

**Application Ref:** 13/00285/OUT

**Proposal:** Residential development of up to 125 dwellings, means of access, open space and associated infrastructure works

**Site:** Land Off Coriander Drive, Hampton Vale, Peterborough

**Applicant:** Mrs Pippa Cheetham, O & H Properties Ltd

**Agent:** Mrs Gail Revill, David Lock Associates

**Referred By:** Hampton Parish Council

**Reason:** Impact of the development on existing infrastructure

**Site visit:** 03.04.2013

**Case officer:** Miss V Hurrell

**Telephone No.** 01733 453480

**E-Mail:** victoria.hurrell@peterborough.gov.uk

**Recommendation:** **GRANT** subject to relevant conditions

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

### **The Site and Surroundings**

The application site is located to the south west of Hampton Vale. It is approximately 9.35 hectares in size, including land which has consent for the Western Peripheral Road and its corridor and for open space (VG9). The site is allocated for development under policy Sa3.47 of the adopted Site Allocations DPD.

The land to the north of the application site has consent for allotments with associated infrastructure (see planning permission 11/00786/FUL). To the east is the existing edge of Hampton Vale. Morris Homes are currently building out on site, some of the properties are occupied. Also to the east/south east is an allocated area of open space (VG9, see 06/00710/REM now known as Robins Wood) which is currently being laid out. Further to the to the south east is an area of land known as Haddon Heights which the Site Allocations DPD allocates for development (approximately 350 houses).

To the west is land set aside for the Western Peripheral Road (planning permission 04/01900/FUL refers) which will ultimately connect with junction 2 of the Fletton Parkway. Beyond the road corridor lies Orton Pit SSSI/SAC a site of international ecological importance for its population of Great Created Newts and Stoneworts. To the south is another part of Orton Pit. Beyond Orton Pit is the site of the proposed Great Haddon urban extension (planning application 09/01368/OUT refers) which the Western Peripheral Road will connect with.

The site was formally used for clay extraction in connection with the brick works. There is a bank on the southern edge of the site which separates it from Orton Pit. The remainder is relatively flat with little vegetation. There are a couple of small ponds within it.

### **The Proposal**

This application seeks outline planning permission for up to 125 dwellings with associated vehicular access, and other infrastructure including new open space. All other matters are reserved for later consideration.

It is proposed that access into the site will initially be from Coriander Drive. This access will be maintained but at a later date a new access onto the Western Peripheral Road in the form of a new

T-junction will also be constructed. Finally, the T-junction will be removed and a new roundabout on the Western Peripheral Road constructed (which would facilitate access into Haddon Heights).

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
11/00786/FUL	Use of land for allotments involving the enclosure of the site and engineering works for the laying-out of the allotments and provision of an access from VT25 (to replace the existing allotment site - VG10, allocated and approved as part of the Hampton Vale Development Brief December 2005)	Application Permitted	12/12/2011
04/01900/FUL	Construction of new highway link (western peripheral road stages 2 and 3) and associated infrastructure (as amended)	Application Permitted	28/08/2008
06/00710/REM	Landscape proposals including woodland planting, reptile/amphibian refuges, roughgrass/wildflora area, marginal planting, pond, informal track, footpath, ditch system, tree seats, litter bins and dog litter bin.	Application Permitted	09/08/2006

## **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 8 - Social, Cultural and Recreational Facilities**

Developments should plan for the provision and use of shared space, community services and other local services; guard against the unnecessary loss of valued services/facilities; allow established shops, facilities and services to develop/modernise; and ensure an integrated approach to the location of housing, economic uses and communities facilities and services.

#### **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 8 - Safe and Accessible Environments**

Development should aim to promote mixed use developments, the creation of strong neighbouring centres and active frontages; provide safe and accessible environments with clear and legible pedestrian routes and high quality public space.

## **Section 10 - Development and Flood Risk**

New development should be planned to avoid increased vulnerability to the impacts of climate change. Inappropriate development in areas of flood risk should be avoided by directing it away from areas at higher risk. Where development is necessary it shall be made safe without increasing flood risk elsewhere. Applications should be supported as appropriate by a site-specific Flood Risk Assessment, a Sequential Test and, if required, the Exception Test.

## **Section 11 - Biodiversity**

Development resulting in significant harm to biodiversity or in the loss of/deterioration of irreplaceable habitats should be refused if the impact cannot be adequately mitigated, or compensated. Proposals to conserve or enhance biodiversity should be permitted and opportunities to incorporate biodiversity into new development encouraged.

Development within or outside a Site of Special Scientific Interest or other specified sites should not normally be permitted where an adverse effect on the site's notified special interest features is likely. An exception should only be made where the benefits clearly outweigh the impacts.

The presumption in favour of sustainable development does not apply where development requiring Appropriate Assessment under the Birds or Habitats Directives is being considered or determined.

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

### **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.

### **CS12 - Infrastructure**

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

### **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.

### **CS19 - Open Space and Green Infrastructure**

New residential development should make provision for/improve public green space, sports and play facilities. Loss of open space will only be permitted if no deficiency would result.

### **CS21 - Biodiversity and Geological Conservation**

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

### **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 Site Allocations DPD (2012)**

#### **SA03 - Urban Area**

Identifies sites within the Urban Area that are allocated primarily for residential use

### **Peterborough Planning Policies DPD (2012)**

#### **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.

#### **PP14 - Open Space Standards**

Residential development (within Use Classes C3 and C4) will be required to provide open space in accordance with the minimum standards. The type of on-site provision will depend on the nature and location of the development and the needs of the local area.

#### **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.

#### **PP20 - Development on Land affected by Contamination**

Development must take into account the potential environmental impacts arising from the development itself and any former use of the site. If it cannot be established that the site can be safely developed with no significant future impacts on users or ground/surface waters, permission will be refused.

### **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 can only be 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**

##### **Wildlife Officer (19.03.13)**

No objections in principle. Natural England should be consulted with regard to the potential impact on Orton Pit SSSI/SAC. It is disappointing that the natural seepage area and ditch within the north east of the site are proposed for removal. Would encourage these features to be retained if possible particularly the ditch by incorporating them into the extension of VG9. The proposals for the creation of new habitat described and shown on the illustrative layout plan are broadly acceptable. However consider that there are opportunities to maximise habitat creation within the wider open space. Bird nesting and bat roosting features should also be incorporated.

##### **Natural England (19.06.2013)**

No objections to the amended scheme of measures to protect Orton Pit subject to the conditions which have been agreed and monitoring/management measures of the new fencing being secured through the S106 Agreement.

##### **GeoPeterborough (Designated Sites) (24.03.13)**

The application site is located within the Orton Brickpit and Brickworks RIGS (Regionally Important Geological Site) and important for the now buried Peterborough Member of the Lower Oxford Clay and its associated fossil fauna. The Oxford Clay in the area is renowned for its Jurassic fossils including ammonites, fish and reptiles. During the excavation of the attenuation pond opportunity should be made for GeoPeterborough to record and sample. This should be conditioned. There is also the opportunity to incorporate reference to the associated geology in the design and layout through themed play areas and place names.

##### **Anglian Water Services Ltd (22.03.13)**

No objections. Recommend a condition requiring the submission and approval of a surface water drainage strategy.

##### **EDF Energy**

No comments received

##### **Education & Childrens Dept - Planning & Development**

No comments received

##### **Education Department**

No comments received

##### **Pollution Team (26.03.13)**

No objections. Accept the conclusions of the Ground Conditions Report and recommends a condition. Also recommends a condition in respect of noise attenuation.

##### **Transport & Engineering Services (20.06.13)**

No objections in principle subject to conditions. The conclusions of the Stage 1 Safety Audit are noted and the revised design of the Western Peripheral Road roundabout is considered to be acceptable. There are no issues with the principle of a T-junction. Money should be secured via the S106 for a scheme of works to Evergreen Drive if the development is occupied before Stage 2 of the Western Peripheral Road is constructed. The properties would be located more than 400m from a bus stop which is contrary to Council policy and good practice. Little weight can therefore be given to bus travel in the Travel Plan. A Travel Plan should be secured as part of the S106 Agreement.

**Section 106 Major Group (18.06.2013)**

S106 provision should be secured in accordance with POIS. In light of the information provided an exemption from the Neighbourhood Environment fund, Strategic and Neighbourhood Community and Leisure fund and the Neighbourhood Transport and Communications fund is agreed, subject to a contribution being paid towards the Evergreen Drive scheme.

**Police Architectural Liaison Officer (19.03.13)**

No objections to the principle of development but would have concerns if a detailed application were to be made on the basis of the illustrative layout given the number of parking courts indicated. These should be designed out.

**Senior Recreation Officer**

No comments received

**Travel Choice (08.03.13)**

A Travel Plan and monitoring should be secured through the S106 Agreement as should the provision of Household Travel Information Packs.

**The Wildlife Trusts (Cambridgeshire)**

No comments received

**Archaeological Officer (13.03.13)**

No objections. The site is within an area of former clay pits which have been filled. Past extraction is likely to have obliterated potential buried remains. No further assessment is therefore required.

**Building Control Surveyor**

No comments received

**Strategic Housing (12.03.13)**

In accordance with the Hampton S106A applications it has been agreed with the Council given exceptional site specific factors, that no on site affordable housing is required. A large number of affordable houses have already been built in Hampton Vale west and the balance of the affordable housing will be built on Hampton Leys.

**Landscape Officer (22.03.13)**

No objections subject to conditions requiring the submission and approval of a landscaping scheme.

**Environment Agency (11.04.13)**

No objections as the site falls within the area covered by the Hampton Phase 2 Drainage Strategy. Recommend a condition requiring the submission and approval of Site Specific Flood Risk Assessments as development comes forward, and the submission of a detailed scheme of foul and surface water drainage.

**The Open Spaces Society**

No comments received

**Peterborough Local Access Forum (29.03.13)**

The Transport Assessment acknowledged the need for direct pedestrian and cycle access through the site. The illustrative layout also indicates a link to the Green Wheel to the south west which will be an important leisure route and link to the Great Haddon employment area. This link should be constructed at this stage.

**Drainage Team (12.04.13)**

No objections. Request a condition requiring the submission and approval of a detailed drainage scheme prior to the commencement of development.

### **SAB Trial - Anglian Water (22.03.13)**

No objections. Recommend a condition requiring the submission and approval of a surface water drainage strategy.

### **Parish Council (07.03.13)**

Object to the application as it would place additional pressure upon community facilities and school places in Hampton Vale. The Parish Council was not consulted on the Site Allocations DPD. If the proposal goes ahead the Parish Council would wish to see smaller retirement properties and additional parking provision. The additional play space is welcomed but it appears to be located for use by the new residents rather than the surrounding area. Recommend that it be relocated to allow wider use. Construction access should be from the WPR not through Hampton Vale. Finally the allotments should be constructed prior to work on the site commencing.

### **Councillor N North**

No comments received

### **Councillor S Scott**

No comments received

### **Councillor D Seaton**

No comments received

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

Initial consultations: 83

Total number of responses: 3

Total number of objections: 3

Total number in support: 0

2 letters of representation has been received. These raises the following issues:-

- Consider that the site area is too small for the number of dwellings proposed. They will be too close together and resemble Dickensian back allies as parts of Hampton already do;
- The bank at the rear of the site is unstable (2 landslides already);
- Led to believe that the area was earmarked for allotment space;
- The development should be located at the top of Silver Hill which is a more suitable site.

The third letter referred to is that from the Parish Council the comments of which have been reported above.

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

The main issues for consideration are:-

1. The Principle of Development
2. Highway Impacts
3. Ecological Impacts
4. Amenity Impacts including Open Space Provision
5. Landscaping Impacts
6. Flood Risk and Drainage
7. Contamination
8. Environment Capital
9. Other Matters
10. S106

### **1. The Principle of Development**

As indicated under part 1 above the application site is allocated for housing (policy SA3.47 refers) in the adopted Site Allocations DPD. This application seeks outline planning permission for up to

125 dwellings with associated infrastructure and open space (including 1 ha of playing field). In light of the allocation of the site the principle of development is therefore established, subject to other impacts of the proposal being acceptable.

Hampton Parish Council has objected to the principle of residential development on this site in light of the potential impact on community infrastructure and school places. In view of the formal allocation of the site and subject to the developer entering into a S106 Agreement in accordance with Council policy (see part 10 below), the application could not be resisted on this basis.

The comment from the Parish Council that it was not consulted on the Site Allocations DPD is noted but cannot be reviewed as part of this planning application. The Site Allocations DPD has been through independent examination and found to be sound. As such it is now adopted policy.

The Parish Council has advised that the allotments should be laid out before this development is commenced. This is not considered to be a reasonable requirement as the allotments are not needed to make the current application acceptable in planning terms. A condition to this effect could not, therefore, lawfully be imposed.

One of the representations received has raised concerns about the number of dwellings proposed and stated that these houses would be better located at the top of Silver Hill. As indicated, this is an allocated housing site so the principle of development is established. The proposed housing number (up to 125 dwellings) is less than the allocation (150) so again is acceptable in principle. Although no longer a statutory requirement an indicative layout has been provided which demonstrates that the number of dwellings being applied for could be accommodated on the site.

In order to accord with policy CS8 of the adopted Core Strategy there is an expectation that the site will provide a mix of housing types including affordable housing (30%), life time homes (20%) and wheel chair housing (2%).

Within Hampton Vale west there is already a significant amount of affordable housing, some 42%, which is impacting upon the socio-economic balance of the community. This application presents an opportunity to redress this balance and as such no affordable housing is being sought. The development of this site for market housing is also proposed as part of a wider proposal to bring forward a new secondary school site in Hampton Leys. The developer is providing land for the school in lieu of affordable housing (see planning applications 12/00590/MDOBL, 12/00591/MDOBL, 12/00593/MDOBL and 12/00594/MDOBL). Life time homes and wheel chair housing in line with policy CS8 can be secured via a condition.

The comments from the Parish Council regarding the housing type are noted. However there is no policy basis upon which to seek to limit the type of housing built as subject to a S106 Agreement being entered into the development will meet its infrastructure requirements in accordance with policy CS13 of the adopted Core Strategy.

The principle of residential development on the site is, therefore, considered to be acceptable in accordance with policy SA3.47 of the adopted Site Allocations DPD and policy CS8 of the adopted Core Strategy.

## **2. Highway Impacts**

The application seeks approval of access at this outline stage. As set out under section 1 above a three stage approach is proposed. The applicant seeks consent to initially access the site from Hampton Vale via Coriander Drive. A new T-junction with the Western Peripheral Road is then proposed and finally if/when the adjacent development site of Haddon Heights comes forward a new roundabout is proposed. The application is accompanied by a Transport Assessment and a Stage 1 Safety Audit has been undertaken in respect of the roundabout.

Having reviewed the submitted information the Local Highway Authority has not raised any objections to the proposal and is of the view that the existing road network has adequate capacity



to accommodate the development. In light of this it is not considered that the delivery of the new t-junction could be required until the end of the build out of the development i.e. the completion of the last house. A condition to this effect is recommended.

The roundabout is not required for this development, rather it is likely to be required if Haddon Heights comes forward in the future. As such it is not considered necessary to impose a condition as part of this development setting a trigger point for its delivery. Design work on the roundabout has been done at this stage to ensure that the principle of a roundabout works and sufficient land can be set aside for its future construction. A condition requiring the scheme to accord with the basic design submitted is recommended. The applicant is carrying out some further design work to see if a slightly different design can be agreed at this stage. Any further discussion on this matter will be set out in the Update Report.

The Local Highway Authority has recently carried out some monitoring of Evergreen Drive in Hampton Vale in light of the concerns which have been raised by residents about rat running through it. As a result of this monitoring the Local Highway Authority is of the view that there is an existing issue with rat running.

On the basis of the information submitted with this application the Local Highway Authority is concerned that should the development be built out before stage 2 of the Western Peripheral Road is completed then the current situation would be exacerbated. The Local Highway Authority is currently consulting on a scheme for Evergreen Drive to address the existing situation and it has been agreed with the applicant that this development will make a contribution towards the agreed scheme (note- this application can be required to pay for the scheme in its entirety as it is an existing problem. It can only be required to mitigate the impact which it will have). If stage 2 of the Western Peripheral Road has been built and is ready for use then this contribution will not be required as it is considered that the opening of Stage 2 will address the situation as it will provide an alternative route for traffic.

#### *Junction 2*

Having assessed the impact of the development on Junction 2 of the Fletton Parkway the Local Highway Authority has concluded that there would be a discernable impact. The modelling shows that the increased traffic may, at times, take junction 2 over capacity. However the impact lies within acceptable limits allowing for variations in flows and as such the Local Highway Authority is of the view that no junction improvement works are required. It has advised that any further development would require alterations to junction 2.

#### *Sustainable Travel*

The dwellings within the application site would be located some 700 metres from a bus stop, standard Council policy is 400 metres. Whilst this is not considered to make the proposal unacceptable as the site has been allocated for development and it would not be appropriate to reroute the bus service, it means that bus take up is likely to be reduced. This does not make the development unacceptable in highway terms but means that the Travel Plan will need to focus more on car sharing and cycling. An initial Travel Plan has been submitted with the application. It is recommended that the submission of a revised Travel Plan and associated monitoring fee be secured as part of the S106 Agreement (see section 10 below).

Walking/cycling routes within the site will be included within the detailed layout when this comes forward for consideration. The illustrative layout plan shows a new leisure route connecting into VG9 and the future development of Great Haddon. The Local Access Forum welcomes the principle of this new route but has commented that it should come forward in support of this development should the application site be built out in advance of Great Haddon as this route will link into both the Green Wheel. Whilst the comment is noted the route is not considered necessary to make the development acceptable and its delivery cannot therefore be required as part of this application.

### *Other*

Hampton Parish Council has commented that sufficient parking needs to be provided. Car parking will be considered at the detailed design stage but it is expected that this will accord with the new parking standards in the adopted Planning Policies DPD.

Having reviewed the above and subject to conditions/ provisions in the S106 the development is considered to accord with policy CS14 of the adopted Core Strategy and policy PP12 of the adopted Planning Policies DPD.

### **3. Ecological Impacts**

#### *Impact upon Orton Pit SSSI/SAC*

As indicated, the application site is located adjacent to Orton Pit SSSI/SAC a site of international ecological importance. The illustrative layout plan submitted in support of the application shows the alignment of the proposed cat proof fencing to protect the Great Crested Newts and how this would tie into the mitigation measures proposed as part of the Western Peripheral Road and the future development of Great Haddon. A 30 metre buffer zone is also proposed adjacent to the boundary with Orton Pit as part of the open space provision. Following negotiation Natural England has confirmed that the proposal is acceptable to it in principle. A condition requiring the submission and approval of a more detailed scheme via a reserved matter application is recommended. Natural England has also advised that measures for monitoring/management of the fencing should be secured via a condition/the S106 Agreement.

Natural England has not requested that the development should be the subject to a separate Appropriate Assessment under the Habitat and Species Regulations 2010.

#### *Other Ecological Impacts.*

The application is supported by an Ecological Assessment which concludes that there will be an adverse impact due to the presence of wintering lapwings which utilise the temporary pools of standing water. Several ephemeral pools of standing water and a natural seepage area both of which support Stoneworts are proposed to be lost along with a stretch of ditch which contains common reed.

In mitigation the application proposes to create new habits as set out in the supporting documentation and shown on the illustrative layout plan. The Wildlife Officer has advised that he considers there to be scope for additional mitigation beyond the measures indicated. The provision of bird nesting and bat roosting features would also be appropriate. These comments are noted. As matters relating to layout are reserved at this time it is considered that sufficient mitigation can be secured as part of the detailed landscaping scheme. Bird and bat boxes can be secured as part of the final housing layout.

In view of the measures proposed to Orton Pit and the scope for the inclusion of mitigation measures for other ecological impacts as part of the detailed landscaping design the development is considered to accord with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

### **4. Amenity Impacts including Open Space Provision**

#### *Amenity of Existing Properties*

As indicated the principle of development is established. Layout is reserved for detailed consideration at a later stage, at which point the relationship between existing properties and the new houses will be considered and assessed. There is no reason why an acceptable relationship cannot in principle be secured. As such it is considered that the development is capable of meeting the requirements of policy PP3 of the adopted Planning Policies DPD.

#### *Amenity of New Residents*

As indicated the detailed layout will come forward for consideration at a later stage. This detailed layout will be expected to comply with policy in terms of parking, amenity etc. The comments from the Police Architectural Liaison Officer (PALO) regarding the parking courts shown in the

illustrative layout are noted. This layout is for information purposes and carries no weight. An informative to the applicant forwarding the comments from the PALO Officer is recommended.

The public comments are noted. As set out above the detailed layout will be assessed at the reserved matters stage and does not impact on the determination of this outline application.

The application site will be located adjacent to the Western Peripheral Road which will be a noise source. The Acoustic Report submitted with the application indicates that noise attenuation measures will be required especially if the houses back onto the road. The conclusions of the Noise Report are noted by the Council's Pollution Control Team. A condition requiring the submission and approval of a detailed scheme of noise mitigation measures as part of any reserved matters application is recommended.

Subject to the above and consideration of the detailed layout it is considered that the site is capable to providing a sufficient level of amenity for the future occupiers in accordance with policy PP4 of the adopted Planning Policies DPD.

#### *Open Space Provision*

The illustrative layout plan shows the provision of new open space including 1 hectare of playing field. The applicant has confirmed that the playing field is also intended to serve the site of Haddon Heights as and when that development comes forward (no planning application has yet been submitted but it is also an allocated site reference SA3.46). In addition to the playing field the application proposes a 30 metre wide buffer adjacent to the boundary of the site with Orton Pit, a new play area and an activity trail which will be located on this site or the adjacent open space.

Policy PP14 of the adopted Planning Policies DPD requires that new housing development be accompanied by a range of open space. In light of the on site provision proposed it is considered that the development is capable of providing sufficient open space in accordance with policy PP14. This will be secured via the S106/conditions.

Hampton Parish Council has commented that the additional play and recreation areas whilst welcome appear to be located primarily for use by the residents of the new houses rather than general use as there is limited access from Hampton Vale especially the affordable housing. It has therefore suggested that the playing field be relocated into the general area of open space.

Whilst these comments are noted this application cannot be required to make up for any deficiencies or perceived deficiencies in the local area. The additional open space is to meet the needs of this development. The location of the open space is not yet finalised as the submitted layout is illustrative only. However, relocation of the playing field could not be insisted upon given the need it would be meeting. Notwithstanding this, it is considered that the playing field would be well located to the surrounding area via VG9 if it does remain in the position shown on the illustrative layout.

#### **5. Landscape Impacts**

The application site does not contain any existing vegetation of any significance. New landscaping will come forward as one of the reserved matters the submission of which will be secured via the conditions. As such it is considered that the development can accord with policy PP16 of the adopted Planning Policies DPD.

#### **6. Flood Risk and Drainage**

The application site was covered by the original Phase 2 Drainage Strategy which set out the basic parameters for the drainage of Hampton and the amount of impermeable area which is permitted in each catchment. In light of this the Environment Agency has withdrawn its objection to the scheme. It has recommended a condition requiring the submission of Site Specific Flood Risk Assessments when a detailed applications for the residential development are made demonstrating how the layout complies with the Strategy Drainage Strategy. It has also recommended a condition requiring the submission and approval of a detailed scheme of foul and surface water drainage as

has the Council's Drainage Section. Subject to these conditions the development is considered that the development will comply with policy CS22 of the adopted Core Strategy.

## **7. Contamination**

The application site is accompanied by a Ground Condition Report. This concludes that a detailed investigation will be required as part of the detailed design process. The conclusion of the report is accepted by the Council's Pollution Control Team. Further investigation and mitigation can be secured via a condition. Subject to this, the scheme will comply with policy PP20 of the adopted Planning Policies DPD.

## **8. Environment Capital**

Subject to a condition requiring that the houses be built to an energy efficiency of 10% above the current Building Regulation standards (unless this requires a development of zero carbon) or incorporate other measures which have the same effect, the development will make a contribution towards the Council's Environment Capital agenda in accordance with policy CS10 of the adopted Core Strategy.

## **9. Other Matters**

### *Archaeology*

The site has previously been excavated as part of the brick pits and filled. Little archaeological potential therefore remains. As such the Council's Archaeologist has not raised any objections. No further archaeological investigation is required.

### *Geological Impacts*

As set under section 4 GeoPeterborough has advised that the site has geological potential connected with the Oxford Clay which lies under it. It has asked that it be allowed to sample and record the geology when the attenuation pond shown on the Illustrative layout plan is dug out. This comment is noted. The attenuation pond shown is part of the drainage measures associated with the Western Peripheral Road rather than the new housing and as such already has consent in principle. In light of this it would not be appropriate to impose a condition requiring the recording as there is no such requirement on the original planning permission for the road which could still be implemented if this development were not to come forward for any reason. An informative is however considered appropriate.

GeoPeterborough has also commented that there is an opportunity to incorporate reference to geology in the design and layout of the site through themed play areas and road names. Whilst the comment about themed play is noted it cannot be insisted upon under any policy. An informative regarding this and place names is recommended to the applicant.

### *Bank Stability*

As indicated under Section 1 above, there is an existing earth bank to the south of the site. One of the letters of public representation received has raised a concern about the stability of this bank as there have been landslides along it. Whilst these comments are noted it is the responsibility of the developer to ensure the bank is safe. A plan requiring the submission of a levels drawing as part of a detailed application is recommended.

### *Construction Impacts*

A condition requiring the submission and approval of a Construction Management Plan is recommended in order to control the impacts of the development during the built out of the site. This will cover matters such as haul routes, hours of working and the control of noise. The applicant has indicated that the intention would be to access the site via a haul route along the Western Peripheral Road corridor. However if whether conditions are bad then there will be a need to access the site via Hampton Vale and Coriander Drive.

### *Fire Hydrants*

Cambridgeshire Fire and Rescue Service has asked that provision be made for fire hydrants by way of condition or through the S106 Agreement. The provision of fire hydrants is dealt with under

other legislation and it is not, therefore, considered necessary to duplicate other legislation as any planning permission which may be granted.

## **10. S106**

Under the Council's Planning Obligation Implementation Strategy (POIS) the development gives rise to a S106 requirement. As an outline application the final housing mix and therefore POIS contribution is not yet known. The S106 will, therefore, include a formula allowing the final POIS sum to be calculated on the basis of the dwelling mix. Following negotiations it has been agreed with Officers that the development should be exempt from the Neighbourhood Environment pot, Strategic and Neighbourhood Community and Leisure pots and the Neighbourhood Transport and Communication. This is on the basis of the level of on site provision of open space and community facilities within Hampton which this development will essentially be a part of and on the basis that the applicant is committing the following as part of this outline permission:-

- 1 ha of new playing fields
- 1 new play area
- An activity trail (to be located within the site or the neighbouring open space of VG9 (Robin's Wood))
- A 30 metre buffer to Orton Pit SSSI/Sac
- £15 000 towards youth facilities.
- A contribution towards a scheme to prevent rat running along Evergreen Drive, if the development goes ahead before stage 2 of the Western Peripheral Road has been constructed.

It is estimated that the POIS payment, with the exemptions, will be in the region of £750 000- 790 000.

In addition it is proposed that the S106 will cover the maintenance of the new fencing along the boundary of the site with Orton Pit SSSI/SAC (this may take the form of a financial contribution), a Travel Plan including monitoring and the provision of Household Travel Packs.

The comments from the Parish Council regarding infrastructure provision are noted. However, subject to the payment under POIS the development has to be considered to meet its infrastructure requirements under policy CS13 of the adopted Core Strategy. This development cannot be required to make up deficiencies elsewhere or be asked for additional payments over and above POIS unless it gives rise to a specific need for them.

## **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 application site is allocated for development (up to 150 units under site reference SA3.46) in the Site Allocations DPD. As such the principle of development is considered to be acceptable.

The development will not have any unacceptable adverse impact upon the highway network subject to conditions/S106 provision including a Travel Plan. The principle of a three staged approach to access namely access from Coriander Drive, a new T junction onto the Western Peripheral Road and finally a new roundabout is also considered to be acceptable. As such the development accords with policy PP12 of the adopted Planning Policies DPD.

The proposed alignment of the cat proof fencing and other associated mitigation measures are considered to be sufficient to prevent harm being caused to Orton Pit SSSI/SAC. Other ecological impacts can be mitigated via the detailed landscaping scheme. As such the proposal is considered to accord with policy CS21 of the adopted Core Strategy.

It is considered that the detailed layout can be designed to ensure no adverse impact on existing properties and to provide a sufficient level of amenity for the new residents including the provision on site open space. As such the development can accord with policies PP3 and PP4 of the adopted Planning Policies DPD.

The site is included within the area covered by the original Hampton Drainage Strategy and subject to the conditions will not give rise to an increased risk or flooding/can be adequately drained. As such the proposal is considered to accord with policy CS22 of the adopted Core Strategy.

Subject to conditions site contamination can be addressed and any appropriate mitigation measures secured. The development therefore accords with the National Planning Policy Framework.

Subject to the imposition of a condition the proposal would make a contribution towards the Council's aspiration to become the Environment Capital of the UK and accord with Policy CS10 of the Peterborough Core Strategy DPD (2011).

The site will make a contribution towards infrastructure provision through a financial contribution under the Councils Planning Obligation Implementation Strategy (POIS) and the provision of on site infrastructure, to be secured through a S106 Agreement. As such the development accords with the provisions of policy CS13 of the adopted Core Strategy DPD.

## **7 Recommendation**

The case officer recommends that planning permission is **GRANTED** subject to the following conditions:

- C1 Approval of details of the 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
- C2 Plans and particulars of the reserved matters referred to in condition 1 above, relating to the 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).
- C5 The development hereby permitted shall not be commenced until details of a comprehensive contaminated land investigation has been submitted to and approved by the Local Planning Authority and until the scope of works approved therein have been

implemented where possible. The assessment shall include all of the following measures unless the Local Planning Authority dispenses with any such requirements in writing:

a) A Phase I desk study carried out by a competent person to identify and evaluate all potential sources of contamination and the impacts on land and/or controlled waters, relevant to the site. The desk study shall establish a 'conceptual model' of the site and identify all plausible pollutant linkages. Furthermore, the assessment shall set objectives for intrusive site investigation works/Quantitative Risk Assessment (or state if none required). Two full copies of the desk study and a non-technical summary shall be submitted to the Local Planning Authority without delay upon completion.

b) A site investigation shall be carried out to fully and effectively characterise the nature and extent of any land contamination and/or pollution of controlled waters. It shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle and takes into account the site's existing status and proposed new use. Two full copies of the site investigation and findings shall be forwarded to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's "Model procedures for the Management of Land Contamination, CLR11". No development shall be carried out except in accordance with the approved details.

Reason: To ensure potential risks arising from previous site uses have been fully assessed in accordance with the National Planning Policy Framework, in particular paragraphs 120 and 121 and Policy PP20 of the Peterborough Planning Policies DPD (2012).

C6 Where the studies under C5 identify any unacceptable risk, an appraisal of remedial options and proposal of the preferred option to deal with land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved by the Local Planning Authority. This shall include any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

.No works, other than investigative works, shall be carried out on the site prior to receipt and written approval of the preferred remedial option by the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR11'. No development shall be carried out except in accordance with the approved remedial details unless an alternative scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the proposed remediation plan is appropriate and in accordance with the NPPF (2012), particularly paragraphs 120 and 121.

C7 The remediation scheme shall be implemented in accordance with the approved timetable of works. Within 2 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

Reason: To provide verification that the required remediation has been carried out to appropriate standards and in accordance with the NPPF in particular paragraphs 120 and 121.

C8 Notwithstanding conditions 5 and 6 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 the National Planning Policy Framework in particular paragraphs 120 and 121.

- C9 The reserved matters to be submitted under condition 1 shall include a Site Specific Flood Risk Assessment (FRA) for each of the residential parcels which will demonstrate that the detailed design for the surface water drainage strategy is in accordance with the Hampton Strategic Flood Study, Phase 2 dated June 2002 and the addendum to this report dated November 2004. The development shall thereafter be carried out in accordance with the approved Site Specific FRA.

Reason: To ensure that there is no increase in flood risk in accordance with the provisions of policy CS22 of the adopted Core Strategy.

- C10 Prior to the commencement of development a detailed scheme of surface water drainage for the site shall be submitted to and approved in writing by the Local Planning Authority. The drainage strategy should include the following:-

- Full and up to date design details of the proposed drainage system including the detailed specification of any drainage elements
- Confirmation of where the drainage system will discharge its water to with the appropriate approval from the body responsible for that receiving water body.
- Details of the ownership and responsibility for maintenance of all the drainage elements for the life of the development. If appropriate, details of adoption of any drainage elements.

Reason: To prevent the increased risk of flooding on and off site, to improve and protect water quality in accordance with Policy CS22 of the adopted Core Strategy and the National Planning Policy Framework.

- C11 Prior to the commencement of development a scheme, including any phasing, of 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 adopted Core Strategy and National Planning policy Framework.

- C12 Prior to the submission of any reserved matters applications an overarching Landscape Management Strategy, including details of phasing for the strategic landscape areas shall be submitted to and approved in writing by the Local Planning Authority. The plans and particulars submitted for each reserved matters application which include public landscaping shall demonstrate compliance with the Strategy and include specific measures for the detailed layout. The Strategy shall include the following details:

Long term design objectives throughout the build out of development;  
Management responsibilities throughout the build out of the development;  
Maintenance schedules including replacement planting for any trees/shrubs which fail for the course of the development and 5 years thereafter;

The Landscape Management Strategy shall be implemented in accordance with a timetable contained therein.

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

- C13 The hard and soft landscaping scheme to be submitted as reserved matters shall include the following details:



- Planting plans including trees, species, numbers, size, density of planting and proposed time of planting as well as means of protection and maintenance;
- An implementation programme (phased developments);
- Hard surfacing materials;
- Boundary treatments;
- Refuse areas;
- Cycle parking provision for any flatted schemes.

The development shall thereafter be carried out in accordance with the approved reserved matters application prior to first occupation/ use of the element to which it relates. In the case of soft landscaping works these shall be carried out no later than the first planting/seeding season following the occupation/use of the element to which it relates.

If within a period of five 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 planned 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 Planning Policies DPD and policy CS21 of the Adopted Core Strategy.

C14 Prior to the commencement of development a detailed contoured plan with existing and proposed spot heights along with a cross sections of the banked area on the southern boundary. The development shall thereafter be carried out in accordance with the approved detail.

Reason: In order to protect and safeguard the amenities of the adjoining and future occupiers, in accordance with policy CS16 of the adopted Core Strategy DPD.

C15 Prior to the commencement of the development of the residential parcels a detailed contoured plan with existing and proposed spot heights including the finished floor levels of all dwellings and garages. The development shall thereafter be carried out in accordance with the approved detail.

Reason: In order to protect and safeguard the amenities of the adjoining and future occupiers, in accordance with policy CS16 of the adopted Core Strategy DPD.

C16 20% of all dwellings shall be constructed as Life Time Homes and 2% as Wheelchair Housing. The plans and particulars of each relevant reserved matters application to be submitted under condition 1 shall demonstrate compliance with these standards.

Reason: In order to meet housing need in accordance with Policy CS8 of the Adopted Core Strategy.

C17 Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The construction Management Plan shall include (but not exclusively the following):-

- \* Haul Routes to and from the site
- \* Hours of working
- \* Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles
- \* Site compounds/storage areas
- \* Details of wheel cleaning or road cleaning equipment;
- \* A noise management plan including a scheme for the monitoring of construction noise;
- \* A scheme for the control of dust arising from building and site works
- \* Details of remedial measures to be taken if complaints arise during the construction period.

The development shall thereafter take place in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenity of the area and highway safety in accordance with policy CS16 of the adopted Core Strategy and policies PP3 and PP12 of the adopted Planning Policies DPD.

- C18 Within three months of the commencement of development details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the design of the lighting columns, their locations and LUX levels for both the access roads and individual plots. The lighting scheme shall thereafter be implemented in accordance with the approved details prior to the first occupation of the site in terms of streetlighting and prior to the first occupation of the plot to which it relates in the case of on plot lighting.

Reason: In the interests of residential amenity in accordance with policy CS16 of the adopted Core Strategy.

- C19 The plans and particulars to be submitted as reserved matters under condition 1 shall include a detailed scheme of noise mitigation measures in accordance with the approved Noise Assessment dated February 2013 for the properties adjacent to the Western Peripheral Road. The development shall thereafter be built out in accordance with the approved details.

Reason: In order to ensure a satisfactory level of amenity for the future residents in accordance with policy PP4 of the adopted Planning Policies DPD.

- C20 The development shall accord with the access principles shown on drawing number 10908/107/42/24 Rev K hereby approved, namely access from Coriander Drive, the new T-junction and the new roundabout.

Reason: In order to ensure that the transport impacts of the development are acceptable and suitable access can to the site can be provide in accordance with the submitted information and policy PP12 of the adopted Planning Policies DPD.

- C21 The plans and particulars to be submitted as reserved matters shall include details of the following, as appropriate:-

- Details of the new vehicular roads within the site including new junctions. These details shall include the Western Peripheral Road and its new t-junction/ roundabout along with associated road finishes, signing and lining.
- Details of new footpaths and cycleways including how these tie in to the existing foot/cycle ways and bridleways;
- Car parking, circulation areas and loading and unloading areas

Reason: In the interests of highway safety, to ensure sufficient car parking and to ensure a satisfactory visual appearance of the development in accordance with policy CS16 of the adopted Core Strategy and policies PP12 and PP13 of the adopted Planning Policies DPD.

- C22 No part of the development shall be occupied or brought into use until the roads/footways and cycle ways linking that part of the development to the existing public highway have been implemented in accordance with the approved details. Nor shall any dwelling/unit be occupied or brought into use until its access and parking have been laid out in accordance with the approved details.

Reason; In the interests of providing a safe means of access to the development which does not prejudice the safety of the users of the existing public highway in accordance with Policy CS14 of the Adopted Core Strategy and polices PP12 and PP13 of the Planning Policies DPD.

- C23 The development shall be constructed so that it achieves a Target Emission Rate of at least 10% better than building regulations at that time of building regulation approval is being sought unless alternative measures are put forward which demonstrate and are agreed with the Local Planning Authority to meet the Environment Capital targets and reduce carbon emissions.

Reason: To be in accordance with policy CS10 of the adopted Core Strategy DPD.

- C24 The "approach" to the principal entrance to the dwellings, being the entrance that would be used by visitors arriving by car, shall be level (not exceeding a gradient of 1 in 15) unless otherwise agreed in writing by the Local Planning Authority.  
Reason: In order to meet the needs for access for all in accordance with policy CS8 and CS16 of the adopted Peterborough Core Strategy.
- C25 The plans and particulars to be submitted under condition 1 shall include detailed proposals for the Western Peripheral Road attenuation pond including a detailed drainage design, calculations, volumes, pollution control measures, landscaping and proposals for long term management and maintenance. The Western Peripheral Road shall not thereafter be brought into public use until the attenuation pond has been constructed in accordance with the approved scheme and is ready to received highway drainage.  
Reason: In the interest of highway safety and convenience and in order to reduce the potential for flood risk in accordance with policy CS22 of the adopted Core Strategy and policy PP12 of the adopted Planning Policies DPD.
- C26 The new T-junction on the Western Peripheral Road shall be constructed and ready for use prior to the occupation of the final house in the development.  
Reason: In the interests of highway safety and convenience in accordance with policy PP12 of the adopted Planning Policies DPD.
- C27 If the development has not commenced within two years from the date of this permission then the site shall be resurveyed. The results of the survey shall thereafter be submitted to and approved in writing by the Local Planning Authority.  
Reason: In order to protect the ecological interests of the site, especially given its position adjacent to Orton Pit in accordance with policy Cs21 of the adopted Core Strategy.
- C28 There shall be an open landscaped southern edge to the development of at least 30 metres along the boundary of the site with Orton Pit. This provision should be reflected in the detailed scheme to be submitted under condition 1.  
Reason: In order to provide sufficient open space for the development in accordance with policy PP14 of the adopted Planning Policies DPD.
- C29 Prior to the commencement of development a reserved matters application(s) setting out a detailed scheme of access management measures, based upon the principles set out on drawing no PST026/010 Rev A shall be submitted to and approved in writing by the Local Planning Authority. The reserved matters scheme shall also include monitoring and management measures to support the physical works on site.

The approved scheme shall thereafter be implemented in its entirety prior to the first occupation of any dwelling or the first use of the section of the Western Peripheral Road through the site which ever is the sooner.

Reason: In order to prevent unauthorised public access into Orton Pit SSSI/SAC in order to protect the integrity of the site in accordance with policy CS21 of the adopted Core Strategy.

- C30 The plans and particulars to be submitted under condition 1 shall include detail of the proposed recreational facilities and playing field including a timetable for their implementation. These facilities shall thereafter be laid out in accordance with the approved detail and timetable.  
Reason: In order to ensure adjacent on site open space/play provision and its delivery in an appropriate timescale in accordance with polices PP4 and PP14 of the adopted Planning Policies DPD.

### **1. Numbering and Naming**

Public Health Act 1925 S17-18

The development will result in the creation of new street(s) and/or new dwelling(s) and/or new premises and it will be necessary for the Council, as Street Naming Authority, to allocate appropriate street names and property numbers. Before development is commenced, you should contact the Technical Support Team Manager - Highway Infrastructure Group on (01733) 453461 for details of the procedure to be followed and information required. This procedure is applicable to the sub-division of premises, which will provide multiple occupancy for both residential and commercial buildings.

Please note this is not a function covered by your planning application but is a statutory obligation of the Local Authority, and is not chargeable and must be dealt with as a separate matter.

### **2. NR&SWA 1991**

The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licensed under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering – Street Works Co-Ordinator on 01733 453467.

### **3. New Adoptable Highways S38 road adoption agreements**

The attention of the applicant is drawn to the need to make a formal application to the council for an agreement under Section 38 of the Highways Act 1980 if it is the intention that any of the highways proposed as part of this development are to be adopted. Prior to the commencement of the construction of these highways, adequate time must be allowed in the development programme for technical vetting, approval of temporary traffic management, booking of road space for any off-site highway and service works and the completion of the Section 38 agreement. Application forms for Section 38 agreements are available from Transport & Engineering - Development Team on 01733 453421.

4. The applicant's attention is drawn to the comments from the Police Architectural Liaison Officer regarding the use of parking courts. The applicant is advised that the detailed layout should not rely on parking courts and should seek on plot parking in accordance with policy PP13 of the adopted Planning Policies DPD.

5. The applicant's attention is drawn to the comments from GeoPeterborough regarding the recording of the geology when the new attenuation pond is dug out and the scope to incorporate reference to the geology in the detailed design and layout. Please contact Jonathan Larwood on 0300 0600326 for further information.

Copy to Councillor Seaton, North and Scott