

Application Ref: 13/00835/R4FUL

Proposal: Demolition of existing care home, and construction of 17 chalet bungalows and creation of 34 car parking spaces

Site: The Peverels, 34 Pine Tree Close, Dogsthorpe, Peterborough

Applicant: Cross Keys Homes

Agent: David Turnock Associated

Referred by: Head of Planning, Transport and Engineering Services

Reason: Council owned land

Site visit: 01.08.2013

Case officer: Mrs J MacLennan

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Recommendation: **GRANT** subject to the signing of a **LEGAL AGREEMENT** and relevant conditions

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

The application site is approximately 0.4 hectares and is located at the eastern end of Pine Tree Close, Dogsthorpe. The site contains a former residential care home comprising a single building mainly single storey with two storey element to the east. The care home is now vacant. The site is an island site contained between the 2 arms of Pine Tree Close and therefore has a street frontage to the north, west and southern boundaries. The east boundary is fenced and abuts existing residential properties on Acacia Avenue. The surrounding area is predominantly residential in character comprising two storey developments with open frontages. The existing Care Home incorporates off-street parking with access direct from Pine Tree Close as well as a small parking court and garage on the northern part of the site, with provision for approximately 16 car spaces.

Proposal

Planning permission is sought for the demolition of the existing care home building and the erection of 17 number 2-bed chalet bungalows with associated parking. The development would be 100% affordable.

2 Planning History

No relevant planning history

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 6 - Presumption in Favour of Sustainable Development

Housing applications should be considered in this context. Policies for the supply of housing should not be considered up-to-date if a 5 year supply of sites cannot be demonstrated.

Section 4 - Assessment of Transport Implications

Development which generates a significant amount of traffic should be supported by a Transport Statement/Transport Assessment. It should be located to minimise the need to travel/to maximise the opportunities for sustainable travel and be supported by a Travel Plan. Large scale developments should include a mix of uses. A safe and suitable access should be provided and the transport network improved to mitigate the impact of the development.

Section 11 - Re-use of Previously Developed Land

Should be encouraged provided that it is not of high environmental value.

Section 7 - Good Design

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

Peterborough Core Strategy DPD (2011)

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.

CS10 - Environment Capital

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

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.

Peterborough Planning Policies DPD (2012)

PP01 - Presumption in Favour of Sustainable Development

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

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP03 - Impacts of New Development

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

PP12 - The Transport Implications of Development

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

PP13 - Parking Standards

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

PP16 - The Landscaping and Biodiversity Implications of Development

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

Community Infrastructure Levy (CIL) Regulations 2010

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

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

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

In addition obligations should be:

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

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

4 Consultations/Representations

Police Architectural Liaison Officer – No objections – Requests a condition regarding details of lighting being submitted.

Transport & Engineering Services – No objections - Following receipt of revised plans showing adequate parking provision to each dwelling the scheme is now acceptable subject to conditions.

Landscape Officer – No objections - The tree survey has been carried out in accordance with BS5837:2012 and the findings and recommendations are agreed with. No objections subject to details contained within the report being secured by condition.

Archaeological Officer – No objections - No finds appear to be recorded within the proposed development site or the immediate surrounding area. Furthermore, as the proposed development site is currently built upon, potential buried remains are likely to have been extensively disturbed by foundation and service trenches, as well as generally landscaping. In view of these factors, a programme of archaeological investigations is not justified.

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

Pollution Team - No objections - No comments made

Senior Recreation Officer – No objections - No comments made

Wildlife Officer – No objections – Recommends condition restricting the removal of trees to outside the bird nesting season; and the provision should be made to enhance the biodiversity of the site including a range of birds boxes and planting of wildlife seed.

Local Residents/Interested Parties

Initial consultations: 63

Total number of responses: 0

Total number of objections: 0

Total number in support: 0

No neighbour representations have been received.

5 Assessment of the planning issues

a) Background

The layout has been revised since the initial submission and now provides additional parking (drg. no. AL0001 P05). Re-consultations have been undertaken.

b) The principle of development

The site lies within the urban area boundary, within an area which is predominantly residential in character and which is well related to services and facilities to meet the residential needs of the future occupiers. The proposed C3 'residential' use would be an efficient and effective use of a brownfield site and would contribute to the overall housing need figures for the Peterborough area. The proposal therefore accords with policy CS2 of the Adopted Peterborough Core Strategy, policy PP1 of the Adopted Peterborough Planning Policies DPD and the National Planning Policy Framework.

c) Design and Layout

The development would represent a fairly high density scheme, approximately 42 dwellings per hectare. However, the chalet style is an appropriate design solution for the site given the surrounding two storey development and the former development on the site. The development would have its own character and identity with a modern style comprising dormer windows and a palette of materials of red brick, render and pre-finished timber boarding. The development would have active frontages to the street to the north, west and south of the site. It is considered the development would be a positive enhancement to the character of the area. The proposal therefore accords with policy CS16 of the Adopted Peterborough Core Strategy and policy PP2 of the Adopted Peterborough Planning Policies DPD.

d) Residential Amenity

The plans indicate that where there is a back to back relationship between the proposed dwellings (plots 6-8 and plots 14-17) there is a minimum separation distance of 16 metres. Normally such a separation distance would be considered too small, however, given the likely client group and design of the dwellings (chalet bungalows) with the first floor windows to both blocks being located in the south elevation, there is no direct overlooking and the layout is considered acceptable.

Each dwelling would provide an adequate level of amenity for the future occupiers with the development taking advantage of natural sun/daylight provision.

Each dwelling would have an enclosed private rear amenity space of at least 60m².

All car parking is located in proximity to each of the units with units 3-5 being provided with dedicated parking spaces on their frontage.

Secure bin and cycle stores are located adjacent to the entrance to each unit in a gated enclosure which will also include the utility meter cabinets.

It is considered that future occupiers of the dwellings would be afforded a satisfactory level of amenity in accordance with policy PP4 of the Adopted Planning Policies DPD.

e) Neighbouring Amenity

The maximum height of the dwellings would be 6.2m and therefore the development would not give rise to overshadowing or an overbearing impact in relation to the development itself or in relation to the surrounding existing development. The relationship with the existing development is acceptable as the scale of the dwellings is appropriate and their positioning, at least 6m back from the footway, would provide an adequate separation distance to existing properties within Pine Tree Close. There is also adequate separation distance, at least 26m between the dwellings to the east of the site and existing properties in Acacia Avenue.

The proposal would not result in any adverse impact on the amenity of the occupiers of existing neighbouring properties and accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD 2012.

f) Meeting Housing Need

The development would provide 17 affordable units which would meet the housing needs of applicants on the Peterborough Homes Register in accordance with the National Planning Policy Framework.

The dwellings would be designed to Lifetime Homes Standard and would incorporate a wheelchair accessible bathroom at ground floor level with direct access from the ground floor bedroom.

The development therefore accords with policy CS8 of the Adopted Peterborough Core Strategy 2011.

In addition, each of the proposed bungalows is provided with a ground floor main bedroom with accessible bathroom served both from the hallway and bedroom to enable any person with either disabilities or needing to use a wheelchair to be able to have living and sleeping spaces on the same floor.

A ramped approach with level threshold will be provided to the ground floor entrance doors of all units. The width of the entrance doors will be adequate to accommodate wheelchair access.

Units 9 and 10 will be linked internally and used together for accommodation by Adult Social Care; these units have their own in curtilage car parking spaces.

The scheme therefore would be an adaptable development which is able to respond to the changing needs of the future occupiers and accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

g) Highway implications

There are a total of 34 car spaces on site which is commensurate with current Peterborough City Council parking standards which requires 2 spaces per dwelling. It is proposed to utilise an existing 6 number car parking bays currently located within the highway. As these spaces may be used for parking by the neighbouring properties the applicant was advised to submit a parking

survey to assess the extent to which these are currently used and whether there was capacity for additional parking on the street. The parking survey demonstrated that these spaces were only used marginally in the evening and that there were other spaces available nearby. The Local Highways Authority (LHA) would therefore support the stopping up of this section of the highway so that the spaces could be used by the future occupiers of the development. The LHA raise no objections to the proposal subject to conditions. It is considered that there is adequate parking provision on site for occupiers and visitor and the development would not result in any adverse impact on the adjacent highway in accordance with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

h) Secured by Design

The layout has been carefully considered to minimise the potential for crime and to minimise any hidden and unsupervised areas with pathways to rear gardens being secured by 1.8m high gates. The scheme has been designed to maximise surveillance and natural policing of all areas of the scheme with car park areas particularly being overlooked from adjacent dwellings. The Police Architectural Liaison Officer has been consulted on the application and considers that the details submitted addresses vulnerability to crime and raises no significant issues. The proposal therefore accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

i) S106 contributions

This scheme would provide a 100% Affordable Housing provision by Cross Keys Homes. A viability appraisal has been undertaken which has demonstrated that the proposed development of 17 Affordable Dwellings is not able to provide a full POIS contribution based on economic viability. Recognising the current national funding constraints in relation to the delivery of Affordable Housing and the commitment by Peterborough City Council to deliver Affordable Housing, in addition to acknowledging that the proposal is in receipt of £340,000 Social Housing Grant, a POIS contribution of £17,000 (£1,000 per dwelling) is considered acceptable. A Monitoring Fee of £340 is also required.

No off-site contribution would be sought for open space as this development is for the redevelopment of a care home site providing dwellings to a target group with limited open space needs.

j) Contamination

At the pre-application stage the Environment Agency advised that the site is underlain by superficial River Terrace Deposits over bedrock of the Kellaways Sand. These are both classified as Secondary A Aquifers, which represent controlled waters that require protection. The presence of contaminants at this site may pose a risk of pollution to controlled waters and that if the potential for contamination exists, a preliminary risk assessment should be undertaken to assess the potential risks to controlled waters.

The applicant advises that an assessment has been made with reference to the Environment Agency information and there is minimal risk of contamination on this site given that the previous use of the site was a residential care home and prior to that was greenfield land before the development of the Dogsthorpe area. The Pollution Control Officer has raised no comment on the application. However, a contamination condition is recommended requiring the Local Planning Authority be advised should any unsuspected contamination be found during demolition/construction.

k) Drainage

The applicant has been advised that Sustainable Drainage Systems (SUDS) methods should be used wherever possible for managing flood risk. The site should be able to attenuate flow and, where possible, provide infiltration to ground water in accordance with policy CS22 of the Adopted

Peterborough Core Strategy DPD. These details shall be secured by condition.

l) Landscaping

A Tree Survey, Arboricultural Implications Assessment Report and Arboricultural Method Statement has been submitted with the application. The existing soft landscaping on site is not worthy of retention and those small trees and shrubs that do exist are in a poor/moderate condition. It is proposed to retain trees on the eastern boundary in order to maintain screening from properties on Acacia Avenue. A comprehensive soft landscape scheme is submitted as part of this Application. The Landscape Officer confirms that the survey has been carried out in accordance with BS5837:2012 and agrees with the findings and recommendations. The Landscaping Scheme is also considered to be appropriate. The details shall be secured by condition. The development would provide an appropriate landscaping scheme which would both add to the visual amenity of the area and provide enhancements for biodiversity gain within the site in accordance with policy PP16 of the Adopted Peterborough Planning Policies DPD.

m) Ecology

A protected species scoping survey and reptile assessment has been carried out at the site with the only evidence being that there was a low probability that the building or trees within the site being used by bats.

The Wildlife Officer is satisfied with the report's assessment of impacts on protected species and reptiles and recommends the application is approved subject to details of the proposed wildflower meadow and bird nesting boxes being submitted for approval in order to provide the potential for biodiversity gain within the site and in accordance with policy PP16 of the Adopted Peterborough Planning Policies DPD 2012. These details will be secured by condition.

n) Archaeology

The site is currently built upon and therefore potential buried remains are likely to have been extensively obliterated by foundation and service trenches, as well as general landscaping. A programme of archaeological investigations is not justified.

o) Community Consultation

A Community Consultation Event was held at the nearby Pine Tree Day Centre on 14 June 2013. The event was attended by around 25 existing residents who were invited to make comments or raise questions on the scheme. The scheme was generally welcomed and residents were happy with the scale and nature of the scheme. The two main concerns were whether the homes would be occupied by families with young children and whether the extra homes would lead to parking problems. It was explained that given that the dwellings would only have two bedrooms it was unlikely they would be allocated to a large family. It was more likely that the dwellings would be occupied by older people with mobility problems or live-in care needs.

With regard to parking problems residents were advised the City Councils parking standards require each dwelling to be provided with two parking spaces therefore the occupation of the development would not impact on the adjacent highway.

p) Environment Capital

The application states that the new dwellings will all be constructed to comply with the Code for Sustainable Homes Level 3 and as such will address energy conservation measures and make use of high efficiency heating and lighting Installation. The proposal would therefore accord with policy CS10 of the Adopted Peterborough Core Strategy DPD 2011.

6 Conclusions

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

- the proposal would be an efficient and effective use of a brownfield site and would contribute to the overall housing need figures for the Peterborough area;
- 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 makes satisfactory and justified contribution towards the social and physical infrastructure demands that it will place on the city.

Hence the proposal accords with policies CS2, CS8, CS10, CS13, CS14, CS16 and CS22 of the Adopted Peterborough Core Strategy DPD 2011, policies PP2, PP3, PP4, PP12, PP13, and PP16 of the Adopted Peterborough Planning Policies DPD 2012 and the NPPF.

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the signing of a **LEGAL AGREEMENT** and the following conditions:

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

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

- C 2 The materials to be used in the construction of the external surfaces of the dwellings hereby permitted shall be in accordance with the External Finish Schedule dated 2nd August 2013.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C 3 Prior to the first occupation of the dwelling to which they relate, pedestrian visibility splays shall be provided on both sides of all vehicular accesses. The splays shall measure 1.5 metres x 1.5 meters for single accesses and 2.0 x 2.0 metres for shared accesses measured up the side of the access and along the back edge of the highway from where the access joins the public highway. The visibility splays shall thereafter be retained and kept permanently clear of all obstacles above 600mm in height.

Reason: In the interest of highway safety in accordance with policy PP12 of the adopted Planning Policies DPD (2012).

- C 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order 1995 (as amended) or any Order superseding this, Schedule 2 Part 2 Class A, no gates or other means of enclosure shall be erected across the vehicular accesses hereby approved.

Reason: In the interest of highway safety in accordance with policy PP12 of the adopted Planning Policies DPD (2012).

- C 5 Works associated with the provision of all the new vehicular crossings, removal of any existing redundant vehicular crossings and the repositioning of the existing lighting column adjacent to the parking space for plot 2 shall be carried out in accordance with the submitted indicative S278 drawings refs. 310 Rev P2 and 311 Rev P3 and subsequent Technical Vetting Approval. The development shall not be occupied until all of the works have been completed in accordance with the approved details.

Reason: In the interest of highway safety in accordance with policy PP12 of the adopted Planning Policies DPD (2012).

- C 6 Prior to the first occupation of the dwellings the area shown for the purposes of parking and turning on drawing number AL0001 Rev P05 shall be provided. Such provision shall thereafter be retained for this purpose and not put to any other use.

Reason: In the interests of highway safety in accordance with policies PP12 and PP13 of the adopted Planning Policies DPD (2012).

- C 7 Prior to the commencement of works on site, unless otherwise agreed in writing with the Local Planning Authority, a Construction and Demolition Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:

- a noise management plan including a scheme for the monitoring of construction and demolition noise;
- a scheme for the control of dust arising from building and site works;
- a scheme of chassis and wheel cleaning for construction and demolition vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways. All vehicles leaving the site shall pass through the wheel cleaning equipment which shall be sited to ensure that vehicles are able to leave the site and enter the public highway in a clean condition and free of debris which could otherwise fall upon the public highway. The wheel cleaning equipment shall be retained on site in full working order for the duration of the development;
- a scheme of working hours for construction and other site works;
- a scheme for construction access from the Parkway;
- details of the site compound, parking and material storage areas;
- a scheme for access and deliveries including hours.

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

Reason: In the interests of highway safety in accordance with policy PP12 of the adopted Planning Policies DPD (2012).

- C 8 The drainage works shall be constructed and completed in accordance with the approved plans (13-2099 313 P1, 13-2099 315 P2 and 13-2099 317 P1) and details contained with the supporting letter from Waldeck engineers dated 6th August 2013.

Reason: To reduce the impact of flooding on the proposed development and future occupants and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD 2011.

- C 9 (a) Works shall be carried out in strict accordance with the tree survey/tree protection measures submitted in support of this application dated May 2013 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 PP16 of the Adopted Peterborough Planning Policies DPD 2012.

- C10 The Landscaping of the site shall be implemented in accordance with the approved drawing 001A. The scheme shall be carried out as approved no later than the first planting season following the occupation of the last dwelling.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policy CS21 of the adopted Peterborough Core Strategy DPD and policy PP16 of the Adopted Peterborough Planning Policies DPD 2012.

- C11 Notwithstanding the details hereby approved, the scheme shall include the provision of additional biodiversity enhancements to achieve a net gain of biodiversity; for example the inclusion of a range of bird boxes to cater for a number of species including House Sparrow, Starling and Swift at suitable locations across the site; and grassed areas to include 'wild-flower' seed. The details shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details during the first planting season following the occupation of any building or the completion of development, whichever is the earlier.

Reason: In the interests of the enhancement of biodiversity in accordance with Policy PP16 of the Adopted Peterborough Planning Policies DPD 2012 and Policy CS21 of the adopted Peterborough Core Strategy DPD 2011.

- C12 No construction/demolition/excavation works or removal of hedgerows/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy 2011.

- C13 Prior to the first occupation of the development the boundary treatments for the development shall be implemented in accordance with the approved drawing no. AL0002.

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

C14 Notwithstanding the submitted details a lighting scheme and time scale for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the first occupation of the development.

Reason: In the interests of residential amenity and the security of the development in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD 2011 and policy PP2 of the Adopted Peterborough Planning Policies DPD 2012.

C15 Notwithstanding the provisions of Schedule 2, Part 1 Class A and E of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no extensions or outbuildings shall be constructed other than as those expressly authorised by this permission or those expressly authorised by any future planning permission.

Reason: The development is relatively dense and so extensions and outbuildings must be carefully designed in order to protect residential amenity, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

C16 All of the dwellings on the site shall be 'affordable' as defined in the supporting statement to Policy CS8 in the Peterborough Core Strategy DPD 2011.

Reason: As a result of the development being 100% affordable, it has been demonstrated that the development would not be viable unless a reduction in the scale of contribution required by Policy CS13 of the Peterborough Core Strategy DPD 2011 and the associated Planning Obligation Implementation Strategy (2010) is given.

C17 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 Peterborough Core Strategy DPD (2011).

C18 If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

Reason: To ensure all contamination within the site is dealt with in accordance with the National Planning Policy Framework, in particular paragraphs 120 and 121 and Policy PP20 of the Peterborough Planning Policies DPD (2012).

Copies to Councillors: A J Miners, C M Saltmarsh, C D Ash

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