

Application Ref: 22/00823/FUL

Proposal: Erection of 30 residential properties

Site: Land To The East Of Bramble Close, Newborough, Peterborough,
Applicant: Mr D Stutting
 Longhurst Group
Agent: Mr Peter Wilkinson
 Landmark Planning Ltd
Referred by: Cllr Nigel Simons
Reason: Concerns in respect of traffic, access, infrastructure & utilities
Site visit: 07.07.2022

Case officer: James Croucher
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Recommendation: **GRANT** subject to relevant conditions

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

Site and Surroundings

The application site is approximately 0.91 hectares in size and comprises an area of disused land on the northern edge of Newborough within the village boundary. The site is bordered to the north by Thorney Road, to the west by modern 2-storey houses at Bramble Close, to the south by a (mainly) single-storey properties at Williams Close, and to the east by single-storey dwellings at Hawthorn Close.

Sitting at a slightly lower land level than Thorney Road, the site is broadly flat with a variety of boundary hedging, some existing trees, and the remains of a two-storey dwelling which is in poor repair and is currently not habitable.

Proposal

Planning permission is sought for erection of 30 affordable homes with a new vehicular access onto Thorney Road and a pedestrian link to Hawthorn Close.

This is a 100% affordable housing proposal, the applicant being a Registered Provider of affordable housing who has secured Government grant funding for the scheme. The application has the full support of the Council's Housing Team. Of the 30 proposed dwellings:

- 17 would be for Social Rent
- 11 would be for Shared Ownership
- 2 would be offered on the Rent to Buy scheme

A mix of property sizes is proposed including detached, semi-detached, terraced and cluster homes which in combination would provide:

- 4no one-bedroom properties
- 14no two-bedroom properties
- 12no three-bedroom properties

All of the proposed new buildings would be two storeys in height, sharing a common palette of materials and modern contemporary design.

Proposed onsite open space comprises a play area as well as replacement landscaping to the Thorney Road frontage and incidental landscaping elsewhere within the site.

2 Planning History

No relevant planning history

3 Planning Policy

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

Planning (Listed Building and Conservation Areas) Act 1990

National Planning Policy Framework (2021)

Peterborough Local Plan 2016 to 2036 (2019)

LP01 - Sustainable Development and Creation of the UK's Environment Capital

The council will take a positive approach that reflects the presumption in favour of sustainable development within the National Planning Policy Framework. It will seek to approve development wherever possible and to secure development that improves the economic, social and environmental conditions in the area and in turn helps Peterborough create the UK's Environment Capital.

LP02 - The Settle Hierarchy and the Countryside

The location/scale of new development should accord with the settlement hierarchy. Proposals within village envelopes will be supported in principle, subject to them being of an appropriate scale. Development in the open countryside will be permitted only where key criteria are met.

LP03 - Spatial Strategy for the Location of Residential Development

Provision will be made for an additional 21,315 dwellings from April 2016 to March 2036 in the urban area, strategic areas/allocations.

LP08 - Meeting Housing Needs

LP8a) Housing Mix/Affordable Housing - Promotes a mix of housing, the provision of 30% affordable on sites of 15 or more dwellings, housing for older people, the provision of housing to meet the needs of the most vulnerable, and dwellings with higher access standards

LP8b) Rural Exception Sites- Development for affordable housing outside of but adjacent to village envelopes maybe accepted provided that it needs an identified need which cannot be met in the village, is supported locally and there are no fundamental constraints to delivery or harm arising.

LP8c) Homes for Permanent Caravan Dwellers/Park Homes- Permission will be granted for permanent residential caravans (mobile homes) on sites which would be acceptable for permanent dwellings.

LP13 - Transport

LP13a) New development should ensure that appropriate provision is made for the transport needs that it will create including reducing the need to travel by car, prioritisation of bus use, improved walking and cycling routes and facilities.

LP13b) The Transport Implications of Development- Permission will only be granted where appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

LP13c) Parking Standards- permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

LP13d) City Centre- All proposal must demonstrate that careful consideration has been given to prioritising pedestrian access, to improving access for those with mobility issues, to encouraging cyclists and to reducing the need for vehicles to access the area.

LP14 - Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development. Developers will be expected to contribute toward the delivery of relevant infrastructure.

LP16 - Urban Design and the Public Realm

Development proposals would contribute positively to the character and distinctiveness of the area. They should make effective and efficient use of land and buildings, be durable and flexible, use appropriate high quality materials, maximise pedestrian permeability and legibility, improve the public realm, address vulnerability to crime, and be accessible to all.

LP17 - Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- 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.

LP17b) Part B Amenity of Future Occupiers- Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

LP21 - New Open Space, Sport and Recreation Facilities

LP12 Part A New Open Space, Outdoor Sport and Recreation Facilities- Residential schemes of 15 or more dwellings will be required to make appropriate provision for new or enhanced open space, sports and recreation facilities in accordance with the standards. The council's first preference is for on site provision.

LP21 Part B: Indoor Sports and Recreation Facilities- All residential development below 500 dwellings will contribute to the provision of 'off site' strategic indoor sports and recreation facilities by way of CIL. For sites of 500 dwellings more a S106 Planning Obligation will be sort.

LP21 Part C Designated Sites- Mitigation of Recreational Impacts of Development- Where development has the potential to have a significant adverse effect on the integrity of a designated international or national site for nature conservation as a result of recreation pressure, the development maybe require to provide open space of sufficient size, type and quality over and above the standards to mitigate that pressure.

LP27 - Landscape Character

New development in and adjoining the countryside should be located and designed in a way that is sensitive to its landscaping setting, retaining and enhancing the landscape character.

LP28 - Biodiversity and Geological Conservation

Part 1: Designated Site

International Sites- The highest level of protection will be afforded to these sites. Proposals which would have an adverse impact on the integrity of such areas and which cannot be avoided or adequately mitigated will only be permitted in exceptional circumstances where there are no suitable alternatives, over riding public interest and subject to appropriate compensation.

National Sites- Proposals within or outside a SSSI likely to have an adverse effect will not normally be permitted unless the benefits outweigh the adverse impacts.

Local Sites- Development likely to have an adverse effect will only be permitted where the need and benefits outweigh the loss.

Habitats and Species of Principal Importance- Development proposals will be considered in the context of the duty to promote and protect species and habitats. Development which would have an adverse impact will only be permitted where the need and benefit clearly outweigh the impact. Appropriate mitigation or compensation will be required.

Part 2: Habitats and Geodiversity in Development

All proposals should conserve and enhance avoiding a negative impact on biodiversity and geodiversity.

Part 3: Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact as the first principle. Where such impacts are unavoidable they must be adequately and appropriately mitigated. Compensation will be required as a last resort.

LP29 - Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered.

Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

LP32 - Flood and Water Management

Proposals should adopt a sequential approach to flood risk management in line with the NPPF and council's Flood and Water Management SPD. Sustainable drainage systems should be used where appropriate. Development proposals should also protect the water environment.

LP33 - Development on Land Affected by Contamination

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

Community Infrastructure Levy (CIL) Regulations 2010

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

Requests for planning obligations whether CIL is in place or not, 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

PCC Strategic Housing

This application is coming forward from Longhurst Group as a 100% affordable housing scheme, proposing the following housing mix:

Social Rent

4 x 1 bed 2 person houses

9 x 2 bed 4 person houses

4 x 3 bed 5 person houses

Shared Ownership

4 x 2 bed 4 person houses

7 x 3 bed 5 person houses

Rent to Buy

1 x 2 bed 4 person houses

1 x 3 bed 5 person houses

We are happy with the proposed mix for this scheme.

9 dwellings are proposed to meet Lifetime Homes Standard. This standard has been superseded by Building Regulations Part M4(2). Policy LP8 requires that all dwellings meet Building Regulations Part M4(2), unless they are exceptional design reasons for not being able to do so (e.g. Listed Building constraints or site specific factors such as vulnerability to flooding or site topography).

Policy LP8 also says that all new rented tenure affordable housing will be required to be built to meet minimum National Space Standards (as defined by Building Regulations). I note that all the rented tenure homes meet this requirement, and all the home ownership tenure units meet 85% of NDSS as required by Homes England.

PCC Peterborough Highways Services

No objection in principle, subject to conditions

PCC Children Resources

No objection.

The development is forecast to generate 7 0-3 year olds, 10 primary aged children and 7 secondary aged children.

Early years

"Critical point" is the point at which the local authority considers that an early years provider cannot take any further children for their funded entitlement due to lack of spaces, which is 89% for day nurseries and 91% for pre-schools.

There is one pre-school setting and one day nursery in Newborough. Occupancy in Spring 2022 was 55.5%, therefore it is considered there is sufficient capacity to accommodate 7 early years children generated by the proposal. There are also three childminders operating in Newborough.

Parish level mid 2011-2020 population estimates, mid-2020 population forecasts and NHS data about 0-4 year-olds registered with GPs demonstrate reduced numbers of 0-4 year-olds in the area, further supporting the conclusion that no additional early years provision is required as a result of this development.

Primary schools

Newborough C of E (VC) Primary School is the catchment primary school. It has a PAN of 30 in each year group and an overall capacity of 210 places.

Peterborough City Council/Child Health Information System NHS data, 0-4 year-olds registered with GPs by local school catchment, indicate there will be fewer children seeking places at the school from within catchment in future, with an associated decline in overall numbers as cohorts move through from Reception. In particular, there are now fewer children aged 2 years and under in the locality who may progress through the school in the future.

Consequently the requirement for another 10 primary places locally, from the proposed development, should be absorbed at Newborough Primary School.

Secondary schools

Arthur Mellows Village College is the catchment secondary school for the development. The school has a PAN of 264 in each year group and an overall capacity for 1,320 pupils aged 11-16.

The latest School Census data indicates that this school is around full capacity in most year groups, with the 2021 catchment forecast indicating there is no further capacity for additional children at the school. As cohorts age through, the school is forecast to be above capacity in all year groups as the period progresses.

However, across the neighbouring secondary school catchments in north Peterborough, where there is a combined PAN from September 2022 of 894, including Ken Stimpson, Queen Katharine Academy, the new Manor Drive Secondary School, along with Arthur Mellows, there remains sufficient capacity against catchment forecasts.

The 7 secondary aged pupils forecast to come from the proposed development will therefore be able to find places within north Peterborough secondary schools.

PCC Wildlife Officer

No objection, being satisfied that the new habitat conditions can be achieved through the methodology described on the landscaping documents. The landscaping documents already include all relevant ecological mitigation recommendations and future management details. As such the only post-commencement condition to include is the creation of a CEMP.

PCC Tree Officer

Initial holding objection requesting plan revisions to incorporate additional tree locations and a revised Arboricultural Impact Assessment. Further comments will be reported on the update sheet.

PCC Senior Landscape Officer

No objection subject to contribution towards improvement of local allotments

PCC Archaeological Officer

No objection subject to conditions securing a programme of archaeological investigations and recording

PCC Pollution Team

No objection subject to conditions

Police Architectural Liaison Officer (PALO)

Constabulary crime and incident systems records have been reviewed for the above location and immediate surrounding streets covering the last 12 months. The area is considered to be of low vulnerability to crime. Makes the following recommendations:

External lighting - Our recommendation for external lighting is that all adopted and un-adopted roads, private roads, shared drives, footpaths and parking areas, should be lit with columns to

BS5489:1 2020. Care should be taken in relation to the location of lighting columns with the entry method for the majority of dwelling burglary being via rear gardens, especially where there is little surveillance from neighbouring properties as they can be used as a climbing aid if positioned too close to the fence/wall. Home security lights to the front and rear of the properties should be dusk to dawn LED bulkhead lights. Requests further consultation at condition discharge stage.

Footpaths to the rear of plots - Shared access footpaths to the side/rear of terraced homes, such as plot 13,14 & 15. If storage for bins cannot be provided to the front of these homes and footpaths are necessary for access to the rear gardens, gates should be as close as possible to the front building line, shared gates should be fitted with self-closers, private gates fitted with self-closers and lockable from both sides.

Drop fence / Parking - Most parking bays have good natural surveillance from active windows. However, specific plots do not allow the residents to see their own vehicles, such as plots 10, 11, 9 & 30. Where possible, and certainly for plot 10 & 11 as this has a wooden fence, recommends that these are lowered to 1.5m with 300mm of trellis to improve the natural surveillance over the vehicles.

Cycle storage - Should sheds be proposed then recommends that a ground anchor is fixed to a concrete sub-base to allow the resident to secure their bike/s. Also recommends a solid secure, gold rated hasp and lock for the door.

Newborough & Borough Fen Parish Council (14.07.22)
Objects.

There is a lack of local amenities in the area to support a development of this size, such as oversubscribed local schools, doctors surgery and recreational areas.

There is also concern that the development will increase traffic through and within the village, which is already problematic.

There is a lack of sewage and electricity provision within the parish, and additional soakaways would be required to deal with more residents in the locality.

The entry and exit points from the site at Thorney Road have caused concern regarding the already high level of traffic along here, there is currently no footpath from Thorney Road to the village centre, and no provision for this.

Residents also do not wish for Hawthorne to be pedestrianised.

Based on the public consultation offered by the Longhurst Group, and despite assurances, feedback was not offered or provided to either residents or the Parish Council before the planning application was submitted.

Any additional late comments will be reported on the update sheet.

Environment Agency
No comments to make

PCC SUDS Engineer
No objection subject to conditions

Lead Local Flood Authority
No objection subject to conditions

North Level District Internal Drainage Board

No objection in principle to surface water being discharged from the site into the Board's Highland Drain to the north of Thorney Road, and satisfied with the design of the proposed outfall. The Board's formal consent will nonetheless be required to discharge water into the Highland Drain.

Anglian Water

No objections. The foul drainage from this development is in the catchment of Peterborough (Flag Fen) Water Recycling Centre that will have available capacity for these flows

Local Residents/Interested Parties

Initial consultations: 119

Total number of responses: 50

Total number of objections: 49

Total number in support: 1

49 objections received from 40 households across two rounds of consultation:

Principle of development

- Too many homes proposed
- Inclusion of one-bedroom homes is inappropriate
- Not in keeping with adjacent bungalows
- Affordable housing would be better located closer to facilities
- Should include a mix of market and affordable homes, not solely affordable housing
- No further housing is required in this village
- Retirement accommodation should be included
- Loss of village life

Infrastructure

- Insufficient school places
- Poor availability of GPs
- Few local shops and no Post Office
- Few job opportunities in the village
- Insufficient local play spaces
- Internet speed is poor

Traffic & transport

- Increased traffic on roads already used for rat-running
- Thorney Road traffic speeds too high; more effective traffic calming is required
- Thorney Road accident history is already poor and risk of accidents would be increased
- Lack of a footpath along Thorney Road, despite this being a more direct route to the pub & village centre
- Vehicular access via Hawthorn Close would be unacceptable
- Footpath link to Hawthorn Close is unnecessary
- Footpath link to Hawthorn Close should be fenced from the adjacent gardens
- Maintenance of local road network is poor
- Bus service infrequent and circuitous
- Insufficient car parking
- Secure boundary fencing to Thorney Road would be necessary

Drainage & flood risk

- Insufficient local wastewater capacity
- Surface water runoff may cause localised flooding
- Water pressure is already low

Amenity

- Noise and disturbance from the new residents, loss of existing tranquillity
- Disturbance and potential property damage caused by piling
- Overlooking and loss of privacy
- Overbearing impact and loss of outlook
- Light pollution
- Disruption during construction

Ecology

- Bats have been seen flying across the site
- Loss of existing trees
- Loss of grassland habitat

1 letter of support:

- Supports the shared ownership properties
- Would help first time buyers
- Location is close to family and other local amenities

Note: a number of consultees have raised concerns as to the effect of the proposed development on their own private property values. This is a not a material consideration.

5 Assessment of the planning issues

The main considerations are:-

- * The Principle of Development
- * Highway Implications
- * Design and Layout
- * Amenity of adjacent and future occupiers
- * Landscape Implications
- * Ecological Implications
- * Flood Risk and Drainage
- * S106
- * Other Matters

1. Principle of development

Policy LP2 of the adopted Local Plan sets out the settlement hierarchy for Peterborough and the surrounded villages. It identifies Newborough as a 'Medium Village' as it has a number of facilities albeit not to the same level as the 'Large Villages' of Eye and Thorney. The application site falls wholly within the village envelope as defined on the Local Plan Proposals Map and accordingly Policy LP2 expressly supports development here in principle, subject to it being "of an appropriate scale for the settlement".

To inform an assessment of "appropriate scale" it is worth remembering that the application site had previously formed part of a larger site allocation in the Site Allocations DPD adopted in March 2012. Referred to in that document as "St Martins Road, Newborough" under site allocation reference number SA6.11, a total of 2.81 hectares of land was allocated for approximately 62 dwellings. Part of that site allocation has now been built, by way of the 42 dwellings constructed on 1.8 hectares of the allocation site now known as Bramble Close (planning permission reference 16/00109/WCPP approved in May 2016). The balance is the current application site.

The Site Allocations DPD has now been superseded by the 2019 Local Plan and is no longer in itself a material consideration. The remainder of the former SA6.11 housing land allocation was not carried forward into the current Local Plan. Nonetheless, the cumulative scale of development now proposed is not dissimilar to that envisaged in the previously-adopted allocations document, and this is a clear indicator that this broad quantum of development can be considered to be of an appropriate scale for the settlement.

Meanwhile, Local Plan Policy LP8 and its supporting text identifies the scale of affordable housing need in Peterborough as being considerable (559 homes a year according to the 2017 housing market assessment data) providing strong policy support in principle for affordable housing, whether this is located within or outside the village envelope. The adjacent 42-dwelling scheme at Bramble Close did not provide any affordable housing whatsoever, on viability grounds.

Then at national level, paragraph 60 of the National Planning Policy Framework reminds Councils that, to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, and that the needs of groups with specific housing requirements are addressed.

The Parish Council has taken a different view, concerned that there is a lack of local amenities in the area to support a development of this size, such as oversubscribed local schools, doctors surgery and recreational areas. However, the School Place Planning Officer confirms that the local Pre-School/Nursery is currently only at 55% of capacity, that the development's forecast requirement for primary school places could be absorbed at Newborough Primary School, and that secondary aged pupils would be able to find places within north Peterborough secondary schools albeit not necessarily at the closest (Arthur Mellows Village College). The NHS Cambridgeshire and Peterborough Clinical Commissioning Group has been consulted but has not submitted any comments on local GP capacity, albeit the Newborough Surgery website (Dr Laliwala & Partners) advises that the practice is currently accepting new patients.

Taking all of the above into account the principle of residential development is considered acceptable and compliant with the cited relevant policies on the location of new development (particularly Policies LP1, LP2, LP3 and LP8 of the Adopted Peterborough Local Plan) subject to a detailed assessment of all the matters below.

2. Highways implications

The proposed vehicular access onto Thorney Road would be in broadly the same location as the existing site access, albeit reconstructed to modern estate road standards. The Local Highway Authority is satisfied that appropriate visibility splays can be achieved, and a condition is recommended accordingly.

Local concern has been raised at the safety record of this stretch of Thorney Road, which has been traffic calmed in the past by way of a number of pinch-points through the village. Notwithstanding its 30mph speed limit, the traffic calming had been designed to slow traffic to 40mph (the speed limit at the time) whilst accommodating the large agricultural vehicles that routinely use this route.

The Local Highway Authority has been monitoring the effectiveness of the existing traffic calming, in the context of measured vehicle speeds and accident rates, for some time. That monitoring confirms local concerns that the existing traffic calming is insufficient to reduce both average and maximum speeds, and that the stretch of road has a poor accident history.

A new traffic calming scheme has therefore already been developed which would replace the existing non-priority narrowings with a series of new pinch-points incorporating speed cushions, with Give Way type single-file narrowings at both entrances to the village. This package of works is forecast to materially improve the road's safety and be substantially more effective at reducing vehicle speeds.

The capital cost of the scheme, at approximately £170,000, is currently unfunded. However, it is reasonable to seek a contribution from the applicant equating to the cost of the traffic calming features on either side of the proposed development access. The Local Highway Authority's scheme shows those features as being a central traffic island with associated speed cushions, (at a combined estimated cost to confirmed by the Local Highway in the Additional Items Report) which would be secured by way of a Section 106 agreement.

The applicant also proposes a new pedestrian link between the development and the existing turning head at the end of Hawthorn Close. This would provide an attractive, lit, well-overlooked pedestrian route to the nearby village facilities, including the surgery on Guntons Road and the primary school on School Road. The delivery of this pedestrian link is considered to offset the absence of a footway on Thorney Road, which was a matter specifically noted by the Parish Council but the provision of which the Local Highway Authority has dismissed on deliverability grounds. It should be noted that a similar solution was approved on the adjacent development at Bramble Close, where a pedestrian link to Soke Road provides a viable walking route to the village's facilities.

In its initial consultation response the Parish Council raised concerns that the proposed development would increase traffic through and within the village, which they consider is already problematic. That concern is noted but is not supported by the Local Highway Authority. The Parish Council's objection to the proposed new pedestrian link to Hawthorn Close is also noted, but again is not supported by the Local Highway Authority.

It has been suggested that vehicular access to the proposed development should be via Hawthorn Close, rather than Thorney Road. That suggestion has provoked objections from Hawthorn Close residents, and the applicant has confirmed that this would not be technically or legally achievable given width and access rights constraints.

The Police Designing Out Crime Officer has raised no concerns with the proposed pedestrian link.

The proposed quantum and location of car and cycle parking within the development itself would meet the Council's standards.

Given this assessment, then subject to condition and a financial contribution towards offsite highway safety improvements the proposed development is considered to comply with the requirements of Policy LP13 of the Adopted Peterborough Local Plan (2019).

3. Design and layout

The design and layout of the site has been the subject of negotiation and the proposed scheme is now considered to be acceptable. The design of the houses, while contemporary in their architectural language and detailing, would be constructed using a traditional palette of materials and would be of a similar scale, height and massing to the adjacent development at Bramble Close. The existing staggered building line on Thorney Road would be respected, with the scheme having sufficient opportunity for soft landscaping and a traditional pitched roofscape in common with the prevailing surrounding built form.

In terms of development density, a good indicator of overdevelopment is whether usual standards in terms of garden sizes, car parking provision or public open space have been compromised. On this occasion none of these considerations merit any particular concern, with sufficient space between the proposed dwellings to avoid a layout which would feel cramped or confined. Whilst the proposed development would be of a slightly higher density to that recently completed to the immediate west at Bramble Close, it is nonetheless a density commonplace in village locations such as this.

	Number of dwellings	Site area	Development density
Bramble Close	42	1.8 hectares	23 dwellings/hectare
This application	30	0.9 hectares	33 dwellings/hectare

Overall the design is considered to be in keeping with the mixed character of housing within the wider village and consequently, the proposed development is considered to comply with Policy LP16 of the Adopted Peterborough Local Plan (2019).

4. Amenity of adjacent and future occupiers

Impact on Neighbour Amenity: existing properties at Hawthorn Close

Proposed cluster homes at plots 1-4 would be roughly parallel to, and broadly of a similar depth as, the adjacent bungalow at 25 Hawthorn Close. This siting would avoid any overbearing impact and no significant overshadowing would occur. The sole windows at plots 1 and 3 facing 25 Hawthorn Close would serve bathrooms and thus would be obscurely glazed.

New public open space and the parking spaces to plot 26 are proposed adjacent to the side boundary of the bungalow at 23 Hawthorn Close. A planted landscaping strip is proposed along this boundary, to include two trees. Details of the landscaping planting mix, and the boundary treatment itself, can be secured by conditions. In order to mitigate any direct overlooking between the first floor front bedroom window of plot 26 and windows in the rear elevation of 23 Hawthorn Close, a part-obscure glazed oriel window is proposed that would limit and direct outlook from the bedroom solely towards the new onsite open space. A condition is recommended to secure this mitigation in perpetuity.

Two existing bungalows at numbers 15 and 17 Hawthorn Close would back onto the side elevation of a two-storey house proposed at plot 26. The sole windows in this side elevation would serve bathrooms and thus would be obscurely glazed. The proposed separation distance, at 26m back-to-flank, would avoid any unacceptable overbearing impact or overshadowing.

There would be some new overlooking across the far end of the unusually long rear garden of 11 Hawthorn Close, but this could be mitigated through boundary treatments and there would be no direct new overlooking of the existing bungalow itself.

Impact on Neighbour Amenity: existing properties at Williams Close

6 Williams Close is a two-storey dwelling at which planning permission was recently granted (22/01001/HHFUL) for a two-storey extension to its side and rear. Taking into account the approved extension, the separation distance to the closest proposed dwelling at plot 18 (almost due north) would be approximately 20m, which would avoid any unacceptable overbearing impact. The sole south-facing windows at plot 18 would serve bathrooms and thus would be obscurely glazed.

The bungalow at 7 Williams Close has planning permission (21/00486/HHFUL) to increase its roof pitch and ridge height in order to accommodate bedrooms in the attic space, which includes a rear extension. The rear of this property would face the proposed new estate road rather than the rear elevation of plot 19, but notwithstanding the angled view the separation distance between facing windows would avoid unacceptable new overlooking.

The bungalow at 8 Williams Close has planning permission (20/01197/HHFUL) for a single storey side and rear extension. Notwithstanding the applicant's masterplan showing existing hedgerow planting to be retained along the southern site boundary in this location, there would nonetheless be an acceptable level of physical separation to avoid any significant overlooking, overbearing impact or overshadowing.

The bungalow at 9 Williams Close would be not less than 25m from the closest proposed new dwelling, and the bungalow at 9a Williams Close approximately 30m away, distances which are sufficient in themselves to avoid any significant new overlooking, overshadowing or overbearing impact.

Consequently, notwithstanding the applicant's masterplan showing existing hedgerow planting to be retained along most of the southern site boundary, there would nonetheless be an acceptable level of physical separation to avoid any significant overlooking, overbearing impact or overshadowing to adjacent occupiers at Williams Close.

Impact on Neighbour Amenity: existing properties at Bramble Close

Plot 11 would be roughly parallel to, and broadly of a similar depth as, the adjacent house at 5 Bramble Close. This siting would avoid any overbearing impact and no significant overshadowing would occur. The sole window at plot 11 facing 5 Bramble Close would serve a ground floor cloakroom and thus would be obscurely glazed.

Plots 12 and 13 are proposed to be some 14m from the side boundary of 15 Bramble Close, and whilst their effect in terms of overshadowing and overbearing impact would be acceptable, careful design is required to mitigate undue overlooking of the adjacent private rear amenity space. Plot 13 has no proposed first floor windows facing the garden of 15 Bramble Close, whilst plot 12 has only one first floor window, a part-obscure glazed oriel window which has been designed to limit and direct outlook from the bedroom away from 15 Bramble Close. These design-based mitigation measures are considered to result in acceptable levels of privacy and living conditions for both existing and new properties.

Plots 16-18 would be not less than 25m from the closest existing dwelling, sufficient separation to avoid any significant new overlooking, overshadowing or overbearing impact.

Amenity of future occupiers

The proposed dwellings would all receive good levels of natural daylight and sunlight, will no properties having a sole aspect. All the houses would have appropriately-sized rear gardens, and physical separation distances within the scheme are considered acceptable. Every dwelling would meet the Nationally Described Space Standards.

Summary: amenity of adjacent and future occupiers

In light of all of the above, the proposed development is considered to comply with Policies LP16 and LP17 of the Adopted Peterborough Local Plan (2019).

5. Landscape implications

A revised Arboricultural Impact Assessment (AIA) by way of an Arboricultural Method Statement including a Tree Protection Plan (TPP) has been requested for the final proposed layout to clearly set out what impacts the proposed development will have on the existing retained trees and their root protection areas (RPA's) and what measures will be adopted to mitigate the impacts to comply with BS5837:2012 and the Council's Local Plan Policy LP29. The Tree Officer's comments on this additional information will be reported on the update sheet, along with any additional recommended conditions.

The Tree Officer has also requested the inclusion of additional tree planting in specific locations, which the applicant has sought to accommodate where possible subject to highways, drainage and other constraints. Again, the Tree Officer's assessment of the final tree planting proposals will be reported on the update sheet.

Notwithstanding the above, there are ample opportunities for appropriate tree and shrub planting within the proposed layout, and a condition is recommended to secure detailed planting plans. Accordingly, the proposed development is considered to comply with Policy LP29 of the Adopted Peterborough Local Plan (2019).

6. Ecological implications

Having reviewed the submitted documents which include a Biodiversity Metric Assessment, the Council's Wildlife Officer is satisfied that the proposed new habitat conditions can be achieved through the methodology described on the landscaping documents. Those landscaping documents already include all relevant ecological mitigation recommendations and future management details. As such the only recommended post-commencement condition to include is the creation of a Construction Environmental Management Plan ("CEMP") and subject to this, the proposed development is considered to comply with Policy LP28 of the Adopted Peterborough Local Plan (2019).

7. Flood risk and drainage

Both the Council's SUDS Officer and the Lead Local Flood Authority have confirmed that there is no objection to the principles of the proposed drainage strategy, and are satisfied that subject to agreeing precise details of the drainage design the development can be accommodated without increasing the risk of flooding onsite or elsewhere. A condition is recommended accordingly.

The Environment Agency has no comments to make on this application.

Anglian Water has advised that the foul drainage from this development is in the catchment of Peterborough (Flag Fen) Water Recycling Centre that has available capacity for these flows.

The Internal Drainage Board has no objection to the surface water draining from the site into the Highland Drain managed by the Board and, having secured design revisions, has no objection to the design of the outfall itself.

In light of the advice of technical drainage consultees, the proposed development is considered to comply with Policy LP32 of the Adopted Peterborough Local Plan (2019).

8. Section 106 and Community Infrastructure Levy

A Section 106 agreement is recommended in order to secure:

- The tenure of the affordable housing, compliant with Policy LP8 of the Adopted Local Plan (2019)
- A financial contribution towards offsite highway safety improvements, compliant with Policy LP8 of the Adopted Local Plan (2019)
- A financial contribution towards offsite open space improvements (specifically, towards allotments),

Given that this is a 100% affordable housing scheme, it would be open to the applicant to claim mandatory Social Housing Relief under Regulation 49 of the Community Infrastructure Levy Regulations (as amended).

9. Other considerations

Ground conditions

The site investigation of the nature and extent of contamination that has been carried out has been reviewed by the Council's Environmental Health Officer, who has confirmed that this is acceptable. A condition requiring remediation works to be agreed, implemented and verified is recommended accordingly.

Archaeology

The Council's archaeologist has reviewed the Desk-Based Assessment submitted with this application and has advised that, although the archaeological potential is deemed to be low, features of possible archaeological origin, as identified during the geophysical survey of 2013 and past aerial photographic assessments, may be present. To complement a previous investigation undertaken in 2016, the site should be subjected to an evaluation by trial trenching, which may be conditioned. In compliance with NPPF and Peterborough Local Plan, the programme of evaluation by trial trenching aims to gain information about the archaeological significance of the proposed development site (including the presence or absence, character, extent, date, integrity, state of preservation and quality of known and/or potential heritage assets), to inform decisions and mitigate risk in the appropriate context of the proposed development.

Fire safety

The Fire and Rescue Service has requested that adequate provision be made for fire hydrants, and a condition is recommended accordingly.

Crime Prevention

A number of specific recommendations have been made by Cambridgeshire Police's Designing Out Crime Officer relating to external lighting, gating of rear access footpaths, and boundary treatment design to specific plots. Conditions have been recommended accordingly.

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 principle of locating housing on this site is acceptable and accordance with Policies LP2, LP3 and LP8 of the Adopted Peterborough Local Plan (2019)
- The traffic impacts of the development are acceptable. The vehicular access point was established via the Development Brief. The design of the internal access roads is acceptable in principle and the development will provide sufficient car parking. The development is therefore considered to comply with policy LP13 of the Adopted Peterborough Local Plan (2019)
- The design of the new houses is considered to be appropriate for their setting and accordingly the proposed development accords with Policy LP16 of the Adopted Peterborough Local Plan (2019).
- The development will not have any unacceptable adverse impact upon any existing property and will afford the future occupiers a satisfactory level of amenity. The development therefore accords with Policies LP16 and LP17 of the Adopted Peterborough Local Plan (2019)
- The development will not have any unacceptable ecological impacts. New landscaping and habitats will be provided. The development therefore accords with Policies LP28 and LP29 of the Adopted Peterborough Local Plan (2019)
- The site can be adequately drained in accordance with Policy LP22 of the Adopted Peterborough Local Plan (2019)

7 Recommendation

The Executive Director of Place and Economy recommends that Planning Permission is **GRANTED** subject to the completion of a Section 106 to secure the tenures proposed and financial contributions towards offsite highway safety improvements and allotment improvements, and subject to the conditions listed below.

If the required Section 106 legal agreement is not completed within a reasonable period, then the Committee delegates the issuing of a notice of refusal to the Executive Director of Place and Economy on the grounds that the development has failed to adequately mitigate its impacts.

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).
- C 2 The development must be carried out in accordance with the following approved plans/documents:
Site plans
Site location plan – drawing number SBA-XX-00-DR-A-501 Rev A
Proposed site layout plan – drawing number SBA-XX-00-DR-A-510 Rev K
Outline landscape masterplan - drawing number PWP-680-001 Rev 03
Open space typology plan – drawing number SBA-XX-00-DR-A-512 Rev B

Refuse Strategy – drawing number SBA-XX-00-DR-A-513 Rev B
Refuse vehicle tracking - drawing number ADC2525-DR-003 Rev P7
Footway Link to Hawthorn Close – drawing number ADC2525-DR-004 Rev P4
Internal visibility splays – drawing number ADC2525-DR-002 Rev P4
Swept path analysis – drawing number ADC2525-DR-005 Rev P2

Housetypes

Plots 1 - 4 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-001 Rev B
Plots 5 - 7 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-002 Rev A
Plots 8 & 9 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-003 Rev C
Plots 10 & 11 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-003a Rev A
Plots 12 & 13 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-003b Rev A
Plots 14 - 16 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-004 Rev A
Plots 17 - 22 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-005 Rev A
Plots 23 - 26 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-007 Rev C
Plots 27 & 28 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-008 Rev A
Plots 29 & 30 floorplans & elevations – drawing number SBA-XX-ZZ-DR-A-009 Rev B

Documents

Flood Risk Assessment & Drainage Strategy – reference ECB-22-0021-FRA-001
Ground Investigation & Gas Monitoring – reference R-SI-11784G-1-1
Peat Investigation Report – reference 11784G/AP/ES
Extended Phase 1 Habitat Survey – reference P2142/0920-01 Rev 1
Ecology Report & Biodiversity Net Gain Assessment – reference P2557/0822/01
Tree Survey – reference P1663-TS01-V1
Planning Design & Access Statement – dated June 2022
Transport Statement – reference ADC2525-RP-A
Archaeological Desk Based Assessment – reference JAC23761

Reason: In order to ensure that the development complies with that which has been applied for, for the avoidance of doubt and in the interests of good planning.

- C 3 Prior to the commencement of any works above ground level, confirmation of and samples of the following materials to be used in the external surfaces of the building hereby approved shall be submitted to and approved in writing by the Local Planning Authority:-
- The proposed bricks
 - The RAL colour(s) of the render
 - The windows, barge boards, doors and rainwater goods

The development shall thereafter be carried out in accordance with the approved details.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy LP16 of the Peterborough Local Plan (2019)

- C 4 No development shall take place above slab level until a scheme for hard or soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-
- Surface material for the car parking and new pathways
 - Planting plans including retained trees, species, numbers, size and density of planting
 - Boundary treatments

The approved hard and soft landscaping scheme shall be carried out shall be carried out within the first available planting season following completion of the development or first occupation (whichever is the sooner) or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape scheme. All tree planting and implementation of the soft landscaping shall be undertaken in accordance with the British Standard BS 8545:2014 'Trees: from nursery to independence in the landscape - Recommendation'.

Reason: In the interests of visual amenity of the area and the enhancement of biodiversity,

in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019)

- C 5 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 or become diseased 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 to those 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 LP16, LP28 and LP29 of the Peterborough Local Plan (2019).
- C 6 Prior to the commencement of any works above slab level, a plan showing details of the extent of tree root protection/tree root barriers together with the suitable and appropriate soil volumes required, in cubic metres, for the tree species being planted in each location shall be submitted to and approved in writing by the Local Planning Authority. Any trees located within 4.5m of the proposed highway must be planted with root-protection in accordance with approved details. Development shall be undertaken in accordance with the approved details.
Reason: To ensure appropriate implementation of the approved landscaping scheme in accordance with Policies LP16 and LP29 of the Adopted Peterborough Local Plan.
- C 7 Notwithstanding the provisions of Part 1 Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no windows shall be inserted into the first storey of the dwellings hereby approved at Plot 12 and Plot 13 other than those expressly authorised by this permission or those expressly authorised by any future planning permission.
Reason: In order protect the amenity of the adjoining occupiers, in accordance with Policy LP17 of the Peterborough Local Plan (2019).
- C 8 Before each dwelling hereby permitted at plot 12 and plot 26 is first occupied, the following windows shall be fitted with obscure glazing to a minimum of Pilkington Level 3 and be non-opening:
- Plot 12 - the first floor bedroom oriel window on the western elevation facing south-west as shown on approved plan number SBA-XX-ZZ-DR-A-003b Revision A
- Plot 26: the first floor bedroom oriel window on the northern elevation facing north-east as shown on approved plan number SBA-XX-ZZ-DR-A-007 Revision C
The obscure glazing shall be continuous and shall not incorporate any clear glazing features. The windows shall subsequently be retained as such in perpetuity.
Reason: In order to protect the amenities of neighbouring occupants, in accordance with Policy LP17 of the Peterborough Local Plan (2019).
- C 9 Before each of the dwellings here hereby permitted is first occupied, each proposed window serving a WC or bathroom shall be fitted with obscure glazing to a minimum of Pilkington Level 3 and be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. The obscure glazing shall be continuous and shall not incorporate any clear glazing features. The window(s) shall subsequently be retained as such in perpetuity.
Reason: In order to protect the amenities of neighbouring occupants, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

- C10 No development above slab level shall take place until a plan showing the location of electric vehicle charging points has been submitted to and approved in writing by the Local Planning Authority. The plan shall show at least 20% of the proposed dwellings as having an on-plot electric vehicle charging point. Electric vehicle charging points shall be provided in accordance with the approved details prior to first occupation of the dwelling to which they relate.
Reason: To ensure the development is provided with satisfactory provision for the charging of electric vehicles and to encourage more sustainable methods of travel to/from the site, in accordance with Policy LP13 of the Adopted Peterborough Local Plan (2019).
- C11 A habitat management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The plan shall include:
(a) Description and evaluation of the features to be managed;
(b) Ecological trends and constraints on site that may influence management;
(c) Aims and objectives of management;
(d) Appropriate management options for achieving aims and objectives;
(e) Prescriptions for management actions;
(f) Preparation of work schedule (including a 5 year project register, an annual work plan and the means by which the plan will be rolled forward annually);
(g) Personnel responsible for implementation of the plan;
(h) Monitoring and remedial/contingency measures triggered by monitoring.
The plan shall be carried out as approved, unless otherwise approved in writing by the Local Planning Authority.
Reason: To protect features of nature conservation importance, in accordance with Policy LP28 of the Peterborough Local Plan (2019) and paragraphs 170 and 175 of the National Planning Policy Framework (2019).
- C12 No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:
a) Summary of potentially damaging activities.
b) Identification of "biodiversity protection zones".
c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction on possible protected species that may use the habitat (may be provided as a set of method statements) including ensuring no Non-Native Invasive Species are spread across the site.
d) The location and timing of sensitive works to avoid harm to biodiversity features.
e) The times during construction when specialist ecologists need to be present on site to oversee works.
f) Responsible persons and lines of communication.
g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
h) Use of protective fences, exclusion barriers and warning signs.
The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To protect features of nature conservation importance, in accordance with Policy LP28 of the Peterborough Local Plan (2019) and paragraphs 170 and 175 of the National Planning Policy Framework (2019).
- C13 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to,

and approved by, the local planning authority in writing. No demolition/development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with Policy LP19 of the Adopted Peterborough Local Plan (2019) and the National Planning Policy Framework (July 2021). This is a pre-commencement condition because archaeological investigations will be required to be carried out before development begins.

C14 Notwithstanding the submitted details, prior to the commencement of development above slab level details of revised boundary treatment in the following locations shall be submitted to and approved in writing by the Local Planning Authority:

- At plots 10 & 11, comprising a 1.5m fence with 300mm of trellis above
- To the northern and southern sides of the new footpath link at Hawthorn Close
- Along the northern site frontage with Thorney Road

All boundary treatments shall be erected in accordance with the approved details prior to the first occupation of the dwellings to which they relate, and shall be retained thereafter.

Reason: In the interest of residential amenity and crime prevention, in accordance with Policy LP17 of the Adopted Peterborough Local Plan (2019).

C15 Notwithstanding the submitted details, prior to the commencement of development above slab level details of gates to the footpath to the side/rear of plots 13,14 &15 shall be submitted to and approved in writing by the Local Planning Authority. Gates to shared accesses shall be located at the entrance to the footpath and shall be fitted with self-closers and lockable from both sides. Gates shall be erected in accordance with the approved details prior to the first occupation of the dwellings to which they relate, and shall be retained thereafter.

Reason: In the interest of residential amenity and crime prevention, in accordance with Policy LP17 of the Adopted Peterborough Local Plan (2019).

C16 No development shall take place above slab level until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall cover adoptable roads, private roads and publicly-accessible footpaths (including the footpath link to Hawthorn Close) and shall include a plan showing lux levels along with details of the appearance of the lights. Any lighting of private roads, driveways or parking areas shall be arranged so that no danger or inconvenience is caused to users of the adjoining existing or proposed public highway. The development shall thereafter be carried out in accordance with the approved details prior to the first occupation of the dwelling/apartment block to which it relates.

Reason: In the interest of residential amenity, highway safety and crime prevention, in accordance with Policies LP13 and LP17 of the Adopted Peterborough Local Plan (2019).

C17 No development shall take place until a report specifying the measures to be taken to remediate the site to render it suitable for the development shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins. Within 3 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of

contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.
Reason: To ensure that the site is free from contamination in accordance with the provisions of the National Planning Policy Framework and Policy LP33 of the Adopted Peterborough Local Plan (2019). This is a pre-commencement condition as contamination needs to be addressed at the outset of the development.

- C18 a) Notwithstanding the submitted information, no development above ground works shall take place until provision has been made for fire hydrants in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details.
b) Prior to the first occupation of any dwelling (or building where appropriate) to be served by the scheme, written confirmation shall be submitted to and approved in writing by the Local Planning Authority that the scheme has been implemented in full and is certified as being ready for use.
Reason: In order to ensure that sufficient resources are available for fire-fighting, in accordance with Policies LP16 and LP17 of the Peterborough Local Plan (2019).

- C19 No development other than demolition works shall take place until detailed contoured plans with existing and proposed spot heights and cross sections have been submitted to and approved in writing by the Local Planning Authority. These shall show proposed finished floor levels of each building and proposed carriageway levels. The development shall not be carried out other than in strict accordance with the levels shown on the approved drawing(s).

Reason: In the interests of the visual appearance of the development and in order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policies LP16 and LP17 of the Peterborough Local Plan (2019). This is a pre-commencement condition to ensure that no groundworks take place which result in finished development heights that may cause harm to the visual amenity of the area or neighbouring amenity.

- C20 No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme and associated management and maintenance plan for the site, based on the agreed Flood Risk Assessment and Drainage Strategy prepared by ECB Design Group Ltd (ref: ECB 22-0021-FRA-001 Rev E) dated 21 September 2022 has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include but not be limited to details of the level of the outfall to the Highland Drain as well as levels and gradients of internal drainage runs. No dwelling shall thereafter be occupied until the appropriate part of the approved scheme required to cater for its surface water disposal has been implemented in accordance with the approved scheme.

Reason: In order to ensure that the site can be adequately drained in accordance with Policy LP32 of the Adopted Peterborough Local Plan (2019).

- C21 No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself, in accordance with Policy LP32 of the Adopted Peterborough Local Plan (2019). This is a pre-commencement condition in recognition that initial works to prepare the site could bring about unacceptable impacts.

- C22 (a) No development or other operations shall commence on site until a scheme (herein after called the approved protection scheme) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site, including trees which are the subject of a Tree Preservation Order currently in force, has been submitted to and approved in writing by the Local Planning Authority; no development or other operations shall take place except in complete accordance with the approved protection scheme;
- (b) No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition work, soil moving, temporary access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place;
- (c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme;
- (d) Protective fencing shall be retained intact for the full duration of the development hereby approved, and shall not be removed or repositioned without the prior written approval of the Local Planning Authority.
- C23 Car parking including turning shall be provided in accordance with the approved layout plan(s) prior to the first occupation of the dwelling(s) to which it relates. It shall thereafter be retained and not used for any other purpose other than the parking and turning of vehicles. Reason: In order to ensure that sufficient car parking and turning remains available on site in accordance with Policy LP13 of the Adopted Peterborough Local Plan.
- C24 Cycle parking shall be provided in accordance with the approved layout plan(s) and cycle stand details prior to first occupation of the dwelling which it will serve. The cycle parking shall thereafter be retained as such. Reason: In order to ensure that sufficient and suitable cycle parking is available in accordance with Policy LP13 of the Adopted Peterborough Local Plan.
- C25 The access hereby approved shall be provided in accordance with the details shown on the approved layout plan prior to first occupation of any of the dwellings hereby approved. It shall thereafter be retained in accordance with the approved plans. Reason: In the interests of highway safety in accordance with Policy LP13 of the Adopted Peterborough Local Plan.
- C26 No dwelling shall be occupied until the vehicle access linking that dwelling to the public highway has been completed to a minimum of base course level and footways/cycleways shall be completed to surface course level. In the event the dwelling is occupied with the roads at base course level then a timetable and phasing plan for completing the roads shall be submitted to and approved in writing by the Local Planning Authority. The roads shall thereafter be completed in accordance with the approved timetable and phasing plan. Reason: In the interests of highway safety in accordance with Policy LP13 of the Adopted Peterborough Local Plan.
- C27 Prior to first occupation of any dwelling, vehicle to vehicle, vehicle to pedestrian and forward visibility splays shall be provided in accordance with the details shown on the approved plans (ADC2525-DR-002 P4 and ADC2525-DR-005 P2) and kept free of any

obstructions over 600mm in height above ground level.

Reason: In the interest of highway safety in accordance with Policy LP13 of the Adopted Peterborough Local Plan.

- C28 Development shall not commence until fully operational wheel cleaning equipment has been installed on all exits from the site and the area between the wheel wash and the public highway is hard surfaced in either concrete or tarmac and maintained free from mud, slurry or any other form of contamination whilst in use.

Reason: In the interest of highway safety in accordance with Policy LP13 of the Adopted Peterborough Local Plan.

- C29 No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following:-

- a) A scheme of chassis and wheel cleaning for all construction vehicles to include the details of location and specification of the wheel wash system, together with hard surfacing laid between the apparatus and public highway in either concrete or tarmac, to be maintained free of mud, slurry and any other form of contamination whilst in use. All vehicles leaving the site shall pass through the wheel cleaning equipment which shall be sited to ensure that vehicles are able to leave the site and enter the public highway in a clean condition and free of debris. The wheel cleaning equipment shall be retained on site in full working order for the duration of the development. 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.
 - b) Haul routes to the site and hours of delivery.
 - c) Measures to ensure that vehicles can access the site upon arrival to ensure that there is no queuing on the public highway.
 - d) Details of site compounds, storage area and contractor and visitor parking.
 - e) Details of any temporary lighting which must not directly light the public highway.
- The development shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: In the interests of highway safety in accordance with Policy LP13 of the Adopted Peterborough Local Plan. This is a pre-commencement condition as the CMP needs to be in place before works start on site.

- C30 Any trees located within 4.5m of the proposed highway must be planted with root-protection, details of which must be approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with Policy LP13 of the Adopted Peterborough Local Plan.

**Copy to Councillors – Councillor Steve Allen
Councillor Rylan Ray
Councillor Nigel Simons**