

Application Ref: 15/00922/OUT

Proposal: Outline application for the redevelopment of Alpine Lodge, Cranmore Gate and Cranmore Bungalow comprising up to 17 residential units including the demolition of the existing buildings.

Site: Cranmore Bungalow, Thorney Road, Eye, Peterborough
Applicant: J Holmes, H Holmes and R Allen
Agent: Paul Markham
PMM ARCHITECTURE LTD

Referred by: Councillor David Sanders
Reason: Concern about road safety that more exits adjacent to two busy commercial sites may cause

Site visit: 22nd October 2015

Case officer: Mrs J MacLennan
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Recommendation: **GRANT** subject to relevant conditions

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

Site and Surroundings

The application site is approximately 0.4ha and is located on the northern side of Thorney Road within the settlement boundary of Eye. The site contains 3 residential properties; Alpine Lodge, a prefabricated bungalow and associated outbuildings; Cranmore Gate which is a bungalow and Cranmore bungalow all of which front onto Thorney Road to the south. The northern boundary abuts paddock land, in part and the remainder abuts Dalmark Seeds. The western boundary is shared with Cranmore House which contains a small holding and a large Victorian house which has been extended and associated outbuildings/farm buildings; and outline planning consent has recently been approved for up to 14 no. dwellings (14/01122/OUT). The eastern boundary is shared with the access and car park to Dalmark seeds beyond which there are two semi detached dwellings. Directly opposite the site is the Pioneer Caravan Site.

Proposal

The application seeks outline approval with all matters reserved for the demolition of Cranmore Gate, Alpine Lodge and Cranmore Bungalow and the erection of up to 17 residential units. Indicative plans have been submitted with the application demonstrating a scheme comprising 4 no 2/3 bed dwellings, 2 no 4 bed dwellings and 2 no 4/5 bed dwellings (two storey) and two apartments comprising 4 no 2 bed and 5 no 1 bed (two and a half storey). The application seeks approval of the principle of development with matters of access, appearance, landscaping, layout and scale to be reserved to a later stage.

2 Planning History

Reference	Proposal	Decision	Date
14/00140/OUT	Demolition of existing bungalow and erection of up to 11 flats	Withdrawn	25/03/2014
14/00142/OUT	Erection of up to six dwellings including demolition of existing bungalow and outbuildings	Withdrawn	25/03/2014

Separate applications were formerly received for the sites fronting Thorney Road, however the agent was advised that the sites needed to be assessed as a comprehensive development and requested that the applications were withdrawn.

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 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 7 – Good Design

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

Section 11 – Contamination

The site should be suitable for its intended use taking account of ground conditions, land stability and pollution arising from previous uses and any proposals for mitigation. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

Section 11 – Noise

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

Peterborough Site Allocations DPD (2012)

SA04 – Village Envelopes

These are identified on the proposals map. Land outside of the village envelop is defined as open countryside.

SA05 – Key Service Centres

Identifies the sites within the Key Service Centres which are allocated primarily for residential use.

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.

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.

CS22 - Flood Risk

Development in Flood Zones 2 and 3 will only be permitted if specific criteria are met. Sustainable drainage systems should be used where appropriate.

Peterborough Planning Policies DPD (2012)**PP02 – Design Quality**

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

PP03 – Impacts of New Development

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

PP04 – Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

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.

4 Consultations/Representations

PCC Transport & Engineering Services – No objection - The Local Highways Authority raises no objections to the proposal subject to the appending of conditions.

Archaeological Officer – No objection - The proposed development site may contain pre-medieval remains of regional/national importance, with particular reference to the Iron Age and Saxon periods. The existence of important later remains should not be excluded. Some degree of disturbance should be anticipated, due to the recent history of development on the site. An evaluation by trial trenching may be conditioned. There is no need to submit a separate Desk Based Assessment, although relevant information should be incorporated within subsequent field reports.

PCC Wildlife Officer – No objections - The application is accompanied by a Protected Species Report (carried out in May 2015 and Dec 2013) and the Wildlife Officer is satisfied with the report's assessment of impacts on protected species. The proposal involves the removal of vegetation/buildings which may support nesting birds; an informative should be added to the decision. To mitigate for the loss of potential nesting habitat, a range of nesting boxes should be installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be provided by the applicant which would be acceptable via a suitably worded condition. Bat roosting features should also be provided.

Lead Local Drainage Authority – Objection to the information as originally submitted as the proposed surface water drainage network (04766.00001 SW 01) did not include information on the whole of the application site (indicative site plan (4047 P04)). Further information has been submitted which has demonstrated surface water attenuation and control of surface water disposable is achievable in the site. The Drainage Team are satisfied with the information subject to final details being secured by condition.

PCC Pollution Team - No comments received

PCC Minerals And Waste Officer (Policy) – No objection - The proposal site is adjacent to, but not within, a Minerals Safeguarding Area (Cambridgeshire and Peterborough Minerals and Waste Core Strategy policy CS26).

PCC Strategic Housing – No objection - Policy CS8 of the Peterborough Core Strategy seeks the provision of 30% affordable housing on all development sites on which 15 or more dwellings are proposed. It is anticipated that 5 affordable homes would be provided on this site, subject to viability. The Core Strategy sets out an appropriate mix of affordable tenures which is 70% social rented tenure and 30% intermediate tenure. However, given the changes to the definition of affordable housing set out in PPS3 (update June 2011) and maintained in the National Planning Policy Framework which includes affordable rented tenure, the council is committed to offering a degree of flexibility regarding the tenure of any affordable units. The tenure mix needs to be proposed to meet the guidelines given above. It is expected that 4 units would be affordable rented homes and 1 of intermediate tenure. The mix of affordable housing is to be agreed at the Reserved Matter application. In accordance with the Policy CS8 of the Peterborough Core Strategy, 20% of units should meet the lifetime homes standard, this equates to 4 dwellings. Wheelchair adapted accommodation is not required as there are fewer than 50 dwellings being proposed.

Building Control Manager - Fire service access is required to Unit B, so any section of Unit A which is built at first floor level over the access will need to be a certain height.

Environment Agency – No objection to the application subject to the imposition of a condition regarding the details of the provision of a foul water drainage scheme.

UK Power Networks - No comments to make on the application

Cambridgeshire Fire & Rescue Service - The access for fire appliances may be considered inadequate. Access and facilities for the fire services should be provided in accordance with Building Regulations.

North Level District Internal Drainage Board – No objection in principle to the proposal however, the method of surface water disposal will need resolving. Discussions are being undertaken regarding improvements to the existing drainage network which will need to be resolved before full planning is given.

Police Architectural Liaison Officer (PALO) – No objection to the development of this land similar to the manner proposed. The main issues would be in respect to the layout and design of the two apartment buildings, their security, lighting and appropriate surveillance of the parking spaces. Further consultation should be undertaken at reserved matters stage.

PCC Travel Choice - Maps of the local cycling routes, details of car sharing websites and bus timetables should be included in the Residential Travel Packs. It should also be noted that after 6 months of occupation a travel survey should be carried out and any issues (i.e shortage of cycle parking) should be addressed. The details of such survey should be provided and discussed with the Travel Choice team at Peterborough City Council.

Eye Parish Council – Objects - The Parish Council are concerned as to how many new buildings is planned and is concerned that more and more development is occurring in this part of Eye and the road though is getting busier and used as a rat run.

Cllr David Sanders – Objection - Requests that the application be referred to planning committee. The development requires two more exits onto the busy Thorney Rd. It already has six existing and planned (two as part of current developments) exits between the bakery and Dalmark House. There is concern about road safety that more exits adjacent to two busy commercial sites may cause.

Local Residents/Interested Parties

Initial consultations: 9

Total number of responses: 4

Total number of objections: 4

Total number in support: 0

One letter of objection has been received making the following comments:

We have no fundamental objection to development near our site and were broadly content with the applications currently in build-out north and south of Thorney Road. That said, this development requires two more exits onto the already busy Thorney Road. The road already has six existing and planned (two as part of current developments) exits between the bakery and our site (a very short stretch). More exits adjacent to two busy commercial sites may well prove dangerous to all concerned. I would thus urge officers to reject the application in its current form.

5 Assessment of the planning issues

The principle of development

The site lies within the village settlement boundary of Eye which is designated under policy CS2 in the Adopted Peterborough Core Strategy DPD as a 'Key Service Centre'. The site is located in close proximity to services and facilities necessary to meet residential needs and it is considered that this is a sustainable location for residential development in accordance with policy PP1 of the Adopted Peterborough Planning Policies DPD. The principle of residential development is acceptable subject to the proposal according with other relevant planning policy and materials considerations.

Quantum of development

The indicative plans indicate that up to 17 residential units and appropriate parking could be provided on the site. The character of this part of Thorney Road has undergone significant change due to the designated site allocations for residential development and associated planning approvals, including planning permission for 52 dwellings on land to the west of the site (13/00649/FUL) which is currently under construction and planning permission for 61 dwellings on the southern side of Thorney Road (14/00076/FUL and 15/01202/FUL). The proposed development would therefore respect the layout of the development which has been approved along Thorney Road and would be sympathetic to the surrounding character. The proposal would therefore accord with policy CS16 of the Adopted Peterborough Core Strategy DPD.

Highway Implications

The indicative drawing submitted shows two access points off Thorney Road; one serving the flatted scheme to the east of the site and one serving the dwellings. Access is not to be agreed at this stage however it is considered that an appropriate access from Thorney Road serving the development can be provided. Objections have been received regarding the additional number of accesses off Thorney Road however, access is not being considered at this stage. Furthermore, the number of dwellings approved would be for up to '17 units' to ensure a satisfactory layout and access can be provided.

The indicative layout shows that parking provision can be provided within the site in accordance with policy PP13 of the Adopted Peterborough Planning Policies DPD. The details will be assessed at reserved matters stage when the number of units has been confirmed.

The LHA has requested that the footway be extended along the site frontage for the convenience and safety of pedestrians to a width of 2m. These details would be secured by condition.

The Local Highway Authority raises no objections to the proposal. It is considered that the proposal would not unduly impact upon the adjacent highway and accords with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD and policy CS14 of the Adopted Peterborough Core Strategy DPD.

Residential Amenity

The indicative plan shows that the dwellings could be provided with a satisfactory level of amenity including rear amenity space and parking.

The indicative plan shows an acceptable separation distance between the plots can be achieved and there would be no loss of privacy to the occupiers of the development.

The main planning consideration with the proposal is the noise implications arising from both the A47 further to the north of the site and the commercial unit, Dalmark Seeds, directly to the north. A noise assessment has been undertaken and accompanies the application.

The noise assessment submitted recommends that the bund/fencing protecting existing properties on Easby Rise to the west be extended along the entire northern boundary; and a 4m high bund or barriers should be erected between the proposed site and the Dalmark Seeds industrial premises. A section drawing has been provided showing that this can be achieved with a gabion basket with a 2.4m high fence and landscaping to provide screening.

Outline planning permission has recently been granted at the neighbouring site at Dalmark Seeds for an extension to the warehouse building. The extension would be adjacent to the northern boundary of the application site. It is considered that the erection of the extension and its positioning would act as a buffer to the site whereby the noise implications would be improved, should the extension be built.

In addition glazing fitted with compression seals should be built into all living rooms and bedrooms, all living rooms and bedrooms should be acoustically ventilated with a mechanical ventilation system which complies with the Noise Insulation Regulations 1975 (Reference 7) and Approved Document F (Reference 8). Alternatively, a 'whole house' ventilation system could be used.

An internal layout for the flatted accommodation has also been provided indicating that the rooms to block B adjacent to the Dalmark Seeds would serve secondary accommodation thereby the building would in itself act as a buffer to noise emanating from the commercial premises, with windows serving primary living space facing internally into the site.

It is considered that the site can be considered suitable for residential development in planning and noise terms, as acceptable noise levels can be achieved following the design and implementation of suitably specified noise mitigation measures as recommended in the noise assessment. These measures would be secured by condition.

It is considered that the proposal would provide a satisfactory level of amenity for the future occupiers and the proposal therefore accords with policy PP4 of the Adopted Peterborough Planning Policies DPD 2012.

Neighbouring Amenity

The indicative plan shows the proposed dwellings would be orientated to avoid overlooking and loss of privacy to neighbouring properties. Consideration has been given to the indicative layout of the approved scheme to the west of the site at Cranmore House (ref. 14/01122/OUT), although the layout of this scheme would be approved at reserved matters stage.

It is considered that the indicative layout and relationship of the proposed dwellings with the existing neighbouring properties would not result in any adverse impact on amenity and the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD.

Archaeology

The proposed development site is located within an area of archaeological importance. Given the history of the surrounding area the proposed development site may contain pre-medieval remains of regional/national importance, with particular reference to the Iron Age and Saxon periods. The existence of important later remains should not be excluded. Therefore a condition would be appended to the decision notice requiring an evaluation by trial trenching. This is in accordance with the National Planning Policy Framework Section 12 and policy CS17 of the adopted Peterborough Core Strategy DPD.

Ecology

A protected species survey has been submitted in support of the application. The report has concluded that there are no sensitive species within the site. As the proposed involves the removal of features that might provide suitable habitat for nesting birds during the nesting season (March to August), an informative would be appended to ensure such features are not removed during the nesting season. It is also proposed that bird and bat boxes would be provided on each dwelling to enhance the biodiversity within the site. These details would be secured by condition. It is considered that given the characteristics of the site there are opportunities to provide landscaping provision within the site and to enhance the potential for biodiversity gain in accordance with policy CS21 of the Adopted Peterborough Core Strategy DPD and policy PP16 of the Adopted Peterborough Planning Policies DPD.

Affordable Housing

The proposal is for a scheme comprising up to 17 residential units pursuant to the demolition of 3 units. Therefore the maximum net number of residential units on this site would be 14. Policy CS8 of the Peterborough Core Strategy seeks the provision of 30% affordable housing on all development sites on which 15 or more dwellings are proposed. Accordingly policy CS8 is not applicable to this application. Therefore the comments of the Strategic Housing Officer are not applicable.

Environment Capital

It is proposed that the buildings will be designed to achieve an energy performance which would be 10% better than the Building Regulations current at the time of implementation. It is proposed that solar panels be installed on the roofs of the dwellings. The proposal therefore accords with policy CS10 of the Adopted Peterborough Core Strategy DPD

Drainage

A drainage strategy has been submitted in support of the application however, the strategy was based on a former scheme which did not include all of the application site. The strategy has now been updated. Peterborough City Council (PCC) has taken over jurisdiction of flood risk and surface water drainage matters within their role as Lead Local Flood Authority. The application needs to demonstrate that surface water runoff can be managed at source within the application boundary without reliance upon more strategic surface water management features off-site.

The site falls within the North Level District Internal Drainage Board (NLDIDB) catchment. It has been confirmed that in principle the NLDIDB's drainage network could accept a direct unrestricted discharge from the site. This connection would be subject to payment of a development levy.

The surface water drainage strategy for the development seeks to provide a sustainable and integrated surface water management scheme for the site. It is proposed that surface water runoff from impermeable areas including roofs of the building, driveways, roads and pavements are drained to attenuation tanks located within the confines of each development area. It is proposed that this will provide flow control and ensure that post development, discharge is restricted to pre-development greenfield runoff rates.

The surface water drainage strategy also aims to ensure no detrimental impact in downstream water quality providing robust surface water treatment via use of a management train incorporating Sustainable Drainage Systems (SuDS).

It is also proposed that a client-funded management company will be set up to manage and maintain the long-term integrity and function of the proposed SuDS facilities that will fall under private ownership.

The revised scheme is now acceptable and the applicant has demonstrated that surface water attenuation and the disposal of surface water at a controlled rate can be achieved. The Drainage Team raises no objection subject to a pre-commencement condition requiring final details.

Anglian Water have confirmed that the site can connect to the public sewerage network for waste water and there is capacity to cope with additional flows. The foul drainage from this development is in the catchment of Flag Fen Sewage Treatment Works. The precise details would be secured by condition.

It is considered that appropriate drainage can be achieved for the site in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

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 site lies within the village envelope of Eye which is designated as a Key Service Centre;
- The indicative plans show that up to 17 residential units could be accommodation on site without detriment to the surrounding character or amenity;
- The indicated plans indicate that an appropriate access to the site could be achieved and parking provision would be available within the site in accordance with parking standards.

Hence the proposal accords with policies PP2, PP3, PP4, PP12, PP13, and PP16 of the Adopted Peterborough Planning Policies DPD 2012, policies CS1, CS2, CS10, CS13, CS14, CS16, CS17 and CS22 of the Adopted Peterborough Core Strategy DPD 2011, policy SA4 of the Adopted Peterborough Site Allocations DPD 2012 and the National Planning Policy Framework.

7 Recommendation

The Director of Growth and Regeneration recommends that Outline Planning Permission is **GRANTED** subject to the following conditions:

- C 1 Approval of details of the access, appearance, landscaping, layout and scale (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

- C 2 Plans and particulars of the reserved matters referred to in condition 1 above, relating to the access, appearance, landscaping, layout and scale shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

- C 3 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: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- C 4 The development hereby permitted shall be begun either before the expiration of five 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).

- C 5 An adequate space shall be provided within the site to enable vehicles to enter and leave in forward gear. This provision shall be in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority as part of the access and layout reserved matters submissions.

Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.

- C 6 Adequate space shall be provided within the site to enable 1 to 2 vehicles per dwelling plus 3 visitors' vehicles to park clear of the adjacent public highway. This provision shall be in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority as part of the layout submission of reserved matters. These areas shall thereafter be retained for parking purposes only.

Reason: In the interests of highway safety and in accordance with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C 7 Each access road shall be a minimum width of 5.5m for a distance of 10m from the edge of the carriageway and 5m thereafter for the remainder of the shared distance.
- Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.
- C 8 Visibility splays clear of obstruction above a height of 600mm shall be provided on each side of the junctions of the proposed new access roads for the site with the public highway. The minimum dimensions to provide the required splays shall be 2.4m measured along the centre line of both proposed access road from each junction with the channel line of the public highway, and 59m measured along the channel line of the public highway from the centre line of both the proposed access roads.
- Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.
- C 9 Prior to the commencement of development temporary facilities shall be provided clear of the public highway for the parking, turning loading and unloading of vehicles visiting the site during the period of construction (demolition of existing buildings) the details of which shall be submitted to and approved in writing by the Local Planning Authority. Development shall only be implemented in accordance with the approved details.
- Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD. This is a pre-commencement condition because the details to be approved are required to be put in place before development commences for the duration of the development.
- C10 Development shall not commence until fully operational wheel cleaning equipment has been installed within the site. 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 fall onto the public highway. The wheel cleaning equipment shall be retained on site in full working order for the duration of the development.
- Reason: In the interest of highway safety in accordance with policy PP12 of the adopted Planning Policies DPD (2012). This is a pre-commencement condition because the details to be approved are required to be put in place before development commences for the duration of the development.
- C11 Pedestrian visibility splays of the following dimensions 2m x 2m shall be provided on each side of each new access. 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).
- C12 Adequate space shall be laid out within the site for bicycles to be parked and that area shall thereafter be retained for the purposes of cycle parking in connection with the development in perpetuity.
- Reason: In the interests of highway safety and to encourage travel by sustainable modes in accordance with policy CS14 of the adopted Core Strategy.
- C13 Prior to the occupation of the development a new footway that links the development to the existing footway/cycleway shall be provided in accordance with detail which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.

- C14 No demolition/development shall take place/commence until a programme of archaeological work including an evaluation by trial trenching has been submitted to, and approved by, the local planning authority in writing. No demolition/development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012). This is a pre-commencement condition because archaeological investigations will be required to be carried out before development begins.

- C15 No development other than groundworks shall take place until details of the following materials 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:
- walling and roofing materials
 - doors, windows and rainwater goods including garage doors
 - boundary treatments and road/path surfaces
 - details of any renewable energy or similar features to be included.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

- C16 Prior to the first occupation of any dwelling a scheme of bird and bat boxes including details of their location and design shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details prior to first occupation of the dwellings.

Reason: In the interests of biodiversity in accordance with policy CS21 of the adopted Core Strategy and the NPPF.

- C17 Within 3 months of the commencement of development details of the following shall be submitted to and approved in writing by the Authority:
- a) a programme for the implementation of a scheme of hard and soft landscaping within the site
 - b) a (five year) maintenance schedules for all landscape areas;
 - c) details of the planting plans (noting species, plant sizes, proposed numbers/densities and an implementation programme);
 - d) a written specification(including cultivation and other operations associated with tree, shrub, hedge or grass establishment);
 - e) all hard surfacing material;
 - f) details of fencing, gates and other means of enclosure and boundary treatment;

The development shall be carried out in accordance with the approved proposals prior to the occupation of any part of the development.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policy PP16 of the adopted Planning Policies DPD

C18 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: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policy PP16 of the adopted Planning Policies DPD

C19 The details submitted under Condition 1 above shall demonstrate how the development will contribute towards the City Council's Environment Capital aspirations. If no such information is submitted, or if the information is not acceptable, then the development 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.

C20 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).

C21 Prior to the commencement of development a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Final proposed drainage details including layout and technical specifications
- Investigation into the slow drain down times listed in the drainage statement, with proposed mitigation to manage surface water onsite
- Responsibility for ongoing maintenance of the surface water drainage assets

Reason: In order to reduce the risk of flooding and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD. This is a pre-commencement condition because the drainage details will need to be agreed before works commence.

C22 Prior to the commencement of development a scheme, including phasing, for the provision of mains foul water drainage including on and off site connections shall be submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011) and NPPF (2012). This is a pre-commencement condition because the drainage details will need to be agreed before works commence.

C23 The details submitted under Condition 1 for layout and design above shall have been assessed for noise implications associated with the surrounding noise generating uses including the A47 and Dalmark Seeds as set out in the noise assessment dated 15th May 2015. The layout and design submissions shall incorporate the necessary measures to help mitigate against the surrounding noise generating uses. The development shall be

implemented in accordance with approved details and shall thereafter be retained in perpetuity.

Reason: In order to achieve an acceptable level of amenity for the future occupiers of the development and in accordance with policy PP4 of the Adopted Peterborough Planning Policies DPD.

C24 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

- 4047 P05 Rev A
- 4047 P04 Rev A
- Drainage layout 4047 P06 Rev A
- Location plan
- Acoustic screen section

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

Copy to Cllr Sanders and Cllr Brown

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