

Appendix 1

Application Ref:	15/01106/OUT
Proposal:	Up to 130 dwellings with all matters reserved except for access
Site:	Land South Of Oundle Road At East Of England Showground, Oundle Road, Alwalton, Peterborough
Applicant:	East Of England Agricultural Society And Milton (Peterborough)
Agent:	Savills (UK) Ltd
Referred By:	Director of Growth and Regeneration
Reason:	Major application of wider concern
Site visit:	04.08.2015
Case officer:	Miss V Hurrell
Telephone No.	01733 453480
E-Mail:	victoria.hurrell@peterborough.gov.uk
Recommendation:	GRANT subject to (1) relevant conditions and authority being delegated to Officers to make any necessary or appropriate adjustments to these conditions including the imposition of new conditions and (2) the completion of a S106 Agreement

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

The Site and Surroundings

The application site which is some 5.66 hectares in size is located on the western edge of Peterborough some 5 miles from the city centre, within the urban area boundary. The site wraps around two existing properties including No 5/7 Oundle Road which is a Listed Building.

To the east is the recent development of Arena Drive whilst to the south is the Peterborough Showground. To the west is the A1. To the north of the site is the A605 Oundle Road, beyond which is the village of Alwalton through which a section of the A605 runs, before connecting with the A1.

Peterborough City Council is the highway body responsible for the section of Oundle Road in front of the site and for the junction into the village. Cambridgeshire County Council are responsible for Oundle Road where it crosses over the A1 to the west and for the roads within the village of Alwalton. Highways England are responsible for the A1.

Much of the village of Alwalton is designated as a Conservation Area including the area to the east of the A605. The village also has a number of Listed Buildings. The village of Alwalton falls under the administrative area of Huntingdonshire District Council.

There are a number of existing trees within the application site primarily along the northern boundary (adjacent to 5/7 Oundle Road), the eastern boundary with Arena Drive and the southern boundary with the Showground. The land is currently in agricultural use and slopes east to west, down to the A1.

The application site is allocated for residential development (up to 210 units) in the adopted Site Allocations DPD.

The Proposal

This application seeks outline planning permission for up to 130 units and a new site access off Oundle Road. All other matters are reserved for detailed consideration at a later date.

The proposal would result in the need to alter and signalise the junction into the village of Alwalton.

2 Planning History

Reference	Proposal	Decision	Date
12/00006/SCREEN	Screening opinion for an Environmental Impact Assessment for proposed residential development	Comments	03/07/2012

3 Planning Policy

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

Planning (Listed Building and Conservation Areas) Act 1990

Section 66 - General duty as respects listed buildings in exercise of planning functions

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

Section 72 - General duty as respects conservation areas in exercise of planning functions.

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

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 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 - 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.

Section 12 - Conservation of Heritage Assets

Account should be taken of the desirability of sustaining/enhancing heritage assets; the positive contribution that they can make to sustainable communities including economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation.

Planning permission should be refused for development which would lead to substantial harm to or total loss of significance unless this is necessary to achieve public benefits that outweigh the harm/loss. In such cases all reasonable steps should be taken to ensure the new development will proceed after the harm/ loss has occurred.

Peterborough Core Strategy DPD (2011)

CS01 - Settlement Hierarchy and the Countryside

The location/ scale of new development should accord with the settlement hierarchy. Development in the countryside will be permitted only where key criteria are met.

CS02 - Spatial Strategy for the Location of Residential Development

Provision will be made for an additional 25 500 dwellings from April 2009 to March 2026 in strategic areas/allocations.

CS08 - Meeting Housing Needs

Promotes a mix of housing the provision of 30% affordable on sites of 15 or more dwellings (70% social rented and 30% intermediate housing), 20% life time homes and 2% wheelchair housing.

CS10 - Environment Capital

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

CS13 - Development Contributions to Infrastructure Provision

Contributions should be secured in accordance with the Planning Obligations Implementation Scheme SPD (POIS).

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.

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

SA08 - Prestige Homes

Identifies sites which will be expected to deliver a reasonable proportion of prestige homes in accordance with Core Strategy policy CS8.

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.

PP13 - Parking Standards

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

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.

PP17 - Heritage Assets

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document runs from 15 January to 25 February 2016.

At this preliminary stage the policies cannot be afforded any weight with the exception of the calculation relating to the five year land supply as this is based upon the updated Housing Needs Assessment and sites which have planning permission or which are subject to a current application. Individual policies are not therefore referred to further in this report.

Community Infrastructure Levy (CIL) Regulations 2010

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

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

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

In addition obligations should be:

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

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

4 Consultations/Representations

Internal

PCC Conservation Officer (11.01.2016)

From a heritage perspective there are a number of heritage assets potentially affected by the development. The development would lie to the east, south and west of 5/7 Oundle Road. The proposed building footprints with the open space immediately to the south of the listed building and tree belt would not intrude significantly on the immediate setting of the listed building. The precise form, detail and layout of the buildings can be developed together with landscape enhancement to ensure the setting of the buildings is not diminished.

The existing wide and sprawling junction of Oundle Road and the A605 would benefit from remodelling to reduce the urban main road character to one appropriate for a village entrance. The proposed signalised junction will result in visual intrusion although the reason for the signals is noted. The impact upon the Alwalton Conservation Area is for colleagues Huntingdon to comment on. That said, the introduction of the grass verge replanting of the existing areas of asphalt is to the benefit of the street scene and the entrance of the conservation area.

The long linear central avenue within the site does not give any intimacy and with the fall in the land to the west the traffic to the A1 would be the focal point. The principle of an active frontage to Oundle Road with principle building elevations is supported.

Archaeological Officer (27.07.15)

No objections. The agreed archaeological investigations have been completed and reported in the submitted information. No further work is deemed necessary.

Education & Children's Dept - Planning & Development

No comments received

PCC Pollution Team (18.09.15)

No objections. The noise report identifies that mitigation is required for the development. Measures are specified to demonstrate that an acceptable scheme can be achieved. To provide adequate noise insulation alternative methods of providing ventilation and control of summertime temperatures must be considered such as 'whole house' systems. Acoustic trickle vents will not provide adequate ventilation for these purposes. Consideration should also be given to the design of the internal layouts to situate less noise sensitive rooms on facades facing the noise source. Where gardens are exposed to road noise a 1.8m high acoustic barrier or screen should be erected to minimise noise levels. A detailed scheme will need to be submitted for agreement at the design stage.

Recommend a condition in respect of unsuspected contamination.

PCC Transport & Engineering Services (05.04.2016)

No objections to the application in light of the further clarification which has been provided in respect of the modelling information and assessment of the stage 1 safety audit and associated tracking plans. The requirement from Highways England to signalise the junction into the village of Alwalton is noted. Have no objections to the position of the site access or its relationship to the adjacent bus stops. Whilst the comments on using Joseph Odam Way are noted, the application has to be considered on the basis of the current proposal and this is acceptable in highway terms.

PCC Senior Recreation Officer

No comments received

PCC Travel Choice (07.08.15)

A Travel Plan should be secured via a condition.

PCC Strategic Housing (11.08.15)

No objections. The development should provide 30% affordable housing in line with policy to be secured through a S106 Agreement along with the range and mix. This will be confirmed at the detailed design stage.

Childcare Market Facilitation Manager (T Laws)

No comments received

Lead Local Drainage Authority (27.11.15)

No objections to the granting of outline planning permission having reviewed the amended drainage strategy. Recommends a condition requiring the submission and approval of a detailed scheme of surface water drainage, prior to the commencement of development.

Waste Management

No comments received

PCC Wildlife Officer (04.08.15)

No objections to the granting of outline planning permission subject to conditions and recommendations being fully incorporated into the detailed design of the scheme.

PCC Tree Officer (19.08.15)

It is noted that the information submitted is raw data and has not been assessed against a site layout. Notes that a number of existing trees and hedgerow would be lost. With regard to the trees around No 5 Oundle Road there is likely to be significant tree loss. It is acknowledged that the majority of these trees will be scrub and low quality specimens. However, this loss needs to be quantified and if required individual trees need to be surveyed rather than assuming large groups. Furthermore at reserved matters stage it may be beneficial to look at trees in the rear gardens on a plot by plot basis. It is noted that the hedgerow on the southwest boundary is to remain. The illustrative master plan indicated infill planting further east. However, group B to the east of the southern boundary already casts a long shade pattern to prevent future conflict through shading it is suggested that instead of gardens backing onto this area either a buffer strip or open space is allocated.

External

Orton Waterville Parish Council (18.08.15)

The Parish Council understands that the site is already approved for housing development and that it cannot therefore make comments or raise objections to the principle of development. However, it does have concerns about the proposed access arrangements. The Parish Council is strongly opposed to the proposal to access the site via Oundle Road. Not only is it a bad design it will cause disruption and delays onto Oundle Road, may be dangerous and is also unnecessary. To the east and south of the site there is already an access road along and off Joseph Odam Way which could easily be extended to serve this development. It seems obvious that future extensions of the development are envisaged which will make access onto Oundle Road even more

unacceptable.

Alwalton Parish Council (10.08.15)

Object to the application. The development is not within the village of Alwalton as suggested. There are a number of inaccuracies in the submission.

The current traffic flow in which the filtering of traffic from the A1 south through the village and traffic from the A605 (both Elton and the A1 north) takes place is generally very successful. However, the major 'pinch point' is the roundabout at the entrance to Lynch Wood, Minerva and Marriot Hotel and Joseph Odam Way which cannot handle the current volume of traffic at peak periods causing queues back to the Alwalton junction and beyond. No amount of work on the Alwalton junction will alleviate this problem. Therefore, emphasis should be placed on improving the traffic flow through this roundabout, especially with the relocation of Thomas Cook.

The proposed traffic lights at the junction will cause standing traffic through the village, particularly in the morning peak, making it impossible for residents to exit the village and resulting in more traffic fumes. Slow moving traffic, as presently happens, allows filtering that is beneficial to residents. The Parish Council feel strongly that the City Council should look very closely at the implications of increased traffic on the A605 and to/from the A1 through the village of Alwalton as a result of this development. The negative impact of this development would be enormously reduced if access were provided through Joseph Odam Way. The current road system serving both the Showground and existing housing have sufficient space at the side of them to allow another access road. Large lorries bringing hard core to this proposed development site are already using this access.

This proposed development which is in Peterborough will irrevocably alter the nature of the historic Huntingdonshire village of Alwalton and especially the Conservation Area for the sake of 130 houses. The 600 houses proposed at Roxhill which are an additional allocation are better located

Highways England (07.04.2016)

No objections subject to an imposition of a condition requiring that the signalised junction be implemented before the occupation of the first dwelling and a condition requiring the monitoring of the signals/ additional signalisation of the left turn merge lane if this is subsequently identified as being required. Following earlier response the applicant has now provided further detail in respect of the land drainage. Since the existing ditch adjacent to the A1 southbound carriageway is now known to be a carrier drain and flows to the watercourse to the south Highways England is content to remove C2 of its previous response (dated 25/08/2015).

Police Architectural Liaison Officer (PALO) (04.08.15)

No objections to the granting of outline planning permission. General comments on layout principles. Would want to be consulted further at the detailed design stage.

Cambridgeshire Fire & Rescue Service

No comments received

Environment Agency (11.08.15)

No objections subject to the imposition of a condition requiring the submission and approval of a scheme of foul drainage.

Natural England - Consultation Service (20.08.15)

No objections. Natural England is satisfied that the proposal would not adversely harm the interest features for which Castor Flood Meadows SSSI has been notified. The SSSI does not therefore represent a constraint in determining this application. Natural England has not assessed the application in terms of impacts upon protected species. Its standing advice should be referred to.

Cambridgeshire County Council (11.08.2016)

No objections. The County is able to remove its holding objection in light of the further analysis

which has been carried out and the conditions requested by Peterborough City Council Highways Authority and Highways England.

Huntingdon District Council (28.08.15)

Concerned that the site is outside of the built up area and thereby inconsistent with settlement policies. Also concerned that Alwalton, which is a small historic rural settlement in Huntingdonshire District, will be consumed by Peterborough if this development proceeds. This will change the perception of the village which is also a Conservation Area and its character.

Anglian Water Services Ltd (12.08.15)

No objections subject to a condition requiring the submission and approval of a foul drainage strategy. Surface water drainage/flood risk is outside its remit.

Local Residents/Interested Parties

Consultations: 224. Note- 118 consultation letters were originally sent out. Due to the concerns being raised and the level of interest in the application in the village of Alwalton more individual notification letters have been sent out. The consultation period expires on 22 April so any further representations received will be set out to members in the Update Report.

Total number of responses: 31

Total number of objections: 31 (note some objectors have submitted more than one representation)

Total number in support: 0

29 letters of neighbour objection have been received in relation to the application. These raise the following issues:-

Principle of Development

- There are many sites which could be rejuvenated and housing located there.
- There is already a shortage of local facilities and too many existing houses.
- Concerned that the number of dwellings could rise.
- There is already excessive development in what was a very pleasant part of the English countryside which is now blighted with a great, ugly grey, prison like office block which is undergoing further development.
- No development of this kind should be permitted until all of the brownfield sites have been exhausted.
- There are better locations and land already with permission not being developed. Perhaps compulsory purchase should be used to progress these site with permission. In addition, the new Local Plan will provide better placed sites with better road infrastructure.
- There are sufficient other housing sites in the vicinity of the site.
- 130 dwellings is too many and would result in over development of the site.
- With the amount of suggested changes to the roads and associated costs, it is obvious that this proposed development is part of a much larger scheme which will cause even more problems for Alwalton.

Highways

- The number of homes planned and the entrance/exit onto Oundle Road would be a safety hazard. At present there are issues of speeding in both Chesterton and Alwalton which will be exacerbated by this development.
- Sitting the entrance and exist at the side of the development where there is a roundabout would at least prevent increased pressure and though it may mean a re-design of the site would at least mitigate against future problems. The nearness of the A1 slip road appears to cause a speeding problem even with 50mph signs.
- If the new home owners wish to visit the shop/post office it would be necessary/beneficial to have a road safety crossing from the site to Alwalton to prevent accidents.

- Object to the development on the ground of increased traffic. Oundle Road running along Alwalton village is already bumper to bumper in the morning with traffic coming into the business parks. Cars also queue through the village and onto Oundle Road when they come in via the A1 including large lorries. Traffic intensifies again when there is a show on at the Showground. During the building out of this development both roads would be gridlocked by construction traffic and incidents/accidents are a certainty. 130 houses with two cars per house would add 300 cars on this road every day.
- The proposed access onto the A605 is very badly sited and likely to cause chaos between 8 and 9am and should be re-sited to the south, some distance from Alwalton village
- Object to the installation of traffic lights at the junction to the village.
- Traffic lights were erected at the second roundabout after the Showground and proved disastrous and removed. At present the traffic feeds in well from Oundle Road and the A1. Traffic lights will grid lock the road completely. The flow of traffic through Alwalton village should not be adversely affected by this proposal.
- The council should make the developer aware that the remodelling of the junction is incredibly unpopular with residents. The Council trying to sell it as an improvement but no one is buying that and there seems to be a general acceptance that the traffic issues will be significantly worse. Access via Joseph Odam Way would seem to resolve most of the issues and whilst we cannot force you (the Council) to do this, may we at least ask that you consider this option and if not explain to us why not.
- If this proposed development were to go ahead with access off the A605, common sense and experience says that most of the traffic in the morning would be turning right onto the A605 towards Peterborough. It is a fact that turning right is a dangerous manoeuvre and the cause of many serious accidents.
- If as suggested, there are traffic lights at the Alwalton village junction how would this work on the A605. Traffic would be either be queuing at the red light and therefore not willing to let motorists in or dashing through the green light and again unwilling to let other cars into the queue. This would also be the case for traffic existing the A1 south and passing through Alwalton. Again, it will be the same for villagers in Alwalton leaving Church Street or Royce Road. Why should villagers of Alwalton encounter problems because of this proposed development.
- We wonder how many of the motorists passing through Alwalton or travelling along the A605 in the morning know about the proposed traffic lights which will only increase their journey times.
- If lights are needed anywhere, it is at the entrance to the proposed development site to allow motorists to exit safely.
- The proposed traffic lights will adversely impact on the properties on the south side of Oundle Road between Arena Drive and the Alwalton bus stop and in particular will be dangerous for the property immediately opposite the proposed lights. For these reasons alone the proposed remodelling of the junction should not be allowed to proceed.
- Access into the site should be via the south west corner of the Showground onto Joseph Odam Way. The A605 is a busy road and the access involves right turns in both directions across two lanes of fast moving traffic which would clearly be dangerous.
- The existing traffic queues as a result of the Lynchwood development. The potential to improve access into Lynchwood should be considered first before any decisions are taken about the signalisation of the Alwalton junction. Works here would have a far greater benefit.
- Public transport is limited and as there is to be social housing on site possibly this can be improved to the benefit of all.
- In the morning exiting Arena Drive by car onto Oundle Road can take up to 20 minutes due to the volume of traffic. Most of the rest of the time traffic is fairly light.
- Will the existing 50mph be retained on Oundle Road?
- It is intended to make the entrance/exit of the development on the Oundle Road approximately opposite the bus stop. Believe that this would not be reasonable on safety grounds. Despite the current 50mph limit traffic is often moving much faster.
- There are likely to be many additional visits to Alwalton by foot. To assist with this

engineering works should be done to the junction of Oundle Road with Alwalton to slow traffic, erect speed advisory signs and the speed limit of Oundle Road reduced. There should also be suitable bollards to prevent parking on verges.

- The development will clearly add to the volume of traffic entering and exiting onto/from the A1 via Alwalton and Chesterton. Doing so is already hazardous, especially at peak times, due to the lack of length/width of some of the slip roads. Please advise what plans there are to improve the safety of doing so. It seems that the traffic using these entrances/exits has increased substantially over the last 15 years and the introduction of more housing is only going to make this worse.
- Consider that the development would have an adverse impact upon the A1, especially in conjunction with application 15/01431/OUT for 600 houses. Would question the validity of the trip data and survey information. There are regular queues on the A1, especially between 7.30am and 9.30am and 4pm to 6.30pm.
- There are queues on the A1 every time there is a show. A journey to town that normally takes 15 minutes then takes an hour. Who is going to start paying for lost time and I am a consultant. Can someone send me the form to complete for loss of business due to being delayed unreasonably by poor traffic management and supervising the road system. The A1 and complete traffic coordination need to be investigated thoroughly and developments need to implement improvements before site such as this are developed not after. The development should be refused on the grounds of inadequate traffic management study and information presented with major infrastructure improvements. The southern slip of the A1 should be closed off as a condition if permission is granted in the interests of highway safety.
- The proposed measures are not acceptable and will not deal with the amount of traffic for 130 units. The best option is for the road between Alwalton and the next two roundabouts to the business park to be widened to allow two lanes on the approach to Peterborough. The business park single file traffic approach is already unacceptable and should be improved using developer's contributions and CIL contributions. Peterborough is growing but no one is asking the developers to upgrade the road system which is already up to capacity in areas such as the Oundle Road business park.
- Request that this with other large scale developments proposed at Hampton be considered as one when looking at the traffic impacts as the knock on effect from one area to another is very noticeable.
- Foresee major issues with emergency vehicle access.
- Pedestrian crossing on Oundle Road from these 130 houses are accidents waiting to happen. Any accidents will be the direct result of greed from these involved who will benefit financially from this deal.

Conservation

- Object to the application as the owners of a grade II listed building. To have dwellings all around the property will affect its setting and value. The main concern is the proximity of the new housing and the amount of trees shown for removal. Currently have palisade fencing either side of property through the woodland. Ask that this remain if the development goes ahead as it protects wildlife and prevents the woodland from becoming a play area or it being used as a cut through.
- Traffic lights would adversely impact upon the Alwalton Conservation Area. There are a number of properties in excess of 200 years old close to the entrance to the site which would be adversely affected but these are not referenced in the application.

Amenity

- Block B is shown as extending very close to our home and we are concerned about loss of privacy and enjoyment of light and seclusion. There is a triangle of green area with well-established trees adjacent to our property. At the meeting in Alwalton village we were told that this was an area of green belt and could not be built on.
- At present we enjoy natural light and most of the sun although this is sometimes obscured by the trees. This is better than a view of multiple houses. Reference is made to enhanced

- landscaping which would be welcomed.
- Residents of the proposed development will have to suffer the incredible noise pollution from the Showground. The blaring of 'air horns' during truck fest, the deafening noise of the screaming engines during motor rallies etc.
- Would not like to see any pedestrian/cycle access or other access to the front of Arena Drive as this would have potential security/litter issues. At present the gate is locked and secure.

Ecology/Trees

- Concerned that if planning permission is granted retained trees could be removed within 4 years. Don't want to live in fear of finding the trees removed. Ideally would want reassurance that the trees will not be cut down and that this land will not be built on in the future to keep the landscaping in tune with the village.
- Do not agree with several of the findings of the wildlife report. Bats are residing in bat boxes installed several years ago. There are red kite, squirrels and a family of badgers. Have a pond where newts were found.
- It is important that the existing tree belt adjacent to Oundle Road is maintained. In addition there are gaps along the road and these should be improved with additional planting.
- Are losing what little green areas we have around Peterborough. The trees planted around the new housing development recently built at the entrance to the Showground and lining Oundle Road were put there as a condition. These trees shield the view and reduce the noise coming from the Showground.

Air Quality

- Concerned about air pollution from queuing cars and construction traffic. Already suffer from fumes during commuting times.

Consultation/Application Submission

- There has been no prior consultation concerning traffic deployment re the ingress and egress for the 130 units.
- There are a number of inaccuracies within the planning submission relating to the location of the site and the description of existing properties in Alwalton. Believe there is confusion between Oundle Road Peterborough and Oundle Road Alwalton leading to confusion about where the traffic lights are going.
- Have not received written communication on the application, were advised by neighbours.
- Few people received letters most people have heard about the development through word of mouth.

Other Matters

- Have fire safety concerns for insurance purposes as property is thatch.
- Alwalton is a small conservation village but by increasing the homes to almost the same size will cause increased pressure on the few facilities it has.
- There are insufficient local facilities already.
- When we bought our house in 2013 the conveyancing solicitor advised that there was a flood risk nearby and we were sent a map which shows the area at risk is in the middle of the proposed development. Please can you confirm why this has now vanished or will it not just be moved.
- What buffer zone is to be provided?
- No consideration has been given to schools. The nearest are Orton Wistow and Matley which are now full to capacity.
- Funds should be secured to improve the capacity of the village hall and playing fields.
- The Alwalton sewerage system is currently struggling to cope.
- Have contacted Cambridgeshire County Council and Huntingdonshire District Council. They do not appear to be aware of the plans.
- Royal Mail is going to have a problem with the post codes.

A letter of objection has been received from Councillor Rita Matthews who is a District Councillor for Alwalton. She has commented as follows:-

The understanding I have is that while a small development is not objected to in principle, the number of homes planned and the entrance/exit to the site, being on the main Oundle Road would be a safety hazard. At present, there are a number of issues both with Alwalton and Chesterton, with the speed of traffic along the road which in turns causes issues with entering and exiting the villages. To add more traffic, possibly an increase of 200-300 more cars, in the busy period, could become an extra danger. Siting the entrance and exit of the development where the roundabout is would at least mitigate against problems in the future. The nearness of the A1 slip road appears to cause a speeding problem even with 50mph signs. If the new homeowners wish to visit the shop/post office it would be necessary/beneficial to have a road safety crossing from the site to Alwalton to prevent accidents.

Alwalton is a small conservation village but by increasing the homes to almost the same size will cause increased pressure on the few facilities that it has i.e. the small shop/post office, the playing field and park for walkers, the shop and the pub. This impact could possibly be mitigated by S106 monies which could be used in the village via Huntingdonshire District Council.

Public Meeting

At the request of Alwalton Parish Council planning and highway officers attended a public meeting at Alwalton village hall on the evening of the 11 April 2016. The meeting was attended by approximately 60 people from the local area. Officers presented an over view of the scheme and then there was a question and answer session. The main comments/feedback from the meeting are summarised below:-

- With the exception of people living on Arena Drive residents were of the view that the site should be accessed off Joseph Odam Way and that the developer should be made to look at this as an option as a requirement of obtaining planning permission.
- The residents do not want the signalisation of the junction into the village of Alwalton. They were of the view that the requirements of Highways England were being prioritised over and above everything else to the detriment of all the residents who would have to see and live with the signalisation.
- Residents explained that at present the traffic filters through the village from the A1 onto the Oundle Road within Peterborough and that this will not happen with the lights. They were therefore of the view that the existing situation would be made worse and could not understand what benefits the lights would have. A number of residents commented that they will be a waste of money.
- Concerns were expressed that if a number of cars wish to turn right from Alwalton village at the lights then these will cause a bottle neck and block the flow of cars travelling existing left.
- Concerns were expressed about the potential increase in queues towards the village of Chesterton which would adversely impact upon residents there.
- It was suggested that the slip road off the A1 through the village of Alwalton should be closed so that all of the traffic has to access Lynchwood via Fletton Parkway.
- The Local Highway Authority advised at the meeting that it is investigating the possibility of putting a left turn lane in at the Lynchwood roundabout to help the flow of traffic. Residents were of the view that this should be fully investigated/implemented before consideration is given to the signalisation of the junction into the village of Alwalton. Works to this roundabout would be more beneficial and there would not be an adverse impact upon the village.
- It was mentioned that the Wistow roundabout has previously been signalised and that there lights were subsequently removed.
- It was queried whether the impact of additional businesses moving into Lynchwood has been considered as this will make the traffic queues worse.
- It was also queried whether the traffic impacts of the proposed 610 scheme off junction 17 has of the A1(M) has been taken into consideration.

- Concerns were expressed about the new access and the ability of vehicles to exit the site right towards Peterborough safely along with concerns about the number of additional vehicles using the adjacent stretch of Oundle Road as a result of the development.
- Some residents queried the point of the meeting if they scheme was not going to be changed as a result.
- A resident raised concerns about access for big lorries onto the A1 and whether this would still be feasible.
- Residents asked whether the existing night time weight limit through the village could be extended to the day time also.
- Residents commented that there is insufficient visibility to one of the uncontrolled crossing points through the village.
- Residents queried what is happening with the relocation of the bus stops.
- Concerns were raised about how construction traffic would access the site and whether the existing routes within the Showground could be used for this purpose.
- It was queried what impact events at the Showground have on traffic flows and how these are handled.

5 Assessment of the planning issues

The main considerations are:-

- The Principle of Development
- Highway Impacts
- Impact on Listed Buildings/ Alwalton Conservation Area
- Amenity
- Ecological/Landscape Impacts
- Drainage
- Other Matters i.e. archaeology, contamination, air quality
- S106

1. The Principle of Development

As indicated under Section 1 this is an outline application for up to 130 dwellings with only the principle of access being established at this stage.

As also indicated the site is allocated for residential development under policy SA3 of the adopted Site Allocations DPD (reference SA3.30 refers). This allocation establishes the principle of putting houses on this site.

The allocation is for approximately 210 dwellings. Whilst the number of houses proposed by this application would be below the allocated number, the figure in the Site Allocations DPD is indicative only and does not fully take into account all the site constraints. Having reviewed the technical reports and the illustrative layout the number of units proposed is considered to be suitable, rather than the higher number referred to in the policy.

Policy SA8 of the adopted Site Allocations DPD sets out that certain sites should include a 'reasonable proportion' of prestige homes. The policy does not state what a 'reasonable proportion' is nor does it provide a definition of 'prestige homes' but goes on to state that these can generally be regarded as being at the higher end of the market in terms of value, large and individually designed. Houses should be aimed at the senior/professional managerial market. This is an outline application so the final layout of the site is not set at this stage. However, there is considered to be scope, on the basis of the illustrative layout, to accommodate a number of prestige units and further justification for the approval of a housing number below that specified in policy SA3.

Policy CS8 of the adopted site allocations DPD requires the provision of 30% affordable housing on developments over 14 units along with the provision of 20% life time homes and 2% wheelchair housing. The application proposes 30% affordable housing in accordance with policy CS8 which

will be secured through a S106 Agreement. The provision of life time homes and wheelchair houses can be secured via a condition.

The principle of development is therefore considered to be acceptable in accordance with policy SA3 and SA8 of the adopted Site Allocations DPD and policy CS8 of the adopted Core Strategy.

Representations

Officers from Huntingdonshire District Council have commented that they have policy concerns as the site is outside of the built up area and therefore inconsistent with settlement policies. They have also commented that if the development proceeds it will change the perception of the village of Alwalton. As indicated above, the site is within the urban area boundary and is allocated for development. The proposal is not, therefore, contrary to any settlement policies. Whilst the comment about a change in character of Alwalton village is noted, any potential impact was accepted in principle with the allocation of the site, which was carried out in accordance with due process including examination of the Site Allocations document by an independent Planning Inspector and the allocation is actually for more houses than proposed by this application.

A number of the neighbour representations received have queried the need to develop this site or have said it should not come forward until other allocated or brownfield sites have been developed. Other comments raise a concern that the site will 'overwhelm' the village of Alwalton. Whilst these comments are noted as already set out, the site is allocated for development and there is no policy within the Development Framework Plan which requires this site to be held back until other sites are developed. The application could not therefore be resisted on this basis. In terms of the relationship with the village of Alwalton and as set out above, the decision to build houses in this location next to the village has already been made with the adoption of the Site Allocations DPD and as indicated, the allocation is actually for a greater number of houses.

With regard to the comment about the review of the Local Plan, the application site is included within the Council's 5 year housing land supply calculations and as it is the subject of a current application there is no reason to de-allocate it.

Some concerns have been raised regarding the impact which this development will have in terms of pressures on existing services and that there are already insufficient facilities. Whilst these concerns are noted the site is allocated for development so the principle of locating development here is established. The application will make a payment toward local infrastructure under the Council's Infrastructure Levy charge (CIL) (see further below).

Objectors have commented that the level of infrastructure proposed indicates an intention to apply for further development or that the level of housing could rise. Whilst these concerns are noted any further application would have to be considered on its merits at the time of submission in the context of the relevant planning policy. The potential for future applications cannot be taken into account when determining this application. If a developer subsequently wanted to increase the number of houses (beyond 130) then a new planning application would be required and this would be assessed in the usual way.

In light of the allocated status of the site the principle of development is considered to be established and acceptable. It cannot be revisited through this application.

2. Highways Impacts

As set out under Section 1 above Peterborough City Council is the highway body responsible for the section of Oundle Road to the north of the site and for the junction into the village of Alwalton. Cambridgeshire County Council are responsible for Oundle Road, beyond the site to the west and for the roads within the village of Alwalton. Highways England are responsible for the A1.

The application is supported by a Transport Assessment. Having reviewed this, the Local Highway Authority made a number of comments regarding the methodology used. These points have been clarified by the applicant and the Local Highway Authority is now satisfied with the technical

assessment which has been carried out. Highways England, and Cambridgeshire County Council have also not raised any issues with the modelling

As indicated under section 1 this outline application seeks to establish the principle of access into the site. Access is proposed via Oundle Road. In association with this it is also proposed to signalise the junction into the village of Alwalton. Concerns were raised with the applicant in respect of the initial design of this junction in terms of its impact upon the streetscene given its scale and removal of existing green areas and an amended scheme has been submitted along with a Stage 1 Safety Audit and Designers Response and details of the proposed signals in order to demonstrate that they would in principle work.

The Local Highway Authority has raised no objection in principle to access to the site being via Oundle Road. Neither has it raised any concerns about the design of the new junction into the site.

Several of the representations received in relation to the application including those from Alwalton Parish Council, Orton Longville Parish Council and the feedback from the majority of residents at the public meeting was that there should be no access from Oundle Road and that access to the site should be via Joseph Odam Way. Whilst these comments are noted, the application has to be determined on the basis of what is proposed and that is access from Oundle Road. If the proposed access is acceptable in highway terms then Local Planning and Highway Authorities cannot reasonably require that the developer look at significantly different alternative solutions even if there is objection to the proposal.

The applicant has been made aware of the comments from the objectors regarding the alternative access route. They have replied that access via Joseph Odam Way would require access to be taken outside of the allocated site. This access is also the main route into the Showground itself and it would not be desirable to have a shared access, particularly given the potential conflicts when there are functions or events on. In addition, the applicant has commented that the existing road is not constructed or built to adoptable standards. The road would have to be brought up to adoptable standards if it were to serve the proposed development.

The requirement for a signalised junction at the entrance to the village of Alwalton has been discussed in detail with the applicant and Highways England. Highways England has raised no objection to the scheme subject to a condition requiring that the signalisation of the junction be carried out before the occupation of the first house. It has also advised that a condition should be imposed requiring the monitoring of the left turn arm which will not be signalised and the future signalisation of this arm if it is subsequently required in the future (if a requirement for this is identified through the modelling).

Officers have reviewed the requirement for the signals and asked Highways England whether the scheme could proceed without them. Highways England confirmed that in its view a signalised junction is required in order to support the flow of traffic through the village of Alwalton and onto the A605 Oundle Road. Without the signalisation of the junction it advised that it would object to the application on highway safety grounds as there would be an adverse impact in terms of queuing onto the A1.

Whilst Highways England no longer has the same planning powers as it used to i.e. it used to be able to 'direct' local authorities to proceed in accordance with its advice, in light of the comments it has made about highway safety, Officers do not consider that they could reasonably put forward a recommendation for approval for a scheme which did not include the signalised junction.

If Members were to recommend approval of the application without a signalised junction then the Secretary of State would need to be informed and he would have the ability to 'call in' the application for his own determination.

Following the response from Highways England the applicant was, however, asked to look further at the design of the junction in order to try and reduce its impacts. The amended design reduces

the scale of the junction overall, allows the retention of the existing grassed bank and trees on the east side (when looking from the application site) of the junction and create new areas of green verge. The amended junction design has been subject to an updated safety audit and tracking has also been carried out to ensure that large vehicles can turn.

No objections to the amended junction design have been received from Highways England or the Local Highway Authority. Cambridgeshire County Council has also now removed its holding objection to the scheme following the assessment which has been carried out. Neither has it raised any objections to the proposed changes to road markings etc within the village of Alwalton itself.

Response to Representations

A number of the representations received including those from Orton Waterville Parish Council, Alwalton Parish Council and the comments from the public meeting is that access should be provided via Joseph Odam Way and have been responded to above.

General concerns have been made about the overall increase in traffic which the development would result in. Whilst these concerns are noted, as set out above, the site is allocated for housing development. As such the principle of putting additional housing in this location is established. The traffic impacts of the development have been assessed in the Transport Assessment and found to be acceptable. The routing and timing of deliveries to the site will need to be considered as part of the Construction Management Plan which will be secured via a condition.

A number of the representations have commented on the design of the signalised junction, raising concerns about that impact that this will have upon traffic flows through the village. Residents are of the view that the traffic signalise will interfere with the current free flow of traffic through the village to the detriment of the people living there. They are also concerned that the flow of traffic from the A1 has been prioritised above all else.

As set out above the requirement for the signalised junction has been reviewed by Highway England which has confirmed that it requires the signalisation of the junction in order to ensure no highway safety issue on the A1. Notwithstanding the concerns raised Highways England is of the view that the signalisation of this junction will maintain the flow of traffic through the village. Whilst the concerns about the flow of traffic from the A1 being prioritised above all else are noted, the A1 is part of the strategic road network and does therefore carry the greatest weight in terms of considering the impacts of this application. One of the objections has commented that the new signalise arrangement would not be safe. However, the design has been subject to a Stage 1 Safety Audit and Designers Response. This has not raised any significant issues which would mean the signalisation could not be carried out. Further more detailed safety audits would be carried out through the technical assessment process before any signals were installed if planning permission is granted for the scheme.

Some objectors have commented that the location of the access into the site should be moved further west along the frontage of the site away from the junction and that this should be signalised. Some concerns have also been raised regarding the proximity of the site access to the bus stop. The Local Highway Authority has not raised any concerns about the access design and it does not consider the proximity of the junction to the bus stop to be unsafe. The suggested relocation of the site access further west would not negate the need to signalise the Oundle Road Alwalton village junction.

Concerns have been raised that the number of homes planned and the entrance/exit onto Oundle Road would be a safety hazard, particularly as at present there are issues of speeding in both Chesterton and Alwalton which will be exacerbated by this development. Whilst these concerns are noted no issues have been raised in principle by the Local Highway Authority. It will need to review the speed limits along this section of road if the development proceeds and has indicated that these will be reduced.

Alwalton Parish Council along with a number of the objectors and the feedback from the public

meeting, have commented that the major pinch point on the Oundle Road is the roundabout at the entrance to Lynch Wood, Minerva and the Marriot Hotel. It has suggested that emphasis should be placed upon improving the traffic flow through this roundabout especially with the relocation of Thomas Cook. Whilst these concerns are noted as indicated above the application has been the subject of a Transport Assessment. This does not raise any concerns regarding this roundabout as a result of the development. This development cannot be used to seek a solution to an existing problem unless it is demonstrated that it would make it substantially worse which is not the case here. The Local Highway Authority has not raised any issues in respect of this roundabout resulting from the development of this site.

Outside of the parameters of this application the Local Highway Authority has confirmed that it is exploring options to improve the flow of traffic at this location via the introduction of a left turn lane. Residents at the public meeting suggested that works to this roundabout should be done first and the requirement for the signals into the village reviewed. Whilst these comments are noted as the development itself does not give rise to the need to improve this junction it has to be investigated separately and the Local Planning Authority could not reasonably refuse to determine the application until such time as works had been carried out to this junction in light of the traffic modelling.

Similarly it has been suggested that the road between Alwalton and the next two roundabouts to the business park should be widened to allow two lanes on the approach to Peterborough. As set out above, this development cannot be used to resolve an existing problem and the Transport Assessment does not show a requirement for works in connection with this development. The improvement options which the Local Highway Authority will consider will in due course determine if this would be an appropriate option.

A number of the representations have raised concerns about increased traffic along Oundle Road as a result of the development, particularly when there are events on at the Showground. As an allocated site, however, this decision has already been taken in principle and as indicated the number of houses for which outline permission is sought is less than the allocation. The applicant cannot as part of this application be required to put in place measures to deal with an existing situation such as the level of traffic and any associated traffic congestion when there are events on at the Showground. The owners of the Showground put a number of measures in place when there are events on (the measures depend upon the scale) and it would not be reasonable to consider the application on the basis of such events as they do not reflect normal traffic flows. People cannot reasonable be compensated for loss of time due to journeys taking longer.

One of the representations has commented that public transport is limited and queries whether this could be improved to the benefit of all. This development is not of a size/scale whereby public transport provision could be specifically required. Financial contributions will be made under the Council's Community Infrastructure Levy (CIL) scheme. The existing bus stops will be replaced as part of the off site highway works. At the public meeting the location of the bus stops was also queried. However, having reviewed the scheme the Local Highway Authority considers these to be appropriately located.

Some of the representations raise concerns about the impact of development and another proposal for 610 houses on land to the south of junction 17, in terms of queues on the A1(M) and the amount of which will enter onto and exit from the A1, especially during peak times. As already set out Highway England has raised no objection to this development and it has not requested any off site highway works other than signalisation of the Alwalton village junction. The scheme as submitted is therefore considered acceptable. The impact of the other scheme has been considered separately under that application although it should be noted that Highways England have raised no objections to this development either.

It has been commented that if the new home owners wish to visit the shop/post office it would be necessary/beneficial to have a road safety crossing from the site to Alwalton to prevent accidents. The new signalised junction will include a pedestrianized crossing which will allow safe crossing of

the road.

At the public meeting it was suggested that the slip road off the A1 through the village of Alwalton should be closed so that all of the traffic has to access Lynchwood via Fletton Parkway. This has also been raised by one of the other objectors in light of the queues which currently occur on the A1. Queries were also raised at the public meeting in respect of the weight limit through the village and the location of one of the uncontrolled crossing points.

As set out above the Local Planning Authority has to determine the application as it stands. However an initial comment has been sought from Highways England regarding the closure of the slip road off the A1. It has advised that at the current time there is no reason why Highways England would want to close the slip roads. There have to date been no major accidents in the area which would cause Highways England to review this position. Closure of this slip road would also limit access to the area and potentially cause issues at other junctions further along the A1. Its aim is to keep traffic flowing on the strategic road network to ensure reliable journey times.

With regard to the weight limits through the village this is outside the scope of the current application and a matter for Cambridgeshire County Council to take a view on. The comment about the visibility from one of the uncontrolled crossing points is noted. This will be reviewed through the more detailed safety audit process and adjusted if appropriate.

It was commented at the public meeting that lights were put in briefly at the Orton Wistow roundabout and then removed. Officers are not aware of this but will make enquires in advance of Committee to clarify.

Other Highway Matters

The Local Highway Authority has advised that a new footpath/cycleway link should be provided on the south side of Oundle Road from the site access to the Joseph Odam Way roundabout in order to provide a good walking connection. Following discussion the applicant has agreed to provide this. The initial section of the footway is shown on the amended junction plan albeit that it needs to be widened to 3 meters to also be a cycleway. Implementation of the footpath/cycleway link can be secured by a condition.

One of the representations has commented that a footpath link along the south side of Oundle Road would not be desirable as it would result in an increased risk of crime and litter. This view is not agreed with, and there is no reason why this should be the case. The footpath/cycleway link will not pass through Arena Drive rather along the edge of it and will improve the sustainability of the site by improving walking and cycling links.

Summary

The traffic concerns in respect of this development are noted. However, the application has to be considered on the basis of what is proposed which is access from Oundle Road. The need to signalise the junction into the village of Alwalton has been reviewed but Highways England has advised that the signals are required in the interests of highway safety in order to prevent queuing back onto the A1. Without the signals it would object to the application. In light of this response the junction design has been amended in order to reduce its impact and improve its appearance.

Having considered all of the above and subject to conditions the highway impacts on the development are considered to be acceptable in accordance with policy PP12 of the adopted Planning Policies DPD.

3. Impact on Listed Buildings/Alwalton Conservation Area

Impact Upon No 5/7 Oundle Road

This property which used to be two cottages dates from the 17 century and is grade II listed. The

development would sit to the east, south and west of the property. The cottages would have originally backed onto open farmland. The trees which surround it are a later addition. The proposed illustrative layout shows lower density development adjacent to the building along with an area of open space. Whilst it is acknowledged that the layout is illustrative and that the development will change the setting of this listed building, it is considered that an acceptable relationship can in principle be achieved. Any harm would be less than substantial and would be outweighed by the benefits of the development, chiefly the provision of housing to meet the identified housing needs in the area. The Council's Conservation Officer has raised no objection to the development on this basis. For the avoidance of doubt and to ensure that its setting is protected a condition requiring the detailed layout to broadly accord with the layout principles on the illustrative plan is recommended.

The impact of the changes to the junction including its signalisation, upon this listed building also has been considered. Whilst not signalised the existing junction is very big and the proposed scheme will reduce its overall scale which has a conservation benefit. The traffic lights would be positioned close to but not directly outside of this property. It is acknowledged that the lights will have some impact upon the setting of this listed building but traffic lights are not an unusual feature in the streetscene and as set out above are required by Highway England to make the scheme acceptable. It is considered that the harm which would result to this building is less than substantial and the harm is outweighed by the benefits of the scheme, chiefly the delivery of housing and the provision of a safe highway network.

The scheme is therefore considered to be in accordance with the provisions of section 66 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990, the provisions of the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy CS17 of the adopted Planning Policies DPD.

The occupier of this property has commented that the proposal will reduce his property value. Whilst this concern is noted, loss of property value is not a material planning consideration and cannot therefore be taken into consideration.

Impact Upon the Alwalton Conservation Area/ on Listed Buildings

As set under section 1, Alwalton village has a Conservation Area including the frontage to the entrance of the village. Within the Conservation Area are a number of listed buildings. Concerns were raised with the applicant in respect of the original junction design which looked very engineered and would have resulted in the loss of the existing bank and trees to the east of the junction entrance (when viewed from the application site). It was considered that there would be an adverse impact on the setting of the Conservation Area including adjacent listed buildings.

Following the concerns which were raised the applicant has adjusted the design of the junction to reduce its size. This allows for the retention of the existing bank and trees and a 'green' approach into the village with new verge being created. As set out above the signalisation of the junction of Alwalton village is required by Highways England to address its concerns about potential queuing back onto the A1(M) and this has to be balanced with the impact upon the Conservation Area including the listed buildings within it, as required by the National Planning Policy Framework. It is considered that the signalisation of the junction will have some impact upon the Conservation Area and the listed buildings but that with the amended junction design the level of harm would be less than substantial and that the degree of harm is outweighed by the benefits of the scheme as it will enable an allocated housing site to come forward and alleviate a highway safety issue on the A1. The impact of the development is therefore considered to be acceptable in accordance with sections 66 and 72 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990, the provisions of the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy CS17 of the adopted Planning Policies DPD.

4. Amenity

Impact Upon Existing Residents

Although the layout is illustrative at this stage it is considered that it does show that an acceptable relationship to the neighbouring properties can in principle be achieved. The relationship to No 5/7 Oundle Road has been considered in more detail above.

One of the neighbours has commented that block B is shown as extending close to their home and they are concerned about loss of privacy, enjoyment of light and seclusion. They have gone onto comment that they were told at the Alwalton meeting held by the developer that one of the green areas was green belt and could not be built on. It is not clear where block B is as there are no numbers on the illustrative plan which has been submitted. However, as set out above it is considered that a satisfactory relationship can in principle be achieved. Peterborough does not have any green belt and the site is allocated.

In order to protect the amenity of adjacent residents during the construction period a condition requiring the submission and approval of a Construction Management Plan is recommended.

In principle therefore it is considered that the development can accord with policy PP3 of the adopted Planning Policies DPD.

Amenity of the New Development

Having reviewed the illustrative layout it is considered that the site can be laid out in such a way as to provide the future occupiers with a satisfactory level of amenity in terms of factors such as daylight, sunlight and privacy. Rear access will be needed to all properties to ensure that there can store bins and bikes. Any flats will require designated bin and bike stores. This will be addressed at the detailed design stage.

The Council's Conservation Officer has commented that the illustrative layout seems to miss a focal point to the west and that the main view would be of the A1. This comment is noted and will be reviewed at the detailed design stage but in principle as referred to above, it is considered that an acceptable relationship can be achieved.

Noise

The application is accompanied by a Noise Assessment. This sets out that the main noise sources affecting the site are traffic noise from the A1 and noise from the adjacent Little Chief Restaurant. The illustrative layout shows open space adjacent to the A1 and housing from the road set back some 50 metres from it. Having assessed the noise sources the Noise Assessment sets out a range of mitigation measures including specific glazing specifications, ventilation requirements and boundary treatment details.

Having reviewed the Noise Assessment the Council's Environmental Health Section has raised no objections to the development of the site in principle although it has commented that 'whole house' ventilation systems are likely to be required rather than the specification referred to in the Noise Assessment. They have also commented that consideration should be given to the layout of the houses closest to the noise sources to place habitable rooms away from the noise source.

In principle, therefore, it is considered that a satisfactory noise environment can be secured for the future occupiers. As such planning permission can be granted. An updated Noise Assessment can be secured by condition as part of the reserved matters submission as the layout comes forward.

Open Space

The illustrative site layout shows approximately 5672 square metres of open space (4000 square metres adjacent to the A1 and 1672 square metres to the rear of 5/7 Oundle Road). Policy PP14 of the adopted Planning Policies DPD sets out a requirement for 1.2ha of open space. Whilst the amount of open space proposed is less than required by policy it is considered to be acceptable and it will be usable open space. Furthermore, the open space requirements of policy PP14 are very high and this development is already proposing significantly less dwellings than the allocation.

Given the location of the site it is considered that on site provision should be made for play. This

can be secured via a condition.

The development is therefore considered to accord with policy PP4 of the adopted Planning Policies DPD.

Representations

One of the representations received has commented on noise from the Showground and the impact that this will have upon neighbour amenity. Whilst these comments are noted the site is allocated for housing so the principle of residential development in this location is established. The relationship which would be created will be the same or very similar to the other adjacent properties which already exist and people will purchase the houses knowing that the Showground is located to the south of the site. No specific concerns in this respect have been raised by the Council's Environmental Health Officer.

5. Ecological/ Landscape Impacts

Landscape Impacts

The application is accompanied by a tree survey albeit that this hasn't then been assessed against the site layout. The illustrative layout indicates the removal of a number of trees within the site including some of the tree belt around 5/7 Oundle Road with planting around the edge of the site being retained. The Council's Tree Officer has raised no objection to some tree loss in principle, including that around 5/7 Oundle Road given is condition. An Arboricultural Impact Assessment will need to be submitted at the detailed design stage to allow further assessment. This can be required by a condition.

The Council's Tree Officer has commented that the trees in group B cast a long shade pattern and that garden positions should therefore be reviewed. This comment is noted and will be part of the layout assessment at the detailed design stage.

Neighbour Representations

One of the neighbours has commented that they are concerned that although the trees are shown as retained they could be removed within four years and not replaced. Whilst this concern is noted this is no different from any other development site. There is, however, no reason to expect that trees will be removed around the edge of the site if they are shown as retained.

Another representation has commented that the existing tree belt along Oundle Road should be retained and enhanced. This will be a matter for the detailed site layout.

Ecological Impacts

Natural England has advised that it does not consider that there would be any adverse impact upon Castor Flood Meadows SSSI. It does not therefore consider the SSSI to be a constraint to development.

The application is accompanied by a Preliminary Ecological Appraisal. Having reviewed this the Council's Wildlife Officer notes that the site has some potential. Whilst a full reptile survey is not required a precautionary approach should be taken. A condition requiring the undertaking of a 'destructive search' during the active reptile season (March to September) is therefore recommended.

With regard to bats, the Wildlife Officer notes that no evidence of bats was found. It is recommended that lighting is designed to avoid disturbance, that bat roosting features be incorporated into the development and any works affecting trees as having bat roosting potential shall be undertaken under the supervision of an experienced bat worker in case bats have taken up residents in the meantime. Conditions to address these matters along with the provision of nesting boxes for birds is recommended.

With regard to hedgehogs the Ecological Appraisal concludes that potential nesting features

should be hand searched prior to site clearance and the clearance of such areas avoided on frosty days when hedgehogs hibernate. In addition gaps should be provided in any new fencing so the impenetrable barriers are avoided. These matters can be covered by conditions.

The Ecological Appraisal has identified a badger sett adjacent to the site. All trenches should, therefore, be covered at night or a means of escape provided. If at the detailed design stage development is proposed closer to the sett then additional measures will be required. These recommendations can be secured by conditions.

It is considered that the above can reasonably be addressed via conditions on the outline planning permission.

Neighbour Representations

One of the neighbours has commented that the existing fencing through the tree belt around No 5/7 Oundle Road should be retained to protect wildlife and also to prevent the tree belt being used as a cut through. Whilst this comment is noted, it is a detailed design matter to be considered at the next stage. The resident has also challenged the findings of the Ecological Report stating that there are bats in bat boxes, red kites, squirrels and a family of badgers within the site/wooded area. He also has a pond with newts in it.

These comments have been discussed with the Council's Wildlife Officer. He has advised that he has discussed the findings of the ecological report with the applicant's ecologist and is content with its findings. It should also be noted that newts are not a protected species.

Subject to conditions, it is considered that the development will accord with policy PP16 of the adopted Planning Policies DPD.

6. Drainage

Flood Risk/Surface Water Drainage

The application is located in Flood Zone 1 and supported by a Drainage Strategy. The Council's Drainage Team initially raised concerns about the scheme as it did not comply with SuDS principles. Highways England also advised that it would not accept a connection from this site into its drainage network.

Following these responses the scheme has been amended and further discussion has taken place. Having reviewed the amended Drainage Strategy the Drainage Team has advised that it is now acceptable and has removed its objection. Highways England has also now confirmed that it has no objection to the Drainage Strategy or the connection as the drain adjacent to the A1 is a carrier drain.

Foul Drainage

With regard to foul drainage Anglian Water has commented that Flag Fen Water Recycling Centre does not have capacity to treat flows from the development. It is obliged to accept the foul flows from the site if planning permission is granted and will take the necessary steps to ensure that there is sufficient treatment capacity if planning permission is granted. It has requested the imposition of a condition requiring the submission and approval of a scheme of foul drainage. This is reasonable and will be appended.

The Environment Agency has raised no objection subject to the imposition of a condition regarding foul drainage.

Neighbour Representation

One of the neighbours has made a comment about flood risk and the fact the plans they received during their house purchase showed it flooding. The site is allocated for development and would not have been if it were at significant risk of flooding. Surface water flooding potential can be addressed via the drainage scheme. As indicated above the Council's Drainage Team has raised

no concerns.

Another representation has commented that the sewerage system is struggling to cope. However as indicated no objections have been received from Anglian Water and the site is allocated for development.

Subject to conditions it is considered that the development will accord with policy CS22 of the adopted Core Strategy.

7. Other Matters

a) Contamination

Given that this is a greenfield site there should not be any significant contamination. A condition requiring the reporting of any unsuspected contamination is recommended.

b) Archaeology

Archaeological investigation of the site has been carried out and the reports submitted. The Council's Archaeologist has therefore advised that no further assessment is required.

c) Fire

Cambridgeshire Fire and Rescue Service has advised that adequate provision should be made for fire hydrants through the S106 or conditions. The provision of fire hydrants is dealt with other legislation and it is not therefore considered necessary to secure this as part of the planning process.

d) Air Quality

The application is accompanied by an Air Quality Assessment. This assesses the impact of the development during both the construction and operational phases. It is considered that any impacts during the construction phase can be reasonably dealt with via the Construction Management Plan. With regard to the operational phase it concludes that development complies with national, regional and local policy and that air quality is not therefore a significant factor in the assessment of this scheme. Environmental Health has not commented to the contrary.

Concerns have been raised in some of the representations regarding traffic fumes but as set out above it is not considered that the impact would be significant and this site has been allocated for development.

e) Other Comments

Comments have been made on the accuracy of the submission information. Whilst these are noted, many relate to how the site is described and the fact that it is in Peterborough not Alwalton, and they do not make the submission unacceptable or prevent determination of the application.

People have also commented that they were not consulted on the application. As indicated under section 4, additional neighbour letters have been sent out given the level of interest in this application. This is over and above the Council's statutory duty. The Council only need advertise the development in the paper and display a site notice. People also do not need to have received an individual letter to comment on the plans.

One objector has comments that Officers from Huntingdonshire District Council and Cambridgeshire County Council are not aware of the proposals. The responses received from both Authorities have been set out earlier in this report and commented upon.

One objector has made comments on postcodes. This is not a material planning consideration.

Comments have been made regarding the impact of the development on the ability of the occupiers of 5/7 Thorpe Road to get insurance. Whilst the concerns are noted it is not considered to be a matter upon which the planning application could be resisted and as indicated above a

condition will be imposed to require an offset between the new houses and 5/7 Oundle Road.

8. S106

As indicated above the provision of affordable housing will be secured through a S106 Agreement. The S106 will also include the provision of Householder Information Packs and a mechanism for the open space to be offered for adoption by the Council.

The Council has now introduced a community infrastructure levy which the development will pay. This is to meet the infrastructure needs arising from it including for things such as school places. Additional provision over and above the CIL payment can only be required if the development gives rise to specific requirements. With the exception of affordable housing this development cannot reasonably be considered to do so given its size.

One of the letters of presentation has commented that no consideration has been given to schools. This development is too small to require on site provision and the need for school places will be addressed through the CIL payment.

One of the letters of representation has commented that funds should be secured to improve the capacity of the village hall and playing fields. As indicated above, the developer will make a contribution under CIL. Additional funding could not reasonably be secured for this development given its size and scale.

Subject to the provision of affordable housing and a payment under CIL it is considered that the development will accord with policy CS13 of the adopted Core Strategy.

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 in the adopted Site Allocations DPD. The principle of locating housing on this site is therefore established. Subject to conditions and completion of a S106 Agreement the development will accord with policy CS8 of the adopted Core Strategy.

Notwithstanding the concerns that have been raised the new access into the site is considered to be acceptable in principle subject to the associated signalisation of the junction into Alwalton village. Subject to conditions therefore, the development is considered to comply with policy PP12 of the adopted Planning Policies DPD.

Subject to a condition to create a buffer around it, it is considered that an acceptable relationship can be secured with 5-7 Oundle Road which is a listed building and that any harm caused will be less than substantial. It is considered that the signalisation of the junction into Alwalton village will have some impact upon the Alwalton Conservation Area which includes a number of listed buildings but with the amended junction design this will be less than substantial. The harm to the heritage assets is outweighed by the benefits of the scheme namely the provision of housing and a safe highway network. The proposal is therefore considered to be acceptable in the context of the provisions of the National Planning Policy Framework, sections 66 and 72 of the Planning (Listed Building and Conservation Areas) Act, policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

In principle it is considered that the site can be developed without any unacceptable adverse impact upon neighbour amenity and that it can afford the new occupiers a satisfactory level of amenity. The proposal therefore accords with policies PP3 and PP4 of the adopted Planning Policies DPD.

Subject to conditions the site can be adequately drained. The development therefore accords with

policy CS22 of the adopted Core Strategy DPD.

The application would have not any significant ecological impacts subject to conditions. The layout can also be designed to accommodate existing on site trees. The proposal therefore accords with policy PP16 of the adopted Planning Policies DPD.

Affordable housing provision will be secured through the S106 Agreement and the development will also pay CIL. The proposal therefore accords with policy CS13 of the adopted Core Strategy.

7 Recommendation

The case officer recommends that Outline Planning Permission is **GRANTED** subject to:-

- (1) relevant conditions and authority being delegated to Officers to make any necessary or appropriate adjustments to these conditions including the imposition of new conditions and
- (2) the completion of a S106 Agreement

C1 Application for approval of reserved matters namely appearance, landscaping, layout and scale (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development commenced and the development shall thereafter be carried out in accordance with the approved details.

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 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).

C3 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).

C4 Not more than 130 dwellings shall be built pursuant to this outline planning permission.

Reason: In order to ensure that the development complies with the provisions of the outline permission including the transport assessment.

C5 The plans and particulars submitted under condition 1 shall include details of the provision to be made for life time homes/ wheel chair housing. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to meet housing needs in accordance with policy CS8 of the adopted Core Strategy.

C6 The plans and particulars to be submitted for reserved matters approval under condition 1 shall include an update Noise Impact Assessment based upon the reserved matters layout and include details of proposed mitigation measures. The development shall thereafter be carried out in accordance with the approved mitigation measures which should be installed prior to the first use of the dwelling to which they relate.

Reason: In order to ensure adequate amenity for the future occupiers in accordance with policy PP4 of the adopted Planning Policies DPD.

C7 Prior to the commencement of development a scheme of bird and bat boxes including their location and specification shall be submitted to and approved in writing by the Local Planning

Authority. The bird and bat boxes shall thereafter be installed in accordance with the approved details prior to the first occupation of the dwelling to which they relate or first use of the open space as appropriate. They shall thereafter be retained.

Reason: In order promote the biodiversity enhance of the site in accordance with policy PP16 of the adopted Planning Policies DPD.

C8 Notwithstanding the submitted information a 'destructive search' for reptiles shall be undertaken prior to the commencement of development during the active reptile season (March to September). The extent of the survey shall first be agreed in writing by the Local Planning Authority and the results including any appropriate mitigation measures shall thereafter 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.

Reason: In order to ensure the appropriate protection of reptiles on site in accordance with policy PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition because the site needs to be searched for reptiles which are a protected species before development can start.

C9 If development has not commenced on site within two years from the date of this permission then a revised ecological survey should be carried out. The scope of this survey and the methodology should first be submitted to and approved in writing by the Local Planning Authority. The results of the survey and any appropriate mitigation measures including a timetable for their implementation shall thereafter 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 including the mitigation measures.

Reason In order to ensure that species are protected on site in accordance with policy PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition because the site needs to be searched for protected species before development can start.

C10 Any potential hedgehog nesting features should be hand searched prior to the commencement of works on site including site clearance and the clearance of such areas avoided on frosty days in accordance with the approved Ecological Assessment. Boundary treatment proposals to be submitted under Condition 1 as part of the reserved matters should reflect the conclusions of the report in terms of avoiding impenetrable barriers.

Reason: In order to ensure the appropriate protection of reptiles on site in accordance with policy PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition because the site needs to be searched for reptiles which are a protected species before development can start.

C11 The development should be carried out in accordance with the recommendations in the Ecological Report in respect of badgers. All trenches should be covered at night during the construction period or a means of escape provided.

Reason: In order to ensure the appropriate protection of badgers on site in accordance with policy PP16 of the adopted Planning Policies DPD.

C12 The plans and particulars to be submitted under condition 1 shall include details of open space provision which shall broadly accord with the amount of open space shown on the illustrative layout plan reference CAUD 334914 and include a play area. Prior to the first occupation of first dwelling on site details of the proposed play equipment shall be submitted to and approved in writing by the Local Planning Authority along with a timetable for the delivery of the open space(s) including the play area. The open space and play area shall thereafter be carried out in accordance with the approved details and be ready for use in accordance with the approved timetable. The open space and play area shall thereafter be retained and maintained and be available for public use.

Reason: In order to ensure sufficient open space and provision of play equipment in accordance with policy PP14 of the adopted Planning Policies DPD.

C13 The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment as amended. The plans to be submitted under condition 1 shall confirm how the development complies with the approved Assessment and include details of all on site attenuation features. The development shall thereafter be carried out in accordance with the approved details prior to first occupation of any dwelling to which they relate.

Reason: In order to ensure that the site can be adequately drained in accordance with policy CS21 of the adopted Core Strategy.

C14 Prior to the commencement of development (other than ecological investigation and surveys) a detailed surface water strategy including details of the design, implementation, maintenance and management of the sustainable drainage shall be submitted to and approved in writing by the Local Planning Authority. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- f) Demonstration that it meets the governments national standards

The development shall thereafter be constructed in accordance with the approved details before the dwelling to which they relate are first occupied.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with policy CS22 of the adopted Core Strategy. This is a pre-commencement condition as the drainage strategy needs to be agreed from the outset.

C15 Prior to the commencement of development (excluding site clearance works) a detailed scheme of foul drainage including details of any phasing or off site connections/infrastructure improvements 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 before the dwelling to which it relates is first occupied.

Reason: In order to ensure that the site can be adequately drained in accordance with policy CS21 of the adopted Core Strategy. This is a pre-commencement condition as the foul drainage needs to be agreed at the outset of the development.

C16 The hard landscaping scheme to be submitted as plans and particulars under condition 1 shall include the following details

- Hard surface materials
- Boundary treatments
- Refuse areas
- Cycle parking provision for any flatted schemes

The development shall thereafter be carried out in accordance with the approved details prior to the first occupation of the area or building to which they relate or in accordance with any alternative timeframe as maybe agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual and residential amenity in accordance with policy CS16 of the adopted Core Strategy and policies PP2 and PP3 of the adopted Planning Policies DPD

C17 The soft landscaping scheme for front gardens, shared communal open spaces (not private rear gardens) etc shall be submitted as plans and particulars under condition 1 shall include the following details

- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments)

The development shall thereafter be carried out in accordance with the approved details no later than first available planting/seeding season following first occupation or in accordance with any alternative timeframe as maybe agreed in writing by the Local Planning Authority apart from the open space which shall be laid out in accordance with the requirement of condition 12.

Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die are removed, become diseased or unfit for purpose [in the opinion of the LPA] within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the Developers, or their successors in title with an equivalent size, number and species being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and TD1 of the Trees & Woodlands Strategy 2012.

C18 The plans and particulars to be submitted under condition 1 shall include a Landscape Management Plan. The management plan shall thereafter be implemented in accordance with a timetable contained therein.

- The Plan shall include the following details:
- Long term design objectives
- Management responsibilities
- Maintenance schedules

The development in each zone or part thereof shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and TD1 of the Trees & Woodlands Strategy 2012.

C19 The plans and particulars to be submitted under condition 1 shall include an Arboricultural Impact Assessment and Tree Protection Scheme. The development shall thereafter take place in accordance with the approved details and Tree Protection Measures. The tree protection measures shall be erected prior to the commencement of development or site works and therefore after retained until development within that area is completed.

Reason: In order to protect retained trees and hedges in accordance with policy PP16 of the adopted Planning Policies DPD.

C20 If during any phase or sub-phase of development unsuspected land contamination is found to be present at the site of that phase or sub-phase then no further development (unless otherwise agreed to in writing with the Local Planning Authority) shall be carried out on that phase or sub-

phase until the developer has submitted to, and obtained written approval from the Local Planning Authority, a Method Statement. The Method Statement must detail how this unsuspected contamination shall be dealt with, within an agreed timetable, and the development of that phase shall thereafter be carried out in accordance with the approved Method Statement unless otherwise agreed to in writing with the Local Planning Authority.

Reason: To ensure that the development complies with approved details in the interests of protection of Human Health and Controlled Waters, in accordance with the National Planning Policy Framework and policy PP20 of the adopted Planning Policies DPD.

C21 The plans and particulars to be submitted under condition 1 shall include details of existing and proposed levels. The plans shall include details of all finished floor levels, levels for associated garages and gardens, details of any earthworks, retaining features and confirmation that level access can be achieved. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of visual and residential amenity in accordance with policy CS16 of the adopted Core Strategy and policy PP4 of the adopted Planning Policies DPD.

C22 Prior to the commencement of development (other than ecological investigation or survey) 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 be limited to the following:-

- A. A scheme for the monitoring, reporting and control of construction noise and vibration including hours of working and scope for remedial action.
- B. A scheme for the control dust and scope for remedial action in the event that dust is identified as an issue or any complaints are received.
- C. A scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways.
- D. A contingency plan including if necessary the temporary cessation of all construction operations to be implemented in the event that the approved vehicle cleaning scheme fails to be effective for any reason
- E. Haul routes to the site including the point of access and hours of delivery.
- F. Measures to ensure that vehicles can access the site upon arrival to ensure that there is no queuing on the public highway.
- G. Details of site compounds and storage area.
- H. Details of contractors parking.
- I. Detail of the site enclosure or part thereof.
- J. Confirmation that tree protection measures are in place.
- K. Confirmation that the demolition will be carried out in accordance with the ecological assessment.
- L. A scheme for dealing with complaints.
- M. Details of any temporary lighting

The development shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: In the interests of residential amenity, highways safety and to protect the ecological interest within the site/retained trees in accordance with policies PP3, PP12 and PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition as the construction management plan needs to be in place from the outset of the development.

C23 The plans and particulars to be submitted under condition 1 shall include details of a buffer area around 5/7 Oundle Road to be kept free from development. This shall be based upon the principles shown on the illustrative layout plan reference CAUD 334914 and shall not include

development any closer to this property than indicated. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to preserve the settling of this listed building in accordance with section 66 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990, the provisions of the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy CS17 of the adopted Planning Policies DPD.

C24 No dwelling or other building within a phase or sub-phase shall be occupied until all highways linking that dwelling/building to the public highway network have been provided to a minimum of base course level.

Reason: In the interest of highway safety, in accordance with Policy PP12 of the adopted Planning Policies PDP

C25 The new site access including the relocated bus stops and shelters shall be constructed and be ready for use in accordance with the details shown on drawing number 0752-SK-006 Rev I Proposed Site Access and Off Site Improvements prior to the first occupation of any dwelling.

Reason: In order to ensure that the site can be properly accessed in accordance with the approved details and policy PP12 of the adopted Planning Policies DPD.

C26 Prior to their installation details of the new bus stops shall be submitted to and approved in writing by the Local Planning Authority. They shall thereafter be installed in accordance with the approved details before the first use of the new bus laybys.

Reason: In order to ensure that the site can be properly accessed in accordance with the approved details and policy PP12 of the adopted Planning Policies DPD.

C27 No dwelling shall be occupied until a signalised junction at the A605 and Oundle Road (east of the A1) has been constructed, open to traffic and has been certified as such by Peterborough City Council. The junction shall be based upon the details shown on drawing number 0752-SK-006 Rev I Proposed Site Access and Off site improvements.

Reason: In order to ensure that the A1 trunk road continues to perform its function as part of the strategic road network in accordance with Section 10 of the Highways Act 1980 and for the reasonable requirements of road safety on the road.

C28 Notwithstanding the submitted information prior to their installation details of any proposed lighting columns for the new site access and signalised junction shall be submitted to and approved in writing by the Local Planning Authority. The columns shall thereafter be installed in accordance with the approved details before the new access or signals are brought into use.

Reason: In the interests of highway safety/visual amenity in accordance with policy CS16 of the adopted Core Strategy.

C29 The signalisation junction into the village of Alwalton shall be monitored in accordance with a scheme including the time period of the monitoring and frequency to be approved in writing by the Local Planning Authority prior to the first use of the signals. The results of the monitoring shall thereafter be submitted to the Local Planning Authority for approval. If in the view of the Local Planning Authority the monitoring shall a that the junction arrangement does not offer satisfactory control or there is a highway safety issue then an amended junction scheme detailing full signalisation of the junction along with a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the A1 trunk road continues to perform its function as part of the strategic road network in accordance with Section 10 of the Highways Act 1980 and for the reasonable requirements of road safety on the road.

C30 Notwithstanding the submitted information no development above foundation level shall take place until details of a three metre wide footway/cycleway along the south side of Oundle Road from the site access to Joseph Odam Way has been submitted to and approved in writing by the

Local Planning Authority. The footway/cycleway shall thereafter be constructed in accordance with the approved details prior to the first occupation of any dwelling.

Reason: In order to enhance the sustainability of the site in accordance with policy Cs14 of the adopted Core Strategy and policy PP12 of the adopted Planning Policies DPD.

C31 Notwithstanding the submitted information, prior to the first occupation of any dwelling a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include SMART targets, a review mechanism and details of measures which will be implemented in the event that the targets are not hit. The Travel Plan shall therefore after be implemented in accordance with the approved details.

Reason: In order to ensure the number of car borne trips to and from the site in accordance with policy CS14 of the adopted Core Strategy.

C32 The development shall be constructed so that it achieves a Target Emission Rate of at least 10% better than building regulations at the time of building regulation approval being sought.

Reason: To be in accordance with Policy CS10 of the Peterborough Core Strategy DPD (2011)

C33 The development hereby approved shall be carried out in accordance with the following approved plans and documents

- Site Location Plan CAUD 334914
- Transport Assessment and Supporting following up analysis including the LINSIG junction analysis, Stage 1 Safety Audit and Designers Response (as amended)
- 0752-SK-006 Rev I Proposed Site Access and Off Site Improvements
- Archaeological Evaluation Report No 15/7 December 2014
- Flood Risk Assessment
- Air Quality Assessment July 2015
- Preliminary Ecological Appraisal July 2014

Reason: In order to ensure that the development complies with what has been applied for

Copies to Councillors: Stokes, Casey and Aitken

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