

08/01138/OUT: RESIDENTIAL DEVELOPMENT FOR 27 DWELLINGS (OUTLINE) LAND TO REAR OF 12-16 BROADWAY, YAXLEY, HUNTINGDONSHIRE
VALID: 10 SEPTEMBER 2008
APPLICANT: CAMVIL DEVELOPMENTS LTD
AGENT: ANDREW CAMPBELL ASSOC. LTD
REFERRED BY: HEAD OF PLANNING
REASON: THE PROPOSAL IS A DEPARTURE FROM THE LOCAL PLAN
DEPARTURE: YES

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1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The principle of residential development
- The impact of the proposal upon the character and appearance of the immediate area
- The impact of the proposal on residential amenity
- The impact of the proposal on highway safety
- Accessibility of the site to the services of the village
- Crime
- Wildlife implications
- Planning Obligation implications

The proposal represents a departure from the development plan and as such the Committee cannot formally determine the application. The determination of the application will have to be made by the Government Office for the East of England (GOEAST) having first been made aware of the decision that the Local Planning Authority would have made were it possible for it to determine the application.

The Head of Planning Services recommends to the Committee to **Resolve to Approve** the application subject to a prior completion of a Section 106 obligation relating to infrastructure needs resulting from the development to include – Contributions towards Educational, Waste Management, off site open space needs, a contribution towards the construction of a cycleway/footpath link between Yaxley and Farcet and Travel Choice requirements.

As this proposal represents a departure from the development plan if Members resolve to approve the application it will be referred to GO-EAST for confirmation that the local planning authority may proceed to determine the application. Alternatively, the matter may be called in by GOEAST for determination by the Secretary of State.

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Development Plan Policies

Key policies highlighted below.

Regional Policy

The East of England Regional Plan (2008) requires that such residential developments are to secure 35% of the dwellings as affordable housing.

The Peterborough Local Plan (First Replacement)

The Local Plan defines a residential development of 30 dwellings or less as a Small Housing Estate.

- H4 Hampton Township Development Area** – Residential development within this area will take place in accordance with the approved master plan and neighbourhood briefs unless variations are approved.
- H8 Village Envelopes** – Land outside of village envelopes shall be defined as open countryside.
- H13 Housing in the Open Countryside** – Planning permission will only be granted for residential development in the open countryside where there is an overriding need.
- H15 Residential Density** – Residential density shall be at the highest net density that is compatible with the character and appearance of the site and surrounding area, is compatible with the living conditions of the local residents, to include privacy, light, aspect, noise avoidance, will achieve a good standard of design and layout with adequate open space. The net densities should be within the range of 30-50 dwellings per hectare.
- H16 Residential Design and Amenity** - Amenities for the occupiers of all new dwellings should provide a satisfactory standard of daylight/sunlight, privacy in habitable room, noise attenuation and a convenient area of private garden or outdoor amenity space with reasonable privacy.
- H20 Range of Accommodation to Meet Housing Needs** – To ensure the provision of a suitable proportion of residential accommodation to meet the needs of single person households, young people, homeless households, people with learning or physical disabilities older people as well as large family groups.
- H21 Affordable Housing** – An element equivalent to 30% of all dwellings will be sought on sites on any site proposed for 25 dwellings or more or with an area of 1 hectare or more.
- H22 Rural Exception Sites** – Small areas of land may be released adjacent to village envelopes for the provision of affordable housing if a specific local need can be demonstrated, the affordable housing meets the identified need and the site lies adjacent Rural Growth or Limited Rural Growth Settlement.
- T1 The Transport Implications of New Development** – Appropriate provision is to be made for safe and convenient access to, from and within the site for all user groups and the development would not result in an unacceptable impact upon any element of the transportation network.
- T3 Accessibility to Development** – Pedestrians and those with Mobility Difficulties – Development is to be safely and easily accessible by pedestrians and those with mobility difficulties. Provisions should be made for new connections and improvements to pedestrian routes where they are directly related to the proposed development.
- T8 Connections to the Existing Highway Network** – Development is only to be granted if the vehicular access is on to a highway whose design and function is appropriate for the level and type of vehicular traffic likely to be generated by the proposed development.
- T10 Car and Motorcycle Parking Requirements** – Parking requirements for both cars and motorcycles shall accord to the defined Local Plan standards outside of the City Centre.

- LT1 Open Space in New Residential Development** – Planning permission will not be granted for residential development of 9 or more dwellings unless open space is provided within the site to the Local Plan minimum standards.
However, if there are particular deficiencies in open space in the surrounding area variations in the component parts of the required provision may be sought.
- LT2 Off – Site Contributions Towards the Provision of Open Space for New Residential Development** – For residential developments of 9 or more dwellings the developer may enter into a planning obligation to contribute towards meeting the open space needs of the proposed residential development off-site. If taking into account the accessibility of existing open space facilities and the circumstances of the surrounding area the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced facilities off-site. This contribution should be commensurate with the scale of provision which would otherwise have resulted from the application of policy LT1.
- LT6 Access to Open Space** – Development that adversely affects the accessibility to open spaces or to sites safeguarded for use as open space will not be granted. Proposals that would improve accessibility to open spaces will generally receive favourable consideration.
- LT8 Hampton Country Park** – Development that is considered appropriate to the proposed use of the area of the country park and would contribute to its character will be granted.
- DA1 Townscape and Urban Design** – Development will be permitted if it is compatible with, or improves its surroundings in respect to nearby buildings, spaces and longer views, creates or reinforces a sense of place and does not create an adverse visual impact
- DA2 The effect of Development on the Amenities and Character of an Area** – Development is only to be permitted if by virtue of its density, layout, massing and height it can be satisfactorily accommodated within the site, would not have an adverse impact upon the character of the area and would not have no adverse impact on the amenities of occupiers or nearby residents.
- DA3 Materials** – The external finish of a development are to harmonise with the established building materials of the locality.
- DA6 Tandem, Backland and Piecemeal Development** – Such development will only be permitted if the site can accommodate the development in terms of density and scale, the character of the area would not be unacceptably harmed, the amenities of the occupiers of nearby properties would not be adversely affected, the site can be satisfactorily accessed from the public highway and it would not prejudice the comprehensive development of a larger area.
- DA11 Design for Security** – Vulnerability of a development to crime shall be addressed in development proposals.
- LNE1 Development in the Countryside** – Development in the countryside is to be restricted to that which is demonstrably essential to the effective operation of local agricultural, horticulture, forestry, outdoor recreation or public utility services.
- LNE4 Layout and Design to Safeguard Landscape Character** – Development in or adjoining the countryside shall be of a high standard of layout and design to assimilate development and enhance the overall landscape character.
- LNE6 Buffer Zones for Development Bordering the Countryside** – Development that is to border the countryside or other landscape setting and that land does not have planning permission or is not allocated for development the proposed development will e required to have a buffer zone with appropriate landscape treatment to assimilate the development into the landscape.

- LNE9 Landscape Implications of Development Proposals** – Planning permission is only to be granted for development provided that, as far as possible, natural features on the site that make a positive contribution to the local environment are retained and that the development makes adequate provision for landscaping the site as an integral part of the development.
- LNE10 Detailed Elements of Landscaping Schemes** – Conditions will be imposed requiring the provision of a detailed landscaping scheme suitable for the site, the type of development proposed and the location.
- IMP1 Securing Satisfactory Development** – Planning permission will not be granted for any development unless provision is secured for all additional infrastructure, services, community facilities and environmental protection measures, which are necessary as a direct consequence of the development and fairly and reasonably related to the proposal in scale and kind. Such requirements shall be secured through the development proposals, though the imposition of conditions or sought through planning obligations. Where provision on an application site is not appropriate or feasible provision will be sought elsewhere or a contribution towards this provision will be sought where necessary

The application site lies outside both the urban boundary of the city and village envelopes as defined in the Peterborough Local Plan (First Replacement). However the site does not fall within that area to be secured for the expansion of the Hampton Country Park that is to have its southernmost boundary abutting the application site. Further it is not allocated for any purpose.

3 DESCRIPTION OF PROPOSAL

The proposal is an outline application for a 27 dwellings. Only the access details are committed at this stage. The vehicular and pedestrian accesses to the site are to be served off the recently part completed housing development to the west of the site known as Thistle Drive. The proposal is for 35% of the dwellings to be occupied as affordable housing. It is to be expected that the north and east boundaries of the development are to be tree/shrub lined. The applicant has sought approval of the vehicular access to the development. However, the information submitted is not considered sufficient and thus negotiations are continuing on this aspect of the application. Members will be updated at the meeting. However, there is effectively only one way that the development could be accessed and this is directly off the end of Thistle Drive.

The application site lies wholly within Peterborough's district. However the site does share its south and western boundaries with Huntingdonshire District Council.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The site is located to the north of established residential development in Broadway, Yaxley. It is in a totally overgrown appearance with a scattering of builders materials and cabin and a rough short tarmac access from Thistle Drive. This southern boundary abuts the rear curtilages of 3 residential properties in Broadway where the dwellings are all at least approximately 26m from the site boundary. The northernmost boundaries of these dwellings comprise, a 1.5m high wall to the rear of which are garden outbuildings with trees and shrubs (No.12), a low brick wall with a mix of established tree/shrub planting, (no.14), with views possible into the rear garden of this dwelling from the site and a 1.8m high fence with established tree/shrub planting immediately behind, (no.16). To the west is a partly completed residential development, of principally 2 storey dwellings. This boundary is demarcated by a lower wire mesh style fence. An area of public open space for the adjacent residential development lies to the south of its dwellings to abut the south west boundary of the application site. A footpath also partly abuts the application site along its western boundary that would link the site towards Broadway and its services.

The completed dwellings of the residential development to the west of the site are served by roads that are effectively at base course level. To the north and east of the site lies farmland identified in the Local Plan as an extension to the Hampton Country Park.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
02/01291/FUL	Residential development comprising 168 dwellings, garages, car parking, roads, access, landscaping and public open space	01.08.03	WITHDRAWN
05/01757/OUT	Residential development and access	10/1.06	REFUSED

Comment – The 02 application proposed all of the dwellings within Huntingdonshire District Council's boundary with only an area of public open space on the same site area as that now proposed for residential accommodation.

The 2005 application was submitted for outline permission for a residential development at a density of 30 dwellings to the hectare. Permission was refused on the grounds that the site is within an open countryside location, outside the village envelope of the Yaxley and was not required for the effective operation of local agriculture, forestry, outdoor recreation or public utility services thereby being contrary to policies H13 and LNE1 of the Peterborough Local Plan (First Replacement). There was also concern that the site would have no connection with a made up road.

6 CONSULTATIONS/REPRESENTATIONS

Internal

Building Control - Building Regulations approval will be required and Part M applies. The development will not be affected by a public sewer.

Archaeological Officer – The site is expected to contain important archaeological features dating from prehistoric and Roman ages that were found during archaeological investigations undertaken in advance of the development of the adjoining residential sites. The standard PPG16 archaeological investigation condition should be applied if planning permission is granted.

Strategic Policy – Support the proposal although it is technically a departure. The site has been suggested as a residential allocation in the Site Allocations DPD.

Head of Transport and Engineering – No objections to the proposal subject to conditions to include road geometry details, lighting, visibility splays, road and footway connections, a construction management plan containing wheel cleaning facilities, site compound locations, parking, turning and loading arrangements for construction vehicles.

The principle of the access to the development site has been established when an appeal was allowed for the extension of the adjoining housing estate road. This being the case the Highway Authority could not raise objections to the access for which permission is being sought by this proposal. However, this does not necessarily imply that the Highway Authority would be willing to adopt road/internal roads unless they conform to the requirements of the Manual for Streets and PCC have undergone the appropriate quality audits. These will be matters to be considered at the reserved matters stage should outline planning permission be granted.

Children's Services – There are no current pupil spaces available at Stanground College which will require a financial contribution from the development.

Private Sector Housing – No objections

Housing – In accordance with the Regional Spatial Strategy 35% of the dwellings must be affordable housing. Such housing is to accord with the Peterborough Strategic Housing Market Assessment mix of accommodation with at least 70% of the units being for social rented and 30% intermediate tenure. The Council is to decide the tenure for each affordable unit type. All affordable housing is to meet Level 3 (minimum) of the Code for Sustainable Homes.

External

Middle Level Commissioners – There is an existing surface water sewer system that discharges to the Commissioners drainage system. The Commissioners watercourse into which the sewer discharges is close to capacity during high rainfall events. Therefore the restriction of surface water discharge from this site to the Greenfield rate will be required. Details of the methods to be employed in securing the necessary flow reduction should be secured.

Huntingdonshire District Council – No objections in principle. A contribution will be required towards a cycle/footpath link upgrade that is part of a District/Cambs County Council adopted policy/scheme to connect Yaxley and Farcet. Further details should be secured with regards to the design of the footway provision to the existing adjacent residential development. The comments of the Yaxley Parish Council should be sought. The number of dwellings may not be achievable on the site. Policy R7 of the Huntingdonshire Local Plan 1995 requires provision for children's casual and equipped play space on the site or an off-site area could be considered. It is uncertain whether Huntingdonshire District Council would be likely to accept responsibility for managing the landscape areas, refuse collection and the roads/footways. The Parish Council, District Council and the County Council may have to be party to a sec106 obligation depending on the items secured in this regard. The original indicative layout is not considered acceptable due to poor arrangements of dwellings and their relationships to each other and the off-site development, the dominance of car parking, some fronts of dwellings facing the backs of others, poor streetscene and the poor relationship of buildings to open spaces for example. New development is particularly dense to the southern boundary and therefore out of keeping with the established residential development.

The Environment Agency – The mitigation measures as set out in the submitted flood risk assessment has been accepted. This includes on site water storage facilities and a restricted flow of drainage water into the nearby ditches.

Cambridgeshire Fire and Rescue – Fire Hydrants are to be secured on site.

Yaxley Parish Council – Objection is raised. The Parish Council understand that a green belt area is to be retained between Yaxley and Peterborough and that no further development to the north of Yaxley would be undertaken. The houses would fall into the Peterborough area and is outside of the Yaxley village boundary which should not be extended any further.

Secure By Design – In principle there is no objection to a development of the size proposed on this site on Crime and Safety grounds. However the indicative residential layout submitted with the application will not be acceptable particularly in relation to the vulnerability of crime to the rear of the dwellings through garden boundaries being exposed to the risk of climbing together with large parking courts which are not securely gated.

The Environment Agency

There are no flood risk issues from the development

COUNCILLORS

None received.

Representations from the General Public

16 local residents have submitted representations objecting to the development on the following grounds:-

- There is only one vehicular access to the development which is not of a standard to accommodate the traffic that can be expected to be generated by the new housing. Residents of the existing dwellings frequently have to park on the highways which are narrow.
- This can restrict the passage of refuse and delivery vehicles as well as the vehicles of the existing residents. Existing vehicles have inadequate space to turn. Larger vehicles often have to reverse out of Thistle Close. Damage is likely to the vehicles of the existing residents. The highway that will serve the new development is a cul-de-sac and not to be constructed to an estate road standard. Residents bought their houses in Thistle Close on the understanding that it would remain a cul-de-sac development.
- The developer of the recently completed housing adjacent to the application site have a further unimplemented residential planning permission to the west of the application site that will, once those dwellings become occupied lead to more traffic congestion and on road parking and permission for flatted accommodation at the entrance to Thistle Close the occupation of which will cause similar problems.
- There is no provision within the existing residential development to accommodate visitor parking other than on the public highway.
- Pollution and noise from increased traffic generation.
- The approved block paving of Thistle Close would not withstand increased vehicle movements resulting from the proposed housing.
- The path to the front of the existing dwellings is narrow and is not of sufficient width to accommodate a refuse bin, push chair or wheel chair such that residents have to walk within the road. This will be more hazardous with more traffic generated by the proposed development.
- Residents of the proposed development can be expected to walk through existing parking areas to the village which would be hazardous
- The increased number of cars would threaten the safety of children who play in Thistle Close and various pets of the existing residents
- The existing dwellings have suffered from many incidents of crime to outbuildings, vehicles, gardens and attempted entry into the dwellings. More dwellings could worsen this problem.
- Reduced property values
- There is already sufficient affordable housing in the locality. The existing housing is a family community and there is concern that the locality is not suitable for transient people who would have no interest in the welfare of the community who may have a 'miscreant' background.
- The application site is not a Brownfield site and it has not been used as a builders compound until the owner extend the road into the site and left a builders type prefab and other items of equipment.
- The site is a field that would have a much better use of being attached to the country park and should be protected and preserved accordingly.
- The submitted housing layout does would not complement the existing residential development.
- Loss of view from the front windows of dwellings in Thistle Close.
- Adverse impact upon wildlife. The site is home to Canada Geese which Yaxley is famous for and they frequently fly over the site to Hampton Lakes
- Loss of light to dwellings
- Noise and disturbance during the construction of the dwellings.
- It will be irresponsible of Peterborough City Council to permit development that wholly impacts upon Yaxley within an adjoining District Council.
- There are enough other areas within Yaxley that have development potential rather than use an open previously undeveloped site as proposed.
- The local school has no further capacity and the local doctors list is full.

(i) The principle of residential development

The fact that the site has been left to scrubland vegetation is not in itself sufficient reason for permitting the proposal nor is the fact that the Peterborough Local Plan does not give a clear designation for the use of the site. The site is outside both village and the urban boundary and if the site formed a part of the proposed Hampton Country Park the recommendation would have to be one of refusal.

Members will note that a similar proposal for the residential development of the site was refused just 3 year ago in keeping with Peterborough Local Plan advice that seeks to restrict new development in the open countryside.

There has been a change in the material circumstances since the previous decision because adjoining land has been developed with dwellings. As such the proposal would relate well to the built form of Yaxley, represents a rounding off of development and does not set a precedent for further development in the open countryside because of the Country Park allocation. This combination of circumstances does not exist elsewhere and thus no precedent would be set.

The proposed development would have a convenient road linkage directly from the existing recent residential development to the west. The approved development to the west has a hard boundary to the Country Park. The proposal can be expected to give an improved relationship to the adjoining countryside by significant boundary tree planting.

Initially the applicant was proposing that the site be considered as a Rural Exception Site under policy H22 of the Peterborough Local Plan (First Replacement) for the provision of a wholly affordable housing development. If a need was established then such development could be acceptable in rural areas outside of a village envelope. However, no demonstrable need for such a proposal could be justified by the Housing Department although the proposed 35% affordable housing is supported.

The proposed residential development of the site would now be a logical extension of the residential development to the west of the site and despite the sites open countryside location there is merit in allowing the residential development of the site as a departure to the development plan. The circumstances of the proposal and the location of the site are such that it is not anticipated that the development would set an undesirable precedent to encourage pressures for residential development of this proposed scale within other open countryside locations.

(ii) The impact of the development upon the character of the area

The layout of the development can be expected to be in keeping with the recent adjoining residential development to the west of the site in terms of its general character and layout. The north and east boundaries of the site are to comprise buffer tree planting for a softer impact of the housing on the Hampton Country Park thus making a net improvement to the character of the Country Park.

(iii) The impact of the development upon the amenities of adjoining residential properties

The applicant has demonstrated that the site can accommodate 27 dwellings although the submitted layout details are not for consideration at this stage and are not acceptable in detail. The site is considered to be of a suitable size to ensure that an acceptable layout could be achieved. Separation distances could be in keeping with the Peterborough Residential Design Guide requirements.

(iv) Highway issues of the proposed development

No objections have been raised by the Head of Transport and Engineering Services subject to the imposition of conditions. Residents in Thistle Close have commented that the estate roads leading to the site are too narrow resulting in restrictions to the free flow of larger service vehicles that are hampered as a result of the street parking of the occupiers of the existing dwellings.

The widths of these roads have been measured and are mainly 5m wide which will enable the larger service vehicles and cars to pass one another. Currently Thistle Road ends at the access to the application site in what could technically be a cul-de-sac. Permission has been granted at appeal for highway of Thistle Close to extend to the boundary of the application site. The finished surface to Thistle Road will be block paved and the road to the proposed development is to be a shared surface.

Residents have expressed fears that the vehicles generated by the occupation of the proposed development would endanger their safety e.g. from walking back/to their vehicles parked in the adjacent garage court, when putting out waste bins and the safety of the children who play within the road at present. This situation is not unusual but such fears must be considered. In this instance, it is considered appropriate to add some control over the speeds of vehicles entering and exiting the proposed development and traffic calming close to the entrance, within the site is appropriate. There is also the potential for children from the existing close by housing to make use of the open space area to the south west of the application site.

(v) Accessibility of the site to the services of the village

There have been concerns from the residents of the housing development to the west of the site that the residents of the proposed dwellings would have to walk through the parking/garage court areas of their development to get to Broadway and the general village amenities. Although possible, this would not be the most logical route from the development, there is a footpath commencing at the access to the site that would afford a safe and more direct access for the residents without having to use Thistle Close.

(vi) Crime implications of the development

The immediate area would appear from the comments of a number of the existing residents to be vulnerable to crime. Whilst the impact of the occupation of the proposed dwellings on crime levels cannot be prejudged, measures can be put in place through a thoughtful design of the layout of the dwellings to minimise the potential for crime. Residents concern that the affordable housing will attract a transient population that could lead to an increase in the number of miscreants is not supported by evidence and is not a planning matter.

(vii) The wildlife value of the site

A number of residents have advised that the site is an attraction for wildlife, particularly Canadian Geese. However the site is considered to have limited wildlife value other than a potential for use by ground nesting birds. An informative is proposed to advise the developer of the protection afforded to nesting birds under the Wildlife and Countryside Act.

(viii) Section 106 obligation requirements

The application was submitted prior to the approval of the Authorities Planning Obligation Implementation Strategy and the infrastructure requirements of the development have therefore been calculated in accordance with policy IMP1 of the Peterborough Local Plan.

Contributions towards:

Secondary education at Stanground College, (there has been no requests from Huntingdonshire District Council for contributions to be secured for the benefit of junior schools in Yaxley village),

Affordable homes (35%),

Waste Management provisions,

Off-site open space contributions for improved facilities at Hampton Country Park,

A contribution towards a cycleway/footway link between Yaxley and Farcet and

Travelchoice needs, to promote the use of sustainable transport measures by the future residents of the development,

have all been agreed.

These requirements accord with both national and local policy and in your officer's opinion comply with the 5 tests and the principles set out in ODPM Circular 05/2005 and the Tesco/Witney case in which the House of Lords held that the planning obligation must at least have a minimal connection with the development.

8 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:-

- The proposal is considered an acceptable departure from the development plan by way of its proximity of the site to the village of Yaxley and existing and approved residential development that has in part been occupied.
- The vehicle access to the development can be achieved directly off Thistle Drive in accordance with policy T1 of the Peterborough Local Plan (First Replacement)
- The occupation of the development would not cause harm to the amenities of the occupiers of the existing nearby residential properties in accordance with policy DA2 of the Peterborough Local Plan (First Replacement)
- The layout of the housing can satisfactorily ensure that the occupiers of the dwellings would have sufficient amenities in accordance with policy H16 of the Peterborough Local Plan (First Replacement)
- The development can be laid out in a manner, by way of significant boundary planting, that can relate well to the future extent of the Hampton Country Park in accordance with policy LT8 of the Peterborough Local Plan (First Replacement)
- The development will provide for a satisfactory provision of infrastructure needs to be generated in accordance with policy IMP1 of the Peterborough Local Plan (First Replacement).

9 RECOMMENDATION

The Head of Planning Services informs GOEAST that, under the departure requirements, the Committee has **Resolved to Approve** the application subject to the following conditions, informatives and prior completion of a Section 106 Obligation relating to infrastructure needs resulting from the development.

- C1 Approval of the details of the layout, scale and appearance of the buildings; the means of access thereto and the landscaping of the site (hereinafter called the reserved matters) shall be obtained from the Local Planning Authority before any development is commenced. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.**
Reason: To ensure that the Local Planning Authority is satisfied with the reserved matters, in accordance with Policy DA2 of the Adopted Peterborough Local Plan (First Replacement).
- C2 Plans and particulars of the reserved matters referred to in condition 01 above, relating to the siting, design and external appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.**
Reason: To ensure that Peterborough City Council is satisfied with the approved reserved matters, in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).
- C3 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.**
Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).
- C4 No development shall take place within the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.**
Reason: To ensure that archaeological remains are not disturbed or damaged by foundations and other groundwork but are, where appropriate, preserved in situ, in accordance with Planning Policy

Guidance (PPG16 Archaeology and Planning), and Policies CBE1 and CBE2 of the Peterborough Local Plan (First Replacement).

- C5 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the dwelling houses hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**
Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).
- C6 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction. These facilities shall be in accordance with details which have been approved in writing by the Local Planning Authority.**
Reason: In the interests of Highway safety, in accordance with Policy T1 of the Peterborough Local Plan (First Replacement).
- C7 Development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority.**
Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policies U1 and U2 of the Peterborough Local Plan (First Replacement).
- C8 None of the dwellings shall be occupied until works for the disposal of sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.**
Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Policies U1 and U2 of the Peterborough Local Plan (First Replacement).
- C9 The vehicular access road to the dwellings hereby approved shall be traffic calmed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter the traffic calming measures shall be implemented in accordance with the approved details and to an agreed timescale with the Local Planning Authority.**
Reason: In the interests of highway safety in accordance with policy T1 of the Peterborough Local Plan (First Replacement)
- C10 Development shall not commence before fully operational vehicle-cleaning equipment has been installed of a specification and in a position to be approved in writing by the Local Planning Authority. All vehicles leaving the site shall pass through the cleaning equipment before entering the public highway. In the event of the approved vehicle-cleaning equipment being inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site.**
Reason: To prevent mud and debris being brought onto the public highway, in the interests of highway safety, in accordance with Policy T1 of the Peterborough Local Plan (First Replacement).
- C11 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development or the occupation of any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.**
Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy LNE10 of the Peterborough Local Plan (First Replacement).
- C12 If within a period of 5 years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed**

or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the successful establishment of the landscaping scheme, in accordance with Policy LNE10 of the Peterborough Local Plan (First Replacement).

- C13 The landscaping of the site is to include a tree and shrub planting areas alongside the north and eastern boundaries of the site to provide for a buffer zone between the application site and the open countryside in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The buffer zone planting shall be implemented in accordance with the approved details and in accordance with a time scale to be agreed in writing with the Local Planning Authority.**

Reason: In the interests of the visual amenities of the locality in accordance with policy LNE6 of the Peterborough Local Plan (First Replacement)

- C14 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.**

Reason: In order to enhance the visual amenities of the area, in accordance with Policy LNE10 of the Peterborough Local Plan (First Replacement).

- C15 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with a timescale to be agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policies DA2 and DA11 of the Peterborough Local Plan (First Replacement).

- C16 Details of existing and proposed site levels, including finished floor levels of both the dwellings, together with their associated garden areas, and garages hereby approved, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site. The development shall be carried out fully in accordance with those approved details.**

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).

- C17 An enclosed space for refuse bins shall be provided prior to first occupation of the dwellings in accordance with details to be agreed with the Local Planning Authority before development commences.**

Reason: In order to protect the amenity of the area, in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).

- C18 Notwithstanding the submitted information space shall be retained within the housing development to permit a pedestrian access through the site to link the development to the land designated to form a part of the Hampton Country Park that is to flank onto the north and east boundaries of the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority.**

Reason: In the interests of promoting an improved access to a future area of public open space in accordance with policy LT6 of the Peterborough Local Plan (First Replacement)

- C19 The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment and mitigation measures to limit the surface water run-off from the**

site to Greenfield rates i.e. 3.2litres per second and providing for 194 cubic metres of storage on site.

Reason: To reduce the risk of flooding to the proposed development, its future occupants and land to the east of the site in accordance with policy U6 of the Peterborough Local Plan (First Replacement).

C20 Notwithstanding the submitted information no development shall commence until details of the road geometry, street lighting, road and footway connections and a construction management plan have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall accord to the approved details.

Reason: In the interests of highway safety in accordance with policy T1 of the Peterborough Local Plan (First Replacement)

Notes Relating to this Decision

- 1 The applicant is reminded that under the Wildlife and Countryside Act 1981(Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning permission for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 July. Trees and scrub are present on the application site and should be assumed to contain nesting birds between the above dates unless survey has shown it is absolutely certain that nesting birds are not present.
- 2 The wheel cleansing equipment shall be capable of cleaning the wheels, underside and chassis of the vehicles. The road between the cleansing equipment and the public highway shall be surfaced either in concrete or blacktop and maintained free of mud, slurry and any other form of contamination whilst in use.
- 3 Pursuant to the requirements of condition 13 of the permission the Local Planning Authority will expect the depth of the buffer zone planting to be at least 8m.

Copy to Councillors North, Scott, Seaton

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