

**PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE**

**TUESDAY 10 APRIL 2012  
1.30 PM**

**Bourges/Viersen Rooms - Town Hall**

**AGENDA**

**Page No**

- |  |                |
|--|----------------|
| <b>1. Apologies for Absence</b>  |                |
| <b>2. Declarations of Interest</b>   |                |
| <b>3. Minutes of the meeting held on 20 March 2012</b>                                 | <b>1 - 8</b>   |
| <b>4. Members' Declaration of intention to make representations as Ward Councillor</b> |                |
| <b>5. Development Control and Enforcement Matters</b>                                  |                |
| 5.1 <b>12/00360/TRE - 24 Atherstone Avenue, Netherton, Peterborough, PE3 9TX</b>       | <b>9 - 14</b>  |
| 5.2 <b>12/00212/FUL - 787 Lincoln Road, Peterborough, PE1 3HE</b>                      | <b>15 - 20</b> |
| 5.3 <b>11/02040/R4FUL - Recreation Ground, Honeyhill, Paston, Peterborough</b>         | <b>21 - 32</b> |

**Committee Members:**

**Councillors: North (Chairman), Serluca (Vice Chairman), Casey, Hiller, Simons, Stokes, Todd, Lane, Harrington and Martin**

**Substitutes: Councillors: Winslade, Ash and Shabbir**

**Further information about this meeting can be obtained from Gemma George on telephone 01733 452268 or by email – [gemma.george@peterborough.gov.uk](mailto:gemma.george@peterborough.gov.uk)**



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Gemma George on 01733 452268 as soon as possible.

**CASE OFFICERS:**

Planning and Development Team: Nicholas Harding, Lee Collins, Andrew Cundy, Paul Smith, Mike Roberts, Louise Lewis, Janet Maclennan, Astrid Hawley, David Jolley, Louise Lovegrove, Vicky Hurrell, Amanda McSherry, Sam Falco, Matt Thomson, Chris Edwards, Michael Freeman

Minerals and Waste: Theresa Nicholl, Alan Jones

Compliance: Nigel Barnes, Anthony Whittle, Karen Cole, Julie Robshaw

**NOTES:**

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer or Head of Planning, Transport and Engineering Services as soon as possible.
2. The purpose of location plans is to assist Members in identifying the location of the site. Location plans may not be up-to-date, and may not always show the proposed development.
3. These reports take into account the Council's equal opportunities policy but have no implications for that policy, except where expressly stated.
4. The background papers for planning applications are the application file plus any documents specifically referred to in the report itself.
5. These reports may be updated orally at the meeting if additional relevant information is received after their preparation.



Minutes of a Meeting of the Planning and Environmental Protection Committee  
Held at the Town Hall, Peterborough on 20 March 2012

**Members Present:**

Councillors – North (Chairman), Serluca (Vice Chairman), Casey, Hiller, Simons, Stokes, Harrington, Lane and Martin

**Officers Present:**

Simon Machen, Head of Planning, Transport and Engineering Services  
Nick Harding, Planning Delivery Manager  
Jez Tuttle, Senior Engineer (Development)  
Ruth Lea, Lawyer – Growth Team  
Gemma George, Senior Governance Officer

**1. Apologies for Absence**

Apologies for absence were received from Councillor Todd.

Councillor Winslade was in attendance as substitute.

**2. Declarations of Interests**

All Members declared that they had received correspondence from both objectors and supporters in relation to item 4.1.

**3. Minutes of the Meeting held on 21 February 2012**

The minutes of the meeting held on 21 February 2012 were approved as a true and accurate record.

**4. Development Control and Enforcement Matters**

The Chairman addressed the Committee and sought clarification from Members as to whether any of them felt that they had been unduly influenced by any of the correspondence which had been circulated to them in relation to item 4.1. All Members confirmed that they had not been unduly influenced.

**4.1 11/01321/OUT – Construction of new foodstore (A1) with car and cycle parking, recycling facilities, wind turbine, highway improvements and park and cycle scheme including a non-food retail unit at Maskew Avenue, New England, Peterborough**

The application site was located at Maskew Avenue to the north-west of

Peterborough City Centre and was 'brownfield' in nature. The 3.5 hectare rectangular site was situated immediately to the south of a retail park comprising B & Q, Matalan Argos and eight other retail units and alongside the East Coast Mainline railway corridor which defined its south-west boundary. Maskew Avenue defined the opposite long boundary on the north-eastern side and provided access to the site. Along Maskew Avenue there were a number of relatively small commercial buildings and to the south of the site were a series of redundant rail tracks. The site previously contained the Royal Mail Parcel Force sorting and distribution centre. A cycle/pedestrian route running adjacent to Maskew Avenue linked the townships of Werrington, Walton and Bretton with Millfield and the city centre.

Within the existing Peterborough Local Plan (First Replacement) 2005 and soon to be adopted Site Allocations Development Plan Document (DPD) the site was allocated as a General Employment Area. In addition the site was adjacent to a proposed Minerals and Waste Transport Zone and it fell within a proposed Minerals and Waste Transport Safeguarding Area (the principles of Transport Zones and Transport Safeguarding Areas had been established through the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (CPMWCS) policy CS23, and were supported by Minerals Policy Statement 1 and the emerging National Planning Policy Framework). The site was in an 'out of centre' location based on the definition contained in Annex B of Planning Policy Statement 4 (PPS4).

Outline Planning permission was sought for a Class A1 foodstore of 6,912 square metres gross, 4806 square metres net (the net floor space would comprise 2884 square metres of convenience space and 1922 square metres of comparison floor space) served by 490 parking spaces (including provision for disabled and mother and child facilities) and with associated access and servicing. The scheme also included cycle parking, a wind turbine, solar panels and recycling facilities. The application was in outline, with only siting and means of access submitted for approval at the current stage. The proposals also included a 'park and cycle' facility, including a small ancillary retail unit of 275 square metres.

In order to mitigate the impacts of the additional vehicles generated by the proposals the applicant's consultants had proposed the following:

- Signalisation of the two Bourges Boulevard north and south approach arms at the Bourges Boulevard/Maskew Avenue roundabout (Junction 42);
- A new signalised junction on Maskew Avenue where the new site access was to be located; and
- Adjustments to the existing signals on the Bourges Boulevard/A47 roundabout (Junction 18).

The Local Highway Authority and also the Highways Agency (HA) had requested additions to those proposed above and these were:

- A queue loop (or 'hurry call') on the westbound slip road off the A47 at junction 18 (the purpose of these loops would be to ensure that queuing traffic would not tail back, when the loops were triggered by a queue they would instruct the

traffic signals to give priority to the queuing traffic and 'flush' that traffic through the junction); and

- A queue loop (or 'hurry call') on Maskew Avenue on the exit from junction 42.

In addition to the above, the developer had proposed contributions to mitigate the impact of the development towards:

- Strategic Infrastructure, Public Realm improvements within the city centre;
- Sustainable Transport Infrastructure; and
- Community Infrastructure a) Open space and retail regeneration projects within the local vicinity, b) Job creation, skills and training for local community (primarily based within the Central Ward) and c) Sustainable Environmental Improvements.

The Planning Officer addressed the Committee and gave an overview of the proposal, highlighting the main issues for consideration, those being the principle of a foodstore on a site allocated for general employment, the retail implications of the development, the transportation impact, ecology issues, the S106 planning obligation and investment and job creation. The recommendation was one of approval subject to the completion of a reptile survey and the referral of the application to the Secretary of State if Committee were minded to approve, due to its size and location outside of the centre.

An assessment of the planning issues had been undertaken and the findings were outlined, these included the outcome of sequential testing undertaken (which identified the sequence of appropriate locations before an out-of centre location could be considered for retail development), the focus on key policy issues, the transport issues and the negotiated S106 contributions. These were outlined in detail in the committee report and summarised verbally by the Planning Officer.

Members' attention was drawn to additional information contained within the update report. There had been a number of late representations submitted from both objectors and supporters and these were outlined in detail in the report.

Mr Ben Wrighton, an objector, addressed the Committee. In summary the concerns highlighted to the Committee included:

- The scheme would have a potential effect on existing shops;
- Alongside the recently approved station quarter scheme, this development would lead to a cumulative negative impact on city centre stores;
- Peterborough was already well accommodated for foodstores;
- The ING station quarter proposals would suffer if the application was approved;
- The ING station quarter proposal was located in a preferential sequential location and had potentially substantial regeneration benefits;
- ING had recently completed S106 discussions and was now in a position to hold meaningful discussions with potential operators. The market would be distracted by the outcome of the current application;
- The decision would have a significant impact, both by reducing possible operators for the ING proposals and also undermining the negotiating

- position of ING;
- It could not be assumed that any operator had signed up for either scheme;
- Both schemes were in outline form only;
- ING believed that the scheme should be refused or at very least, deferred, based upon the impact policies of PPS4 and also the Council's own Core Strategy Policies;
- The Council was due to consider adopting the Site Allocations DPD, which specifically re-allocated the site for business uses;
- The need for a foodstore in this area was not clear;
- Had the Council seriously thought about the future impact on stores along Millfield and the surrounding area?
- The inadequacies of the planning process and committee report needed to be stated for the record including the incomplete Environmental Impact Assessment and the incomplete Retail Impact Assessment. The Sequential Assessment was also incorrect.

Mr Huw Williams, a Partner at Chase and Partners Planning Consultants, Mr Rick Mai, Director of Maskew Avenue Projects for Ravenside Investments and Mr Andreas Markides Director of SKM Colin Buchanan, addressed the Committee jointly and responded to questions from Members. In summary the issues highlighted to the Committee included:

- The project represented a fantastic opportunity for Peterborough to regenerate a vacant Brownfield site;
- The proposed development would deliver a sustainable new building and would provide employment opportunities for up to 360 local people, with additional employment during the construction phase;
- All planning considerations had been carefully addressed;
- With regards to the environmental impacts on the effects of the development, the scheme had been the subject of a screening opinion;
- The newt survey was the only environmental issue outstanding and steps had been put in place to deal with this matter;
- The site had remained vacant for nearly 10 years, and whilst allocated for employment, it was not seen as an attractive location for such a use, particularly given the array of sites available for employment in Peterborough;
- The proposed development represented the very best development option for the site and would still provide new employment;
- The impact of the proposal had been dealt with thoroughly in the application submission and had been considered in detail by Officers over the past several months;
- It had been concluded that the proposals would not cause an unacceptable impact either to the city centre or any of the established other centres in Peterborough;
- The impact on smaller specialist stores would be limited, and the store would predominately bring competition to the existing network of supermarkets that served the weekly food shop;
- The proposal would not have an impact on the city centre or the Council's proposed 'North Westgate' development;

- A thorough Transport Assessment had been undertaken by the Applicant in order to meet the standards of the Highways Authority;
- The proposal would be good for Peterborough and would provide opportunities for local people.

Mr Mohammed Sabeel, a listed speaker on the application, was not in attendance.

Members debated the application and queries were raised with regards to the impact the development would have upon the highways network. The Highways Officer addressed the Committee and advised Members of the work which had been undertaken in order to mitigate against any traffic issues. The traffic modelling had, in conclusion, highlighted that the proposed additions to the highways network would in fact have a positive impact on the network.

Members expressed further concern at the possible highways issues which the proposal could generate, particularly at the weekends. In response it was advised that Officers were confident that they had tested for all possible worst case scenarios and there had been numerous Highways Consultants engaged in the process from start to finish.

The Planning Officer stated that there had been extensive public consultation undertaken and the proposals had the broad support of all three Ward Councillors and local residents. There had also been no objections from any of the major retailers in the city.

After debate, concern was expressed with regards to the possibility of surrounding local shops losing their trade and also the proposals deviation away from the development plan documents and policies. In response to this query, the Head of Planning, Transport and Engineering advised that the application had been given due consideration over several months and the Government's National Policy Framework, due to be released, would recognise that the presumption would be in favour of sustainable development, and this presumption would be embedded into the document.

After further debate, Members positively commented on the presentation given by the Applicant. The site had been vacant for almost 10 years and the proposal would be welcomed, creating 300 plus jobs for local people. It was a well thought out outline application which was supported by the Ward Councillors. Overall the application would be a positive development for the city.

A motion was put forward and seconded to approve the application. The motion was carried by 8 votes for and 2 voting against.

**RESOLVED:** (8 for, 2 against) to approve the application, as per officer recommendation, subject to:

1. Reference to Government Office as a Departure application under the Town and Country Planning (Departures Direction) 1999 and as a Retail proposal under the Town and Country Planning (Shopping Development) (England and Wales) (No. 2) Direction 1993;
2. The conclusion of a reptile presence/absence survey and mitigation proposed;

3. The completion of a Section 106 Planning Obligation;
4. The conditions C1 to C35 as detailed in the committee report.

**Reasons for the decision:**

Subject to the imposition of the conditions, the proposal was acceptable having been assessed in the light of all material considerations, including weighting against the relevant policies of the Development Plan and specifically the proposal:

- Could not be reasonably accommodated within the city centre (more specifically within the central retail area) or district centres within the short to medium term;
- Would not result in a significant material impact on the City Centre or District centres as a consequence of trade draw either individually or in conjunction with other recent developments, planning approvals or schemes under construction;
- Any impact caused to the city centre would be offset via a S106 obligation, with monies towards Strategic Infrastructure and Public Realm Improvements in the city centre;
- Was located on the edge of an existing retail park so there was likely to be link trips to the other units within the retail park;
- Would not result in an unacceptable impact on the local road network or compromise highway safety;
- Provided an appropriate level of parking and gave opportunity for travel by public transport, walking and cycling particularly due to its good location;
- Could be controlled by condition in respect of design and layout, crime and disorder, environment capital/renewable energy, infrastructure / infrastructure provision, transport, biodiversity, flood risk and archaeology;
- Would not result in a detrimental loss of employment land;
- Would not result in a detrimental impact on protected species or related habitat; and
- Represented significant investment and employment creation in one of the most deprived parts of Peterborough.

The proposal was therefore considered to be in accordance with Core Strategy Policies CS3, CS4, CS10, CS11, CS12, CS13, CS14, CS15, CS16, CS21, CS22, the Peterborough Planning Obligations Implementation Strategy SPD, Local Plan Policies OIW1.01, OIW6, T6, T8, T9, T10, LNE9, IMP1.

The meeting was adjourned for ten minutes.

**4.2 12/00008/HHFUL – Demolition of conservatory and construction of single storey rear extension and two storey side extension at 100 Alexandra Road, Peterborough**

The application site contained a two storey semi-detached dwelling located on the south western flank of Alexandra Road and close to the junction with Northfield Road. The surrounding character was comprised of properties of similar style and age, some of which had been extended to the side. The property had a single storey element to the rear forming part of the kitchen and which extended approximately 1.5 metres forward of the rear building line. This design was consistent with that of neighbouring dwellings. Beyond this projection was a conservatory projecting 2.4 metres. Directly to the south eastern side was a shed



and car port which abutted the shared boundary with no. 98 Alexandra Road. The property was set back from the highway by 5 metres.

The application sought planning permission for the demolition of a conservatory to the rear of the property and single storey shed to side and the erection of a two storey side extension and a single storey rear extension. The two storey side extension would have a width of 2.5 metres, would be positioned 0.4 metres back from the property frontage and would align with the principle rear building line of the property; extending some 6.8 metres in length. The extension would provide one additional bedroom to the first floor and a dining room and kitchen at ground floor. The single storey rear extension would be comprised of a number of elements resulting in a staggered projection. The minimum projection at the north western boundary with the adjoining dwelling at 102 Alexandra Road, would project 2.5 metres along the shared boundary. The single storey element at the south eastern boundary would project 3.8 metres and there would be a central element with a projection of 5 metres from the rear building line of the original dwelling. This element would be offset from the boundaries with the neighbouring properties at nos. 98 and 102 Alexandra Road by 2.8 metres and 1.5 metres respectively. The single storey extension would provide a bathroom, lounge and kitchen.

The Planning Officer addressed the Committee and advised that a neighbour objection submitted against the proposal had subsequently been withdrawn. This change in circumstances had arisen on 12 March 2012, after the publication of the Committee agenda.

The main issues for consideration were the design and visual amenity, neighbouring amenity and highways issues. The recommendation was one of approval.

Following a question to the Planning Officer with regards to the lack of rear access at the property, a motion was put forward and seconded to approve the application. The motion was carried unanimously.

**RESOLVED:** (Unanimous) to approve the application, as per officer recommendation, subject to:

1. The condition C1 as detailed in the committee report.

**Reasons for the decision:**

Subject to the imposition of the condition, the proposal was considered acceptable.

The proposed extensions were proportionate in scale and design to the existing dwelling and the development would respect the character and appearance of the existing dwelling and those surrounding the site.

The proposal would not unduly impact on the amenity of the occupiers of neighbouring dwellings.

Hence the proposal was in accordance with Policy CS16 of the Adopted Peterborough Core Strategy DPD 2011.

1.30pm – 2.56pm  
Chairman

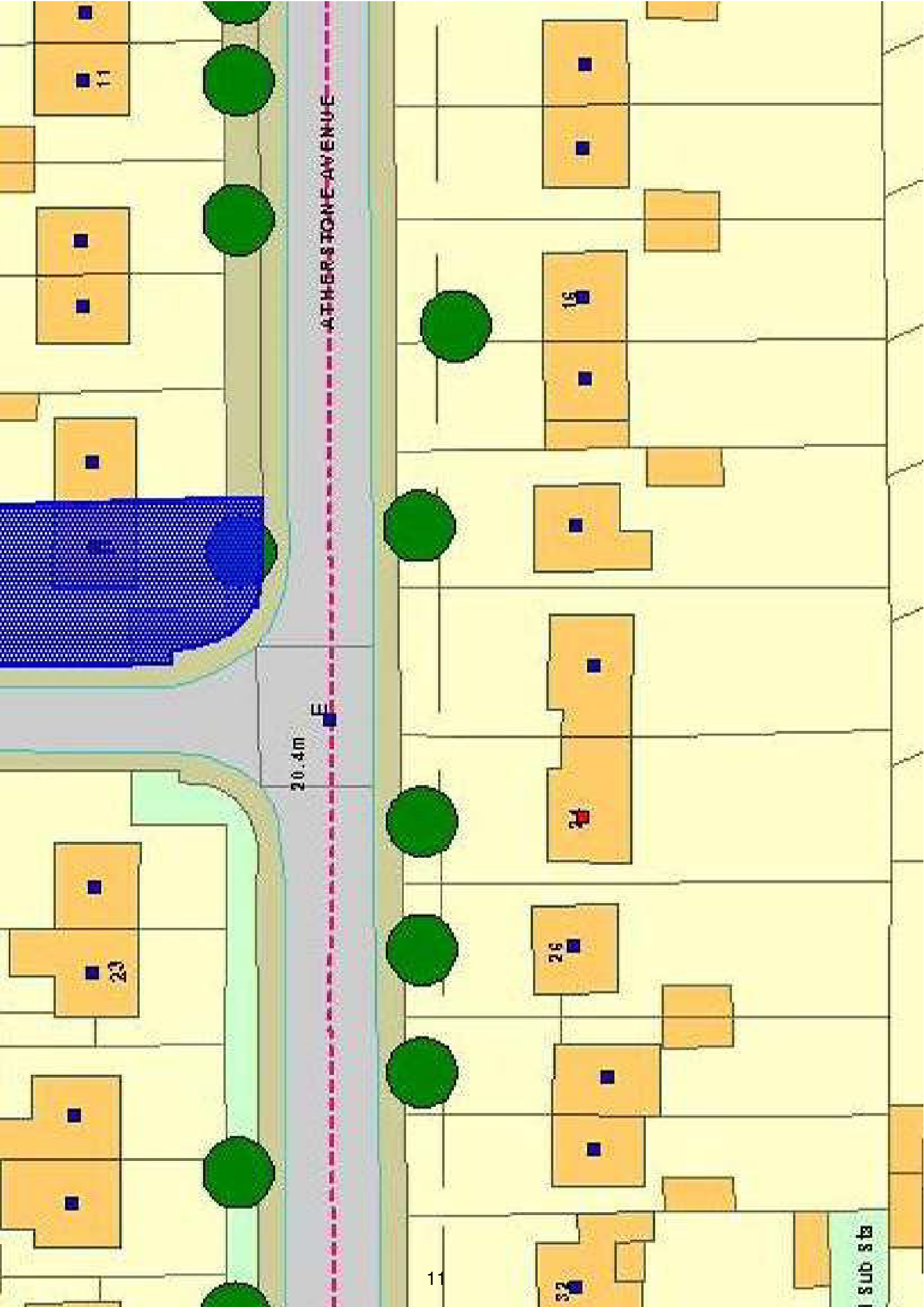


**LOCATION PLAN 12/00360/TRE**  
 24 Atherstone Avenue, Netherton, Peterborough

**Scale** NTS      **Date** 28/3/2012      **Name** AA      **Department** Planning Services



This page is intentionally left blank



ATHERSTONE AVENUE

20.4m  
E

11

15

23

26

32

32

SUB S 1

This page is intentionally left blank

**PROPOSAL:** FELL SYCAMORE TREE T20 OF TPO REF 1995\_07  
**SITE:** 24 ATHERSTONE AVENUE, PETERBOROUGH, PE3 9TX  
**APPLICANT:** MRS LOBOZZO  
**REFERRED BY:** HEAD OF PLANNING, TRANSPORTATION AND ENGINEERING  
**REASON:** PREVIOUS MEMBER INTEREST IN THIS PROPOSAL

**CASE OFFICER:** JOHN WILCOCKSON  
**TELEPHONE:** 01733 453465  
**E-MAIL:** john.wilcockson @peterborough.gov.uk

**RECOMMENDATION:** REFUSE

---

---

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

### **Site & Surroundings**

Detached property with gardens fronting onto 24 Atherstone Avenue, the tree is located at the front of the property on the grass area abutting the public footway.

### **Proposal**

To fell a mature sycamore tree protected by a Tree Preservation Order.

## **2 History**

**00/01043/TRE** – Pollard Maple tree TPO7\_95. refused Oct 2000.

**03/00220/TRE** - Thin crown of Sycamore by 30 percent and selectively shorten some branches over hard standing area - TPO 7.95 – Approved March 2003

**05/00434/TRE** - Fell Sycamore tree - T20 of TPO 7.95 – Refused May 2005

## **3 Consultation / Representations**

### **INTERNAL**

None

### **EXTERNAL**

None

### **NEIGHBOURS**

None

### **COUNCILLORS**

None

It should be noted that the consultation ends on 9<sup>th</sup> April 2012. Any comments received after the publication of this report will be reported in the update report and or verbally.

## **4 Assessment of the Issues**

The applicant cites that the tree roots are damaging drains and manholes, are lifting block paving slabs and branches are a threat to school children. The applicant has supplied supporting evidence in the form of a report from a Drainage Network company setting out the extent of the root damage to the drains, the cause and what repairs need to be carried out.

It is the opinion of the Case Officer that the application should be refused for the following reasons:-

- The Drainage Engineers' Report itself states that there is *tree root ingress* – it does not categorically state that the roots caused the fracture of the pipes that then allowed the roots to enter the pipes.
- To date, there has not been a case whereby claims of tree roots directly damaging drains has been proven successfully in a Court of Law. Tree roots cannot physically penetrate pipes. Typically, salt-glaze pipes such as these fail due to degradation over time, compaction or soil movement. Thereafter, the tree roots cause secondary damage as they seek to monopolise the available moisture as the original pipe splits open.
- The Report also states that the damaged pipes should be sleeved with a structural liner – once carried out, under normal circumstances, this repair work will prevent future root ingress into the pipes.
- The Report also states that the damage to the manholes can be repaired through re-pointing – this in itself demonstrates that the damage in this area is merely superficial.
- Block paving can be repaired/replaced and engineering solutions utilised that can compensate for future growth.
- Concerns surrounding branch failure can be addressed by sound Arboricultural management and without the felling of the tree.

## **5** **Conclusions**

As the pipes need to be repaired anyway and the other reasons provided to fell can be addressed through tree management, it is considered that there is insufficient justification to fell a tree that provides substantial visual amenity value.

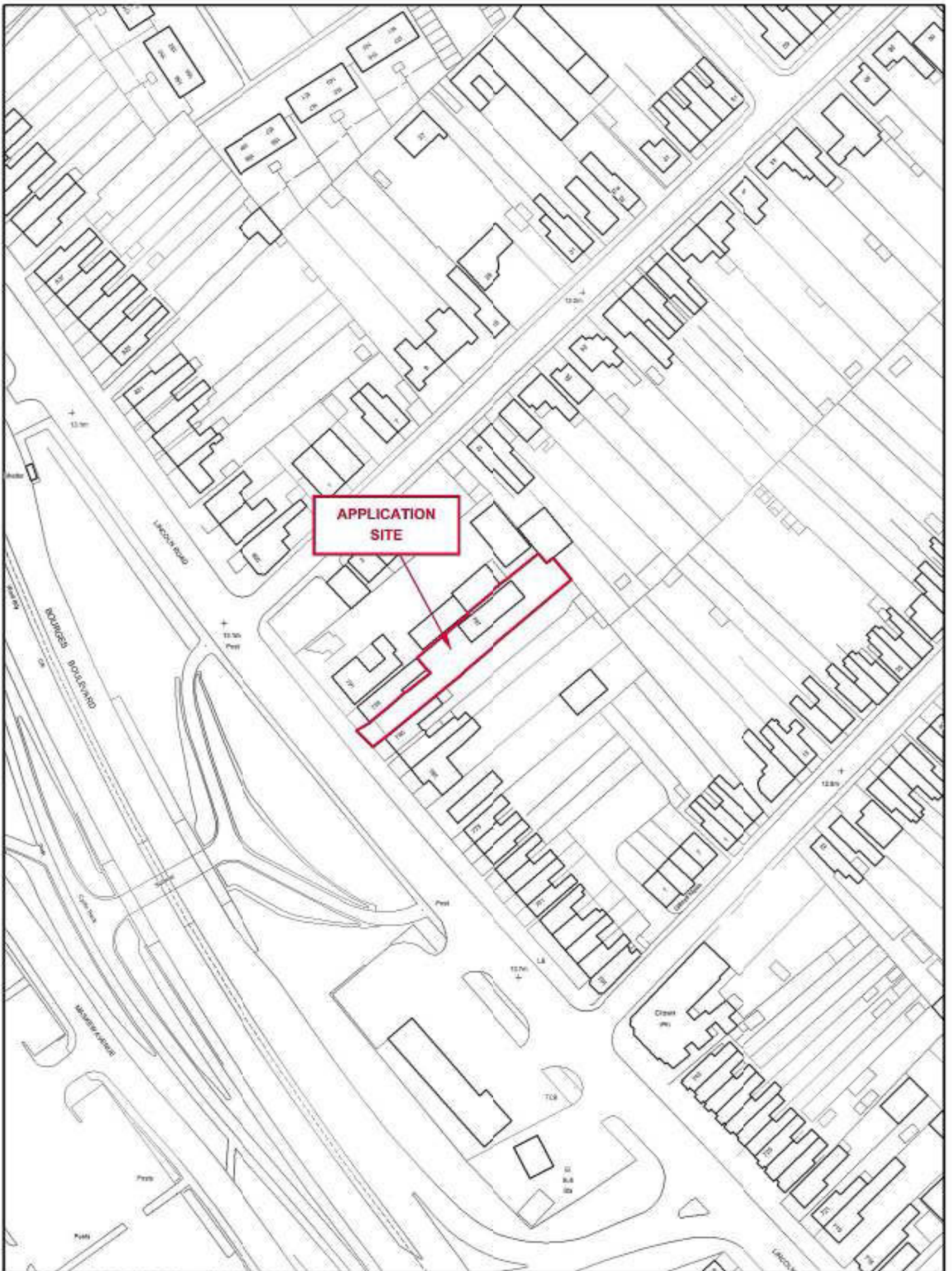
The felling of the tree is not deemed to be proportionate with the remedial works required.

## **6** **Recommendation**

The Head of Planning, Transport & Engineering recommends that this application be refused.

Copies to Ward Cllrs: M & S Dalton, Arculus





**LOCATION PLAN 12/00212/FUL**

787 Lincoln Road, Peterborough

**Scale** NTS      **Date** 26/3/2012      **Name** AA Department Planning Services



**PETERBOROUGH**



CITY COUNCIL

This page is intentionally left blank

APPLICATION REF: 12/00212/FUL  
 PROPOSAL: CHANGE OF USE OF STORAGE BUILDING TO 24 HOUR TAXI CALL OFFICE  
 SITE: 787 LINCOLN ROAD, PETERBOROUGH, PE1 3HE  
 APPLICANT: MR SAMEER KHAN  
 OLYMPIC CARS  
 AGENT: N P BRANSTON MRICS  
 BRANSTON ASSOCIATES  
 REFERRED BY: COUNCILLOR K SHARP  
 REASON: HARMFUL IMPACT UPON NEIGHBOURING RESIDENTS AND INCREASE IN PARKING ON-ROAD IN AN AREA ALREADY HEAVILY CONGESTED  
 SITE VISIT: 22.02.2012  
 CASE OFFICER: MS L C LOVEGROVE  
 TELEPHONE NO. 01733 454439  
 E-MAIL: louise.lovegrove@peterborough.gov.uk

RECOMMENDATION: APPROVAL SUBJECT TO RELEVANT CONDITIONS

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

### **Site and Surroundings**

The application site is formed by a large detached single storey store building which was permitted under application reference 03/01334/FUL with a lawful storage and distribution use (Class B8). The site lies to the rear of No. 789 Lincoln Road, a vacant shop unit. The surrounding area is characterised by a mixture of uses, with residential dwellings to the south east, commercial buildings to the north east and a car sales unit directly opposite. Access is currently gated and situated between Nos. 785 and 789 Lincoln Road with an area of hardstanding surrounding the building, used for car parking. This part of Lincoln Road has recently been altered to restrict on-road parking.

### **Proposal**

The application seeks planning permission for the change of use of the site from B8 storage and distribution to a 24 hour taxi call office. The proposal would only be for the use of employees taking calls and will not be open to members of the public, or be a base for taxis.

## **2 Planning History**

Reference	Proposal	Decision	Date
03/01334/FUL	Erection of storage building	Application Permitted	21/10/2003

## **3 Planning Policy**

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

### **National Planning Policies**

A summary of the relevant policies of the National Planning Policy Framework (published 27<sup>th</sup> March 2012) will be provided in the Update Report for Members.

### **Peterborough Core Strategy DPD (2011)**

#### **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.

## **4 Consultations/Representations**

### **Transport and Engineering Services (08.03.12)**

No objections - subject to provision of on-site car parking for 6 no. vehicles and removal of the proposed bollards.

### **Councillor K F Sharp (19.03.12)**

Objection and referral to Committee - Potential harmful impact to neighbour amenity and concerns regarding on-road car parking.

### **Neighbourhood and Empowerment Section**

No comments received

### **Millfield and New England Residents Planning Sub Group (29.02.12)**

Objection - totally inappropriate place to site such an office which does not provide sufficient on-site car parking and will exacerbate existing parking issues in the area. Disagree that drivers will not visit the office, given sections 1 and 1a of the Private Hire Operators License which states that off road parking must be provided.

### **Taxi Enforcement Officer (17.02.12)**

In order to be able to issue an operator license, need to be assured that there is sufficient off street parking as per license conditions. This alleviates parking issues for local residents. There is also an issue of vehicles returning and leaving from the office at all hours of the day which is a contentious issue for local residents.

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

Initial consultations: 5

Total number of responses: 31

Total number of objections: 31

Total number in support: 0

A petition of 29 signatories has been submitted objecting to the application scheme however no reasons for the objection were provided. Two additional letters of objection have been received on the following grounds:

- Noise and general disturbance caused to occupants from vehicles starting and manoeuvring within the site at night
- Insufficient visibility when exiting the site will cause a danger to pedestrians
- The number of taxis cannot be accommodated on the site and will lead to parking on-road which is already at capacity and heavily congested

One further objection has been received by Councillor Keith Sharp who has requested the referral of the application to Committee. His objection is based around the concern of local residents with regards to the impact upon their amenity and that the proposed use will lead to an escalation in the amount of traffic which may cause highways issues given the on-street parking restrictions.

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

The main considerations are:

- Impact upon residential amenity
- Highways implications

### **a) Impact upon residential amenity**

It is acknowledged that there is significant concern expressed by local residents with regards to the application proposal and the impact that this would have upon residential amenity. However, subject to conditions, it is not considered that the proposal will have any harmful impact upon the amenity of neighbouring occupants. The application proposes the change of use of the unit to a 24 hour taxi call office - this would not involve taxis operating directly out of the site but would instead involve employees taking calls from members of the public which are then passed on to the taxi drivers located elsewhere by radio etc.

In order to prevent any significant level of vehicular movement in and out of the site, it is proposed to restrict vehicular movements to only those persons directly employed as call operators and only allowing the taxis themselves to visit the site once per week in order to drop off any takings. The applicant has proposed that the gates to the site be locked between the hours of 1800 and 0600 thereby preventing any vehicular movements to, from or within the site during unsociable hours. However Officers have concerns regarding the enforcement of this if it were secured by condition. Given that only the call centre workers would be regularly visiting the site, and that the taxis are to be conditioned to allow only one visit to the site a week, the hours in which these taxis can visit the site can be conditioned thereby achieving the same restriction whilst being enforceable. It is considered that the above measures would ensure that the site does not experience high levels of vehicular traffic at any time of day, particularly at night and as such, will not result in any harmful impact to the amenity of neighbouring residents.

Councillor Sharp has requested that the number of taxis allowed to operate from the site be restricted to no more than 15 cars on any planning permission if granted. However, Officer's consider that the above restrictions in terms of taxis only visiting the site once per week to drop off takings will adequately ensure that no harmful impact will arise to neighbouring occupants.

### **b) Highways implications**

The Highway Engineers have not raised any objections to the application proposal. At present, the access to the site allows for 2 vehicles to pass one another however there is no pedestrian visibility splay to the south east. Given that the site has an established access and that the application proposal would not increase the number of vehicular movements from the site, the LHA does not require the splay to be provided. Within the site, it is evident that there is sufficient space for 6 vehicles to park. Whilst taxis are only to be allowed to visit the site once per week for the purpose of dropping off any takings, the 6 car parking spaces should be provided to allow for safe manoeuvring should the 5 taxis stated as controlled by the applicant's company visit the site at one time, in addition to the member of the staff taking calls.

## **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. Specifically, the proposed use as a 24 hour taxi call office will not give rise to any significant harm to the amenities of neighbouring occupants, will not result in a significant increase in vehicular movements to, within and from the site and will not result in any harm to the safety of the public highway. The proposal is therefore in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011).

## **7 Recommendation**

The Head of Planning Services recommends that planning permission 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 No taxis or private hire vehicles shall visit or operate from the site, other than a frequency of once per week in which to drop off any takings and not outside the hours of 0800 to 1600.**

Reason: In order to prevent undue noise and disturbance and to preserve the amenities of neighbouring residents in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

**C 3 No members of the public shall visit the site at any time for the purpose of booking or being collected/dropped off by a taxi or private hire vehicle.**

Reason: In order to prevent undue noise and disturbance and to preserve the amenities of neighbouring residents in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

**C 4 Notwithstanding the details hereby approved and as shown on drawing no. 11.071 B, space shall be laid out within the site for 6 no. parking spaces in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall be provided prior to implementation of the change of use hereby approved and in accordance with the approved details.**

Reason: In order to ensure adequate on-site car parking is provided for taxis and staff when visiting the site and to prevent undue pressure on the on-road parking in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

**C 5 Prior to implementation of the use hereby approved, secure and covered cycle parking to accommodate one cycle space per member of staff shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in strict accordance with the approved details.**

Reason: In order to promote more sustainable methods of transport, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

Copy to Councillors - Sharp K F, and Swift C W OBE



**APPLICATION  
SITE**

**LOCATION PLAN 11/02040/R4FUL**  
 Recreation Ground, Honeyhill, Paston, Peterborough

**Scale** NTS    **Date** 27/3/2012    **Name** AA    **Department** Planning Services



This page is intentionally left blank



APPLICATION REF: 11/02040/R4FUL

PROPOSAL: THE CONSTRUCTION OF 21 DWELLINGS COMPRISING OF 12 X 2 BED HOUSES AND 9 X 3 BED HOUSES TOGETHER WITH ASSOCIATED EXTERNAL WORKS AND PARKING

SITE: RECREATION GROUND, HONEYHILL, PASTON, PETERBOROUGH

APPLICANT: MR MIKE SUGDEN - LOVELL PARTNERSHIPS LTD

AGENT: TONY WELLAND - THE DESIGN PARTNERSHIP

REFERRED BY: HEAD OF PLANNING, TRANSPORT AND ENGINEERING SERVICES

REASON: THE SITE IS ON COUNCIL OWNED LAND

SITE VISIT: 31.01.2012

CASE OFFICER: MRS J MACLENNAN

TELEPHONE NO. 01733 454438

E-MAIL: janet.maclennan@peterborough.gov.uk

RECOMMENDATION: APPROVAL subject to the signing of a **S106 Planning Obligation** and relevant conditions

---

---

## **1 Description of the site and surroundings and summary of proposal**

### **Site and Surroundings**

The site area is approximately 0.6 ha, grassed and formerly part of the Honeyhill Primary School Site, now used as a Community/Children's Centre. The site is enclosed to the south and west by a mature hedge and trees. There is a foot/cycle path directly to the west, a recreation ground to the east and Honeyhill Community Complex to the north. The surrounding character is predominantly residential comprising Development Corporation housing circa 1970s built as part of the New Town Development for Peterborough.

### **Proposal**

The application seeks permission for residential development comprising 12 x 2-bed and 9 x 3-bed, two storey affordable dwellings with associated parking. The site would be accessed off Paston Ridings.

## **2 PLANNING HISTORY**

There is no planning history for this site.

## **3 PLANNING POLICY**

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

### **National Planning Policies**

**National Planning Policy Framework (NPPF) – came into force 27 March 2012**

### **Peterborough Core Strategy DPD (2011)**

#### **CS01 - Settlement Hierarchy and the Countryside**

The location/ scale of new development should accord with the settlement hierarchy. Development in the countryside will be permitted only where key criteria are met.

#### **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.

**CS17 - The Historic Environment**

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

**Peterborough Local Plan (First Replacement) (2005)****H15 - Residential Density**

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

**H16 - Residential Design and Amenity**

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

**LNE09 - Landscaping Implications of Development Proposals**

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

**LNE10 - Detailed Elements of Landscape Schemes**

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

**LT01 - Open Space in New Residential Development**

Seeks the provision of open space for development of 9 or more dwellings laid out in accordance with the minimum standards.

**LT03 - Loss of Open Space**

Development will not be permitted if it would result in a loss giving rise to a deficiency, unless alternative provision is made/ the loss is appropriately mitigated against.

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

Parking should be provided in accordance with the identified standards.

**4 Consultations / Representations**

**Building Control Surveyor – No objection** - The development looks to be lifetime homes compliant. Finer details can be resolved at Building Regulations stage.

**Education Department – No objection** - Contribution sought

**Transport and Engineering Services – No objection** – Having requested a number of changes to the layout to the scheme, revised plans have been submitted and are acceptable. Request a condition in respect of the provision of the new footway along Paston Ridings prior to first occupation of any dwelling.

**Pollution Team – No objection** – Unsuspected contamination condition recommended.

**Archaeological Officer – No objection** - Although there are no known archaeological remains within the proposed development site, undated cropmarks are visible on aerial photographs immediately to the north would indicate the presence of an enclosure system possibly associated with settlement. A medieval bone ice skate was recovered in the past in the same area during groundwork. Aerial photographs also show remains of ridge and furrow, and headlands associated with the medieval open fields of the historic village of Paston. No objections subject to condition requiring desk based assessment/evaluation by trial trenching.

**Senior Engineer (Drainage) - No objection** - Drainage details required by way of condition.

**Waste Management** - No comments received

**Strategic Housing-Housing Services – No objection** - The applicant for this planning application is a Housing Association which intends to provide all units as affordable homes, which is in excess of policy CS8 but is considered sustainable as CKH has a strong management presence in this locality. The units will meet the housing needs of applicants on the Peterborough Housing Register and whether provided as social rent or affordable rent they will meet the revised definition of affordable housing stated in PPS3. The mix of housing is acceptable and meets the housing need as evidenced by the Peterborough Strategic Housing Market Assessment (update 2010). The applicant has proposed that the units will all meet Lifetime Homes standard and will meet Level 3 of the Code for Sustainable Homes which is acceptable. Fully support application

**Police Architectural Liaison Officer – No objection** - All previous comments and advice have been considered and incorporated into this final scheme. The scheme appears to have fully considered aspects of Crime and Community Safety.

**Cycleways Officer** - No comments received

**Rights of Way Officer** - No observations

**Sport England – No objection** - Sport England is satisfied that the proposal meets the exception policy, in that the development only affects land incapable of forming a playing pitch or part thereof and does not adversely affect existing pitch provision on the site.

**Landscape Officer – No objection raised** – There are trees to the southern and western boundaries and these will cause shading to some of the properties and therefore there may be future pressure to thin/fell/reduce height of the trees.

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

No representations have been made by neighbouring residential properties.

## **5 Assessment of the planning Issues**

### **a) Policy context and the principle of development**

The site is part of an allocated site for housing development within the Local Development Framework Site Allocations DPD 'proposed submission' (ref. SA3.32). The site is well related to existing services and facilities necessary to meet residential needs, including the Chadburn Local Centre and the public transport network. Bus stops are located along Paston Ridings and there is a regular bus service. Thus

the principle of residential development on this site is therefore supported and accords with the spatial strategy for the location of residential development as required by policy CS2 of the Adopted Peterborough Core Strategy and the National Planning Policy Framework. The site is currently Council land and pre application advice was provided for the marketing of the site and the application is broadly consistent with the advice given.

#### **b) Design and Amenity**

The site lies within an area which is predominantly residential in character comprising primarily two storey terraced and semi detached development. The properties on the northern flank of Paston Ridings are separated from the highway by deep grassed verges and mature trees and hedges which contribute to the street scene. It was considered that where possible the trees and hedges along the site frontage should be retained which would provide both screening for the development and an enclosure to the rear boundaries of development; this would be the most appropriate way for any new development to assimilate with the surrounding context.

The development would align with the building line of the existing properties to the west of the site. It is considered that the site can adequately accommodate the 21 dwellings as proposed which would equate to a medium density of 36 dwelling per hectare. The density would make full and effective use of land as advised in policy H15 of the Adopted Peterborough Local Plan (First Replacement) 2005 without compromising the character and appearance of the surrounding area.

The dwellings are of simple design and although modern in appearance would not compete with the existing surrounding development. The materials to be used in the external elevations of the dwellings would be dealt with by condition however, the surrounding development comprises a mixture of buff/red brick and render. Improvements have been made to the front elevation of plots 5, 9, 10 and 21 which are importance vistas into the site and now include additional windows and provide a more visually interesting appearance. The proposal would respect the character and appearance of the surrounding area and accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and the NPPF.

#### **c) Impact on neighbouring amenity**

The layout provides adequate separation distance to existing development. The properties to the rear of the site have garden depths of a minimum of 10.5m providing acceptable separation distance to the Community Centre to the rear of the site. A 20m separation distance is provided between the development and properties to the west. This is considered to be an acceptable separation distance to avoid overlooking and overbearing impact. The development would not unduly impact on the amenity of the occupiers of the existing dwellings surrounding the site and accords with policy CS16 of the Adopted Peterborough Core Strategy and the NPPF

#### **d) Residential Amenity**

Each dwelling has an enclosed garden of a depth of a minimum of 9m. Parking provision is in accordance with the parking standards within the Adopted Peterborough Local Plan and visitor parking has also been provided within the site. Cycle parking would be provided for each dwelling.

The proposed layout has been considered by the Police Architectural Liaison Officer and the development allows for an acceptable level of natural surveillance and crime prevention.

The layout of the proposed development, the aspect of individual dwellings and the relationship of dwellings would provide a satisfactory level of amenity to the future occupiers of the development and the proposal therefore accords with policy H16 of the Adopted Peterborough Local Plan (First Replacement) 2005 and the NPPF.

#### **e) Highway Implications**

It is proposed that the access road in to the site would be adopted by the Local Highways Authority (LHA). A speed survey has demonstrated that appropriate vehicle to vehicle visibility is achievable at the site's junction with Paston Ridings. Amendments have been made to the scheme following advice from the LHA. The application proposes the provision of a 2m wide footway to the site entrance which will provide links to the bus stop on the northern side of Paston Ridings. Each dwelling is provided with parking provision which accord with the maximum parking standards under policy T10 of the Adopted Peterborough Local Plan (First Replacement) 2005. Four visitor parking spaces would be provided. It

was initially envisaged by the LHA that there would be links to the existing cycleway at each end of the site. It is considered, however, that this is a relatively small development and the reduced permeability into the site outweighs the benefits of links to the existing cycleways in terms of vulnerability to crime and opportunities for miscreants. This view is shared by the Police Architectural Liaison Officer. The proposal would not result in any detriment to users of the public highway and accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and the NPPF.

#### **f) Meeting Housing Needs**

In accordance with policy CS8 of the Adopted Peterborough Core Strategy new development proposals should provide 30% of affordable dwellings on site. The application proposes that all units would be affordable homes to be rented. The units will meet the housing needs of applicants on the Peterborough Housing Register and whether provided as social rent or affordable rent they will meet the revised definition of affordable housing stated in PPS3. The mix of housing is acceptable and would meet an identified need as evidenced by the Peterborough Strategic Housing Market Assessment (update 2010) and will meet the Lifetime Homes standard and meet Level 3 code for sustainable homes.

#### **g) Open Space**

Policy LT1 of the Adopted Peterborough Local Plan (First Replacement) 2005 requires new residential development comprising 9 units or more to be provided with on-site open space provision in accordance with the open space standards. The primary purpose of the open space standards is to ensure adequate provision is provided for all new residential developments. In this instance it is considered unreasonable to seek on site open space provision given the close proximity of the remaining recreation ground adjacent to the site.

The application would result in the loss of land which was formerly part of the Honeyhill Primary School site. This site is now used as a community centre and therefore the application site is now used as a general community recreation area. The soon to be adopted Site Allocations Plan identifies the site for residential development and during the consultation on an earlier draft of the document (when the site allocation was larger in size), there were objections from Sport England. However, their objection was removed when the allocated site was reduced to refer only to the land the subject of this application. The site was formerly used as a play area, containing play equipment, an earth mound and various hard play areas/footpaths which made it unsuitable for use for formal sports pitch provision. The main recreation ground/playing field lies to the east of the site with an area of 1.2ha which will be unaffected by the proposal and would retain the potential to be used for either informal recreation or formal community sports pitch provision. No objections are raised by Sport England to the application.

A contribution toward the enhancement/improvement of existing off site open space provision has not been sought in this instance. Property Services is in the process of commissioning improvement works to the adjacent playing field which would include the provision of a new football pitch, adult outdoor gym and new play equipment. Funding would be provided from the capital receipt from the sale of the land.

#### **h) Landscaping Implications**

It is desirable that the trees which bound the site along the western and southern boundary are retained as they have a positive amenity value and would provide screening for the development. A tree survey has been undertaken to assess the quality of trees, the required root protection areas and the potential shading, particularly when the trees reach full maturity. The layout of the development does not require the removal of any trees however, the report recommends two trees on the southern boundary be felled and replaced with tree species more appropriate to a residential setting. A 14 metre section of hedge along the southern boundary will be removed to form the access into the development. The report also highlights the potential for shading to the gardens of plots 4-17, particularly when the trees are fully mature in approximately 15 years; however, the report does not recommend that the trees are removed at this stage. It is accepted that some trees may need to be removed in the future. The report advises that certain pruning operations such as crown lifting could also be used to allow greater light penetration below the tree crowns and that the shading would not lead to tree loss that would have a significant effect on the amenity of the area.

The Landscape Officer has raised concern regarding the shade pattern cast by the trees and that ultimately there would be pressure of the City Council to thin/fell/reduce the height of the trees and has suggested that the layout be changed so that the road serving the development would be positioned

adjacent to the trees. This layout however, would not be acceptable in highway terms. A balance has to be struck between making the most efficient use to land and viability of the scheme and the protection of the trees. As stated above, it is accepted that there may be a need to remove or prune the trees however; this would not substantially impact on the visual amenity of the area. Hence the proposal accords with policy LNE9 of the Adopted Peterborough Local Plan (First Replacement) 2005.

It is proposed that the boundary fencing to the rear gardens abutting the western and southern boundary would be positioned inside the hedge line thus the verdant character along this part of Paston Ridings would be retained. The trees/hedge would be conveyed as part of the sale of the land to the applicant and a tree/hedge management plan would be secured by condition.

#### **i) Impact on the historic environment**

Although there are no known archaeological remains within the proposed development site, undated cropmarks visible on aerial photographs immediately to the north would indicate the presence of an enclosure system possibly associated with settlement. A medieval bone ice skate was recovered in the past in the same area during groundwork (no further information). Aerial photographs also show remains of ridge and furrow, and headlands associated with the medieval open fields of the historic village of Paston. There are no objections in principle by the Archaeological Officer subject to a condition requiring desk top assessment/evaluation by trial trenching in accordance with policy CS17 of the Adopted Peterborough Core Strategy DPD.

#### **j) Contamination**

A ground investigation report has been submitted with the application which has concluded that the soil samples tested did not contain elevated concentrations of contaminants. However a condition would be secured to the planning consent to ensure that in the event that contamination is found during construction, it would be dealt with appropriately.

#### **k) S106 contribution**

In accordance with the Planning Obligations Implementations Scheme the proposal would give rise to a S106 contribution of £102,000 plus monitoring fee.

In addition:

- The developer is to provide residential travel packs to residents upon first occupation at a cost of £10 per pack which would include a tear off slip offering the resident either the option for the first 3 new tenants to receive either a month's bus pass or a cycle voucher up to the value of £50.
- The development would produce an increase in the amount of people using public transport in the area. A contribution is sought towards upgrading the nearest bus stops to the development. The typical cost for this would be about £20,000 a shelter.

The contributions are considered to be reasonably related to the development and accord with the tests as set out under the CIL regulations and circular 05/05.

## **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 weighting against relevant policies of the development plan and specifically:

- This is an allocated housing site in the Local Development Framework Site Allocations Proposed Submission Document and would provide efficient and effective use of land and accords with the spatial strategy for the location of residential development;
- The scale and design of the development would respect the character and appearance of the surrounding area;
- the development makes adequate provision for the residential amenity of the future occupiers of the properties;
- the development would not result in any adverse impact on the amenity of occupiers of existing neighbouring dwellings;
- the proposal provides adequate parking provision for the occupiers of the dwellings and visitors and will not result in any adverse highway implications;
- the proposal would provide affordable dwellings and would meet an identified housing need;

- the proposal would not have an unsatisfactory impact on trees; and
- the proposal makes satisfactory and justified off site provision for improvement to public transport and makes a contribution towards the social and physical infrastructure demands that it will place on the city.

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

## **7 Recommendation**

The Head of Planning Services recommends that planning permission be **APPROVED** subject to the signing of a S106 Planning Obligation and the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**  
Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).
- C 2 No development shall take place until details of materials to be used in the external elevations of the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.**  
Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.
- C 3 No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to, and approved by, the local planning authority in writing.**  
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 Policy CS17 of the adopted Peterborough Core Strategy DPD.
- C 4 No development shall take place other than in accordance with the Written Scheme of Investigation approved under condition 3.**  
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 Policy CS17 of the adopted Peterborough Core Strategy DPD.
- C 5 Notwithstanding the details hereby approved details of the surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in strict accordance with the approved details.**  
Reason: In order to manage surface water run off and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.
- C 6 The development hereby approved shall be constructed so that it achieves at least a 10% improvement on the Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.**  
Reason: To accord with Policy CS10 of the adopted Peterborough Core Strategy DPD 2011.
- C 7 Prior to the commencement of development a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the occupation of any building or the completion of development, whichever is the earlier.**

The scheme shall include the following details:

- Proposed finished ground and building slab levels

- **Planting plans for replacement trees, species, numbers, size and density of planting**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

**C 8 Prior to the commencement of the development, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:**

- **a scheme of chassis and wheel cleaning for construction vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;**
- **a scheme of working hours for construction and other site works;**
- **a scheme for construction access from the Parkway system, including measures to ensure that all construction vehicles can enter the site immediately upon arrival, adequate space within the site to enable vehicles to load, unload and turn clear of the public highway and details of any haul routes across the site;**
- **a scheme for parking of contractors vehicles clear of the public highway;**
- **a scheme for access and deliveries including hours;**
- **An area for the proposed site facilities and materials storage areas**

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

Reason: In the interests of highway safety and residential amenity in accordance with Policy CS14 of the Adopted Peterborough Core Strategy.

**C 9 The dwellings shall not be occupied until the area shown as their allocated parking space(s) on the approved plan have been drained and surfaced in accordance with details submitted to and approved in writing by the Local Planning Authority, and those areas shall not thereafter be used for any purpose other than the parking of vehicles, in connection with the use of the respective dwellings.**

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

**C10 No dwelling shall be occupied until space has been laid out within the site, in accordance with the approved plan for vehicles to turn so that they may enter and leave the site in forward gear, and that area shall not thereafter be used for any purpose other than the turning of vehicles.**

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

**C11 Development shall not commence before details of the levels, form of construction of the highways and details of the piped surface water drainage and street lighting systems thereof have been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure that the new highways are adequately constructed, drained and lighted, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy and T8 of the Adopted Peterborough Local Plan (First Replacement).

**C12 Notwithstanding the details shown on the approved plans, development shall not begin until details of the junction between the proposed access road and the highway have been approved in writing by the Local Planning Authority; and the dwellings shall not be occupied until that junction has been constructed in accordance with the approved details.**

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

**C13 The dwellings shall not be occupied until a means of vehicular access has been constructed in accordance with the plans approved pursuant to condition 12 above.**



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

- C14 No dwelling on the development shall be occupied before the highway linking that dwelling to the existing public highway (Paston Ridings) has been completed to base course level.**

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

- C15 Notwithstanding the details shown on the approved plans, the junction of the proposed access road with the existing highway shall be laid out with 8m radii.**

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

- C16 Visibility splays as shown on the approved plans on the inside of bends shall be kept free from any obstruction over 600mm in height and should not be enclosed within the private curtilages of adjoining properties.**

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

- C17 Before the parking spaces are brought into use, vehicle-to-pedestrian visibility splays shall be provided on both sides of the accesses and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the highway boundary.**

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

- C18 (a) Works shall be carried out in strict accordance with the tree survey/tree protection measures submitted in support of this application dated July 2011. which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site, including trees which are the subject of a Tree Preservation Order currently in force; no development or other operations shall take place except in complete accordance with the approved protection scheme;**
- (b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition work, soil moving, temporary access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place;**
- (c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme;**
- (d) Protective fencing shall be retained intact for the full duration of the development hereby approved, and shall not be removed or repositioned without the prior written approval of the Local Planning Authority;**

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

- C19 If, during development, contamination not previously considered is identified, then the Local Planning Authority (LPA) shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the LPA. The**

**development shall thereafter not be carried out except in complete accordance with the approved scheme.**

Reason: To ensure all contamination within the site is dealt with in accordance with PPS23 Planning and Pollution Control.

**C20 Prior to commencement of development, a scheme for the required off-site highways works shall be submitted to and approved by the Local Planning Authority. The submitted scheme shall include all construction details and appropriate street lighting for the new 2m wide footway along Paston Ridings to connect the existing footpath/cycleway to the west of the site to the existing footway near the bus stop to the east of the site. This footway shall be constructed prior to the occupation of the new dwellings.**

Reason: In the interests of highway safety, and to promote the use of sustainable modes of travel, in accordance with Policy CS14 of the Adopted Peterborough Core Strategy.

**C21 Notwithstanding the details hereby approved 20% of the dwellings shall be constructed to meet the Lifetime Homes Standard.**

Reason: In order for the development to meet a particular housing need and in accordance with policy CS8 of the Adopted Peterborough Core Strategy DPD.

Copy to Councillors D & S Day and Simons