

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