms part of a wider regeneration project for the Local Centre, and any development proposals are expected to provide housing, retail and community facilities.

The proposal firstly seeks to redevelop the existing car park serving the Local Centre to provide 16no. affordable residential units in a mix of tenure and size. Under the provisions of the allocation, and in line with Policy CS8 of the Peterborough Core Strategy DPD (2011), it is considered that the principle of such development is acceptable. Such housing would not only accord with the vision for the allocation, but would also provide much needed affordable residential units in the City. The Council’s Housing Needs Team has advised that as of 8 January 2017, the Council has 3,429 people on the Housing Register (those persons who are either homeless or eligible for social housing). Of these, 185 are households who are presently homeless in temporary accommodation. Accordingly, it is considered that there is a significant need to provide affordable housing and on this basis, the benefits arising from the proposal in terms of providing affordable housing should be afforded considerable weight.

In addition to the proposed housing, the proposal also seeks to improve the public realm of the shopping parade through repaving of the central concourse and removal of existing shop front canopies. It is considered that such alterations would improve the overall appearance of the Local Centre and be in line with the regeneration aspirations set out in policy SA3.45. The concerns raised by the Peterborough Civic Society, with regards to the proposals representing a missed opportunity for comprehensive improvement of the area, are noted however it is considered that the proposed alterations would bring about a sufficient improvement.

In addition, the concerns expressed by many local residents, regarding the loss of the canopies, are noted. In relation to fire escape concerns, this matter falls within the remit of the Building Regulations and is not a matter for consideration under the planning system. In any event, the Building Control Officer has advised that the canopies are not required for the purposes of fire escape and as such, their removal would not be contrary to the Building Regulations. The loss of the canopies in terms of harm to the usability of the Local Centre (e.g. shoppers getting wet) is a material consideration however it is acknowledged that much of the Local Centre is uncovered, leaving shoppers open to the elements. The removal of the canopies is not considered to represent a factor which would materially harm the vitality or usability of the Local Centre and as such, their loss is not considered to represent unacceptable harm.

Loss of Public Open Space

Also included within the proposal is the re-provision of parking and 'bring' (recycling) point to the south-west of the Local Centre. The proposed new car park would be situated on land designated as Public Open Space and forms part of an open grassed area adjacent to a designated play area. Under the provisions of paragraph 74 of the National Planning Policy Framework (2012) and Policy CS19 of the Peterborough Core Strategy DPD (2011) there is a requirement to protect existing open space by restricting development which would result in the loss of such space unless there is already an overprovision within the area, or alternative provision is proposed.

As part of the emerging replacement Local Plan, the Peterborough Open Space Update (2016) has recently been published which provides an up-to-date assessment of open space provision within the City. For Ravensthorpe Ward, within which the application site is situated, there is a clear deficiency of 5.68 hectares of equipped/designated play areas which is due to rise to 5.76 hectares by 2036 (the new plan period). In light of this existing and proposed deficiency, the proposal is contrary to adopted policies.

However, the planning balance must consider the benefits and harm arising from the development, attaching weight to all of the material planning considerations. The area of POS to be lost as a result of the proposal stands at approximately 0.067 hectares (665 square metres) which is considered to be insignificant in the context of the level of deficiency within Ravensthorpe. Furthermore, the land in question is currently not landscaped (e.g. only grassed) or laid out for formal play (i.e. there is no equipment) and it is located immediately adjacent to the service access for some of the Local Centre retail units. Accordingly, it is not considered that the proposal represents loss of an equipped play area or high quality open space as it is not readily usable for play or other recreation purposes.

On this basis, it is considered that the level of harm is limited (attached lesser weight) and therefore outweighed by the considerable benefit of regeneration of the immediate locality and the provision of much-needed affordable housing.

It is noted that the disposal of the POS may require a legal process which falls outside of the planning system (subject to further public consultation and assessment) however this is uncertain and it would be for the Developer to pursue. However, any failure to dispose of the land for open space purposes would result in failure to implement the overall proposed development. The loss of the existing car park for the new housing is only considered acceptable subject to the proposed new parking (see below) and any failure to provide this through other legislative controls would result in unacceptable development. To address this, a condition is proposed which requires the new car park to be provided prior to any works beginning in respect of the redevelopment of the

existing car park.

Recycling point

Within the existing car park is a 'bring' (recycling) point which is clearly well-used. Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (2011) requires that all new developments make provision for such points. It is considered that this policy also requires that any new development preserves and protects existing facilities which are essential to providing easily accessible recycling facilities for local residents.

The proposed redevelopment of the existing car park for housing would result in the loss of the existing facility. However, the proposal includes its re-provision on a small part of the existing POS to the south-west of the Local Centre. The details regarding this facility have not yet been secured, however this results from ongoing discussions between the Developer and City Council. It is considered that the final details of the facility could be secured by condition to ensure that there is no loss of recycling facilities for the local community. This would therefore fully accord with Policy CS28.

b) Design and impact upon the character and appearance of the surrounding area

The impacts arising in terms of the character and appearance of the surrounding area from the proposed public realm works (e.g. central concourse and removal of canopies) are set out above.

Proposed housing

As detailed in Section 1 above, the application site is located at a prominent junction within Westwood. Owing to its position, it has active frontages on all sides which poses a challenge in terms of securing an acceptable layout. The proposal seeks to address this through the construction of flats on part of the site, which would have active frontages to Ivatt Way, Lutton Grove and Hartwell Way. However, these flats would have an appearance of dwellings, set across 6no. blocks with subservient connecting sections. It is considered that this form and appearance would be appropriate within the context of the surrounding area. Any development of the site will appear considerably different in the short-term, owing to its historic open nature as a car park. However, it is considered that the proposal reflects the overall parameters in terms of height and scale when compared to the wider locality and as such, would not appear alien or incongruous.

With regards to the proposed houses, these would reflect and mirror the style, form and appearance of dwellings recently completed within the Local Centre, on the site of the former Public House. The dwellings would also be of similar style to the proposed flats also, which would assist in ensuring that the development is holistic in its appearance. Active frontages would be provided to both Wicken Way and Hartwell Way, creating a sense of enclosure to the main entrance to the Local Centre. It is acknowledged that the layout of the dwellings would not allow for an active frontage to Ivatt Way, resulting in a 1.8 metre high wall for a length of approximately 23 metres which will clearly be visible upon the approach into the area. However, this would be sited adjacent to an area of informal green space which will assist in softening this hard appearance. Furthermore, the active frontage created by the adjacent flat blocks and landscaping to the wider site is considered to sufficiently reduce the detrimental impact of this hard face so as to not result in unacceptable harm to the character and appearance of the surrounding area.

It is noted that several objectors have raised concerns regarding the potential for rubbish and unkempt gardens in relation to the proposed dwellings. These concerns have been raised in light of recent issues arising at the recently constructed dwellings on the former Public House site (Nos.1-11 Wicken Way). These concerns are noted however a condition is to be imposed requiring bin storage provision for all of the proposed residential units, in accordance with the Council's RECAP Waste Management Design Guide SPD (2012). This would ensure that adequate on-site waste storage is provided. The planning system cannot take into account potential future occupiers and must only consider the uses proposed. Subject to the provision of adequate waste storage, a reason for refusal on the basis of potential future rubbish and untidy land could not be sustained at appeal.

Car park and parking amendments

The proposed replacement car park would be situated on an existing part of the POS to the south-west of the Local Centre. The far-most extent would not project beyond the line of the opposite building block and as such, would not significantly encroach upon the open nature of the wider POS. Whilst the replacement of open grass land with a hard surfaced expanse would result in some harm to the immediate locality, it is not considered that it would appear unduly prominent or obtrusive within the built form of the area. Furthermore, planting is proposed to the south-western boundary (with the POS beyond) to soften the appearance of the hard surface. On this basis, it is not considered that this element of the proposal would result in an unacceptable degree of harm to the visual amenity of the locality.

Stairwell/ramp enclosures

The proposal also includes the enclosure of the external stairwells/ramps serving the existing first and second floor flats with railings and gates. Whilst no details regarding the finish of these enclosures has been provided, the Agent has advised that the railings would be affixed to the existing walls and gates would be installed at the foot of the stairs. The stairwells would not be fully enclosed as no roofing is proposed. Whilst it is acknowledged that these railings and gates would not enhance the appearance of the Local Centre, they would considerably improve the security for residents of the first and second floors by preventing unauthorised access. In addition, such development has previously been accepted by the Local Planning Authority elsewhere in the City, with a comparable example at Grove Court, Woodston. The railing and gates are of relatively open design and do not appear unduly obtrusive within the streetscene. Accordingly, it is considered that this element of the proposal would be of overall benefit in terms of reduced crime and anti-social behaviour which is considered to outweigh the harm which would result to the visual amenity of the locality. The final finish of these railings/gates is proposed to be secured by condition.

c) Parking and highway implications

Local Centre parking and access

It is noted that the main area of concern expressed by all objectors relates to the loss of the existing car park, insufficient re-provision within the proposed new car park, and the implications that would arise upon the surrounding public highway network.

The capacity of the existing car park is unknown as there is no formally marked layout, however it does extend to an area of 3,060 sqm which is likely to accommodate at least 80 vehicles. In addition, informal on-street parking is provided along Hartwell Way. These bays are parallel to the public highway however, owing to the lack of marking, many people park in a perpendicular arrangement which impedes the width of the carriageway. In total, it is considered that at least 88 parking spaces currently exist.

The application has been accompanied by a Parking Survey. Whilst this survey was undertaken in 2015, it is within the 2 year time period which is accepted as being up-to-date for the purposes of assessing the proposal. The submitted parking survey was carried out between 07:30 and 18:30 hours and on both a weekday and weekend day. The maximum number of cars parked during the survey period was 28, with a minimum of 4 cars parked. Further 'spot' surveys were then carried out in October and November 2016 during the evenings (19:00 to 23:00 hours) whereby 8-12 vehicles were observed.

The Local Highway Authority (LHA) has advised that the surveys undertaken are considered acceptable. As such, the results are considered to be an adequate representation of the level of parking required to meet the needs of the Local Centre.

A number of objectors have raised concerns that this parking survey does not accurately reflect the true level of parking which takes place within the existing car park. However, only a handful of photographs which are not time or date stamped, have been provided and as such, it is not possible to corroborate the information provided by the objectors. In addition, residents have

expressed concerns that the surveys undertaken fail to take into account the lack of parking at the nearby Health Centre (Doctors and Dentists) and Community Centre. However, the surveys were undertaken at times when these nearby facilities were in use and as such, it is considered that they are an accurate basis to adequately consider the level of parking demand within the area.

It should be noted that the existing car park is used by a variety of users including shoppers, residents, visitors, workers within the Local Centre as well as visitors to the nearby Hospital and workers within the adjacent industrial estate. Notwithstanding this, in light of the submitted survey results, it is clear that the existing car park is not used to capacity.

The proposal seeks to provide a replacement car park to the south-west of the Local Centre with a maximum capacity of 22no. spaces. In addition, 12no. spaces are proposed to the rear of No.2-34 Hampton Court through reconfiguration of the existing hard surfaced areas. These new parking spaces, in combination with the on-street spaces which the Applicant proposes to formalise (through demarcation) would provide a total of 42no. spaces. Taking into account the level of parking which was observed as part of the surveys undertaken, the LHA has advised that the proposal would make adequate re-provision of parking to serve the needs of all users of the existing car park.

In light of this, the proposal would not result in undue pressure for on-street parking within the surrounding residential areas and accordingly, no undue impact would result to the surrounding highway network.

With regards to the access to the proposed car park, this would be located off Lutton Grove. Some concern has been expressed by local residents regarding the safety of this access both in terms of capacity within the highway and the proximity to the adjacent play area. These concerns are noted however the LHA has raised no objection. The access already exists and in light of the level of parking demand observed, it is not considered that the intensification of this junction would pose an unacceptable danger to the safety of pedestrians or motorists.

Residential parking and access

The LHA has advised that the proposed residential units would be served by an adequate number of parking spaces for residents, according with adopted parking standards. However, they have also advised that the proposed flats would be deficient by 1no. visitor parking space. The Applicant has submitted revised plans to address this, which ensures that an adequate number of both resident and visitor parking is provided to meet adopted standards.

With regards to vehicular access, it is proposed for the communal car parking area to the flats to be served by an access from Hartwell Way. This would broadly be in the same location as the existing access and as such, the LHA raise no objections. The access is of an adequate width to ensure two vehicles can pass one another, and the Applicant has provided revised drawings to ensure separate pedestrian access would be provided to the adopted highway.

Turning next to the proposed dwellings, these would be served by private driveways off both Hartwell Way and Wicken Way. The LHA has advised that these would be set a sufficient distance from the junction of the public highway, that no conflict would result between users of the highway and vehicles reversing from the private drives.

Bus stop provision

It is noted that several objectors have raised concerns regarding the loss of the existing bus stop along Hartwell Way which is well used. The proposal seeks to retain this stop in its current location and there would be no alteration, except potential resurfacing, to Hartwell Way which would ensure that the bus service continues to operate. In addition, Officers consider it necessary to impose a condition requiring a Construction Management Plan to be in force, to ensure that no conflict arises during the period of construction.

Public footways

At present, there is no public footway to the north-eastern side of Hartwell Way (i.e. adjacent to the existing car park) which results in conflict between pedestrians and motorists. The proposal seeks to provide a footway along the entire length of Hartwell Way which will improve pedestrian links from the north towards the Local Centre. It is considered that this represents an improvement to the safety of the public highway network and would pose a betterment from the existing situation.

d) Neighbour amenity

A resident of Wicken Way has expressed concern regarding the overlooking that would result from the proposed dwellings. The nearest residential dwelling on Wicken Way to the proposed dwellings is situated approximately 22 metres to the north. To the south-west, the recently constructed dwellings on the former Public House site (Nos.1-11 Wicken Way) are sited 19.3 metre away and along Lutton Grove, the separation distance to the proposed flats would stand at 36.5 metres. This level of separation is considered to be acceptable as it would ensure no unacceptable degree of overlooking or loss of privacy would result to existing residents.

Furthermore, these levels of separation are considered sufficient to prevent unacceptable levels of overbearing, and no overshadowing impact would result. On this basis, the proposal would not give rise to unacceptable harm to the amenities of neighbouring occupants and is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

e) Drainage

As the proposal constitutes 'major' development (more than 10 dwellings), it is a requirement that Sustainable Drainage Systems (SuDS) be used to manage surface water runoff.

The application has been accompanied by a Drainage Strategy which has identified that the ground conditions within and surrounding the site would not permit direct infiltration. The junction of Ivatt Way/Hartwell Way adjacent to the site is subject to known critical surface water drainage issues which results in flooding. As such, there is a requirement to ensure that this situation is not worsened.

The submitted drainage strategy identifies that at present, the existing car park results in (in a 1 in 100 year flood event taking into account climate change) a discharge rate of 42.9 litres per second. The proposal seeks to attenuate surface water through a combination of rainwater harvesting (through water butts) and the use of permeable paving for all parking and access/driveway areas. Furthermore, it should be noted that the proposal would represent a net decrease in the level of hard surfacing within the site which reduces the area from which surface water runoff would be produced. These factors would ensure that the rate of surface water discharge from the site following development would be attenuated to no more than 5 litres per second, which represents a decrease in run-off to the public sewers of some 37.9 litres per second and is welcomed by the City Council's Drainage Engineer. The significant reduction in water levels into the public sewer would considerably alleviate the known critical drainage issues in the area and would likely address some of the flooding issues.

With regards to the construction of the new car park, the submitted Drainage Strategy identifies that the level of surface water runoff would increase from 0 to 7.2 litres per second. However, the City Council's Drainage Engineer has raised no objections to this in light of the overall decrease of surface water runoff from the application site as a whole.

On this basis, it is considered that the proposal would adequately deal with surface water runoff arising from the development and would represent a betterment in terms of the current situation. Accordingly, the proposal would not pose an unacceptable flood risk to the surrounding area and is therefore in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

f) Safety

Several objections have been received in relation to the potential conflict between the proposed relocated 'bring' (recycling) site and the adjacent children's play area. These concerns relate to the potential safety danger arising from overflowing rubbish which has resulted from the existing site within the car park.

These concerns are noted however it is considered that any potential conflict could be managed by enclosing the bring site with fencing to ensure that there is clear barrier between the recycling bins and POS beyond. Such fencing could be secured through the imposition of a condition. It is considered that this would adequately mitigate any potential conflict between the two uses.

In addition, it is not considered that there is any other suitable position in which the facility could be re-provided. The recycling point needs to be readily accessed by a service vehicle when collecting the waste, and in close proximity to car parking to ensure that users can easily and readily bring waste to the collection point. The proposal seeks to re-provide the 'bring' site adjacent to the proposed Local Centre car park which would ensure that the above requirements are met.

g) Future occupant amenity

There is a requirement for all new residential development to afford future occupants an acceptable level of amenity, and ensure that new dwellings are 'liveable'. It is considered that the proposed flats and dwellinghouses would provide an acceptable level of internal space, with adequate levels of natural daylight. With regards to outdoor amenity, the proposed dwellinghouses would each have a well-located and private garden to a size which is considered to be commensurate with the size of the dwellings.

Turning to the proposed flats, it is acknowledged that these would not be afforded any private outdoor amenity space as all of the external areas would be subject to public access. However, this is not unusual for flat developments and it is considered that the level of outdoor space proposed, in combination with the proximity to the nearby POS, is sufficient to ensure an acceptable level of 'liveability' for future occupants.

On this basis, the proposal would afford future occupants an acceptable level of amenity and is therefore in accordance with Policy PP4 of the Peterborough Planning Policies DPD (2012).

h) Archaeology

The City Council's Archaeologist has advised that the application site is located within the runway of the former airfield site of RAF Westwood. The airfield was used both before and during the Second World War, mainly as a training base for pilots. Most of the airfield area has been covered by an extensive housing estate.

The area has been poorly investigated owing to this former military use and as such, the archaeological potential of the site is uncertain. To ensure that the proposal does not result in harm to potential undiscovered heritage assets, the Archaeologist has requested that a scheme of evaluation be secured by condition. Subject to such a condition, the proposal is considered to be in accordance with paragraph 128 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).

i) Developer contributions

The City Council has an adopted Community Infrastructure Levy (CIL) charging schedule which sets a flat fee contribution per square metre of residential development. The level of this fee is dependent upon the charging zone within which an application site is situated. Notwithstanding this charging schedule, the Council also has an adopted set of criteria whereby relief from payment can be claimed. As the proposed development is for social housing, provided by a registered provider, and shared ownership dwellings, it is eligible for such relief and will not pay any CIL.

j) Other matters

In response to those objections raised but not considered above:

Provision of housing elsewhere – As detailed above, the application site has been allocated as part of the Site Allocations process (adopted in 2012) for comprehensive redevelopment, including the provision of new dwellings.

7 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:

- the proposal would represent redevelopment of the Local Centre to provide new housing, whilst retaining shopping and community facilities, in accordance with the vision for the site allocation as set out in Policy SA3.45 of the Peterborough Site Allocations DPD (2012);
- the proposal would provide much needed affordable housing to the benefit of the wider community, in accordance with Policy CS8 of the Peterborough Core Strategy DPD (2011);
- whilst the proposed replacement car park and 'bring' site would result in the loss of designated Public Open Space, within an area which is presently deficient, it is considered that this POS is not high quality and does not afford usable play space which is where the deficiency lies. Accordingly, it is considered that this limited harm is outweighed by the significant benefit from providing affordable housing and securing regeneration of the Local Centre;
- the proposal would secure the re-provision of the existing community 'bring' (recycling) point, in accordance with Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (2011);
- the proposal would not result in unacceptable harm to the character, appearance or visual amenity of the surrounding area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012);
- adequate parking provision would be made for the proposed housing and existing Local Centre (including community facilities) so as to not result in an undue impact to the surrounding public highway network, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012);
- the proposal would not result in unacceptable impact to the amenities of neighbouring occupants, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012);
- the proposal would make adequate provision for surface water drainage so as to not result in increased flood risk elsewhere, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011);
- the proposed car park and relocated 'bring' site would not pose an unacceptable danger to users of the adjacent play area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011);
- the proposed dwellings would provide an adequate level of amenity for future occupiers, in accordance with Policy PP4 of the Peterborough Planning Policies DPD (2012); and
- the proposal would not result in harm to potential undiscovered buried heritage assets, in accordance with paragraph 128 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).

8 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission (Regulation 4) is **GRANTED** subject to the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

C 2 The development hereby permitted shall be carried out in accordance with the following drawings:

- Location Plan (drawing number CK-692-LOC)
- Topographical Survey Sheet 1 of 4 (drawing number SJG887)
- Topographical Survey Sheet 2 of 4 (drawing number SJG887)
- Topographical Survey Sheet 3 of 4 (drawing number SJG887)
- Topographical Survey Sheet 4 of 4 (drawing number SJG887)
- Site Plan (drawing number CK-692-P100 Revision A)
- Plans and Elevations - Plots 1-4 (drawing number CK-692-P101)
- Elevations - Plots 5-16 (drawing number CK-692-P102)
- Plans - Plots 5-16 (drawing number CK-692-P103)
- Street Elevations (drawing number CK-692-P104)
- Parking Spaces (drawing number CK-692-P105 Revision A)

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

C 3 No development in respect of the dwellinghouses hereby permitted, other than groundworks and foundations, shall take place until samples/details of the following external materials to be used have been submitted to and approved in writing by the Local Planning Authority:

- Walling (samples)
- Roofing (samples)
- Windows (details)
- Doors (details)
- Cills and lintels (details)
- Rainwater goods (details)

The samples/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.

The materials to be used in the construction of the remedial works following removal of the external stairwell hereby permitted shall match those used in the existing building of Nos.2-34 Hampton Court.

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).

C 4 No development shall take place until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved in writing by the Local Planning Authority. No 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). This is a pre-commencement condition because archaeological investigations will be required to be carried out before development begins.

C 5 No development shall take place until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include (but not limited to):

- Hours of working and deliveries;
- Measures to prevent conflict between delivery vehicles, access and bus services along Hartwell Way;
- Details of the parking and turning for all construction and delivery vehicles, including contractor parking;
- Operational procedures relating to the movement of site traffic and arrival of deliveries
- Pedestrian routes;
- Materials and equipment storage location;
- Site welfare compound location and design;
- A scheme of chassis and wheel cleaning for all construction vehicles, including contingency measures should these facilities become inoperative;
- Measures to control the level of noise emitted from the site; and
- Measures to control dust.

Demolition and development shall be carried out in accordance with the approved details and all vehicles exiting the site shall pass through the wheel wash facility before entering the public highway.

Reason: In the interests of highway safety and protecting the amenities of neighbouring occupants, in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP3 and PP12 of the Peterborough Planning Policies DPD (2012).

C 6 No development in respect of the dwellinghouses hereby permitted, including site clearance works, shall take place until the parking spaces shown on drawing number CK-692-P105 Revision A 'Parking Spaces' for the purposes of short-stay visitors, long-stay visitors and staff and associated accesses/turning areas have been drained, surfaced and marked out in accordance with details submitted to and approved in writing by the Local Planning Authority. Thereafter, those spaces shall be retained solely for the parking of visitors, staff and residents associated with the Local Centre and residential units within Hampton Court in perpetuity.

Reason: To ensure that adequate parking provision is retained to meet the needs of the Local Centre and prevent undue impact to the surrounding public highway network, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

C 7 Prior to first occupation of any dwellinghouse hereby permitted, the parking spaces shown on drawing number CK-692-P105 Revision A 'Parking Spaces' for the new houses, and associated access/turning areas, shall be drained, surfaced and marked out in accordance with details submitted to and approved in writing by the Local Planning Authority. Thereafter, those areas shall be retained solely for the parking, access and turning of vehicles in connection with the dwellinghouse to which they relate in perpetuity.

Reason: To ensure adequate parking provision for occupants and prevent undue impact to the safety of the public highway network, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

C 8 Notwithstanding the drawings hereby permitted and prior to first use of the new vehicular accesses serving Plots 1-16, the following vehicle-to-pedestrian visibility splays shall be provided (measured from and along the back edge of the public highway) to both sides of the accesses:

- 2 metres x 2 metres for all shared accesses (i.e. serving more than 1no. dwelling); and
- 1.5 metres x 1.5 metres for all single accesses.

Thereafter, those visibility splays shall be kept clear of any obstruction above a height of 600mm from ground level in perpetuity.

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).

C 9 Prior to the commencement of any public highway works, details of the surfacing of the carriageway and surfacing and demarcation of the parking spaces shown on drawing number CK-692-P105 Revision A 'Parking Spaces' shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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 Notwithstanding the drawings hereby approved and prior to first occupation of any dwellinghouse, details for secure and covered cycle parking in accordance with current adopted cycle parking standards, shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with the approved details and prior to first occupation of the dwellinghouse to which they relate. Thereafter, the cycle parking shall be retained solely for the parking of cycles in connection with the dwellinghouses hereby permitted.

Reason: In order to promote more sustainable methods of travel, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

C11 Prior to the commencement of development, details of the hard and soft landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The hard and soft landscaping details shall include (but not limited to):

- Finished ground and building slab levels;
- Hard surfacing materials
- Boundary treatments and enclosures (including walls, railings and gates);
- Street furniture including benches, bins and cycle stands;
- External lighting; and
- Planting plans including retained trees, species, numbers, size and density of planting for all communal and public areas (excluding private gardens).

Development shall be carried out in accordance with the submitted details and at the following times:

- Hard landscaping relating to the dwellinghouses hereby permitted (boundary treatments, hard surfacing, external lighting and refuse bins etc.) shall be provided prior to first occupation of the dwellinghouse to which it relates;

- Hard landscaping relating to all other parts of the development hereby permitted shall be provided in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority;
- Soft landscaping relating to the dwellinghouses hereby permitted shall be carried out no later than the first planting season following the occupation of the dwellinghouse to which it relates; and
- Soft landscaping relating to all other parts of the development hereby permitted shall be provided in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the development and to mitigate, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP16 of the Peterborough Planning Policies DPD (2012).

- C12 Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

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).

- C13 Prior to the commencement of development, a detailed surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include (but not limited to):

- Detailed specifications and drawings of each individual drainage asset;
- Confirmation from Anglian Water that the levels of surface water runoff into the public sewer are acceptable; and
- Details of long-term management of drainage assets.

Development shall be carried out in accordance with the approved scheme.

Reason: To ensure that surface water is adequately managed and that the development does not result in increased flood risk elsewhere, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

- C14 No building works which comprise the erection of a building required to be served by water services shall be undertaken in connection with any phase of the development hereby permitted until full details of a scheme including phasing, for the provision of mains foul water drainage on and off site has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details approved. No building shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

- C15 Prior to the commencement of development, details (including a timetable for the installation) of the form and finish of the re-provided 'bring' (recycling) point shall be submitted to and approved in writing by the Local Planning Authority. The 'bring' site shall be installed in accordance with the approved details and within a timetable to be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure no loss of community recycling facilities as a result of the development, in accordance with Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (2011). This is a pre-commencement development to ensure that a timetable for re-provision is secured before the existing facility is lost.

- C16 No dwellinghouse hereby permitted shall be occupied until refuse storage areas have been provided in accordance with details submitted to and approved in writing by the Local Planning Authority. The refuse storage areas shall be of a capacity which accords with the RECAP Waste Management Design Guide SPD (2012) and shall be retained in connection with the dwellinghouse to which they relate in perpetuity.

Reason: In the interests of future occupant amenity and highway safety, in accordance with Policies PP4 and PP12 of the Peterborough Planning Policies DPD (2012).

- C17 The dwellings and flats hereby permitted shall be 'affordable housing' within the meaning of Annex 2: Glossary to the National Planning Policy Framework (2012) (as amended).

Reason: To ensure that the development accords with the Community Infrastructure Levy Regulations (2015) (as amended) and Policy CS8 of the Peterborough Core Strategy DPD (2011).

- C18 Notwithstanding the provisions of Part 1 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no windows shall be inserted into the western (side) elevation of Plot 1 or northern (side) elevation of Plot 4 other than those expressly authorised by any future planning permission.

Reason: In order protect the amenity 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 Cllrs Murphy, Nawaz and Smith