

PLANNING & ENVIRONMENTAL PROTECTION
COMMITTEE

TUESDAY 19 MARCH 2013 AT 1.30PM

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**UPDATE REPORT &
ADDITIONAL INFORMATION**

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PETERBOROUGH CITY COUNCIL

PUBLIC SPEAKING SCHEME - PLANNING APPLICATIONS

Procedural Notes

1. Planning Officer to introduce application.
2. Chairman to invite Ward Councillors, Parish Council, Town Council or Neighbourhood representatives to present their case.
3. Members' questions to Ward Councillors, Parish Council, Town Council or Neighbourhood representatives.
4. Chairman to invite objector(s) to present their case.
5. Members' questions to objectors.
6. Chairman to invite applicants, agent or any supporters to present their case.
7. Members' questions to applicants, agent or any supporters.
8. Officers to comment, if necessary, on any matters raised during stages 2 to 7 above.
9. Members to debate application and seek advice from Officers where appropriate.
10. Members to reach decision.

The total time for speeches from Ward Councillors, Parish Council, Town Council or Neighbourhood representatives shall not exceed ten minutes or such period as the Chairman may allow with the consent of the Committee.

The total time for speeches in respect of each of the following groups of speakers shall not exceed five minutes or such period as the Chairman may allow with the consent of the Committee.

1. Objectors.
2. Applicant or agent or supporters.

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PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE – 19 MARCH 2013 AT 1.30PM
LIST OF PERSONS WISHING TO SPEAK

Agenda Item No.	Page No	Application	Name	Objector/Applicant/Agent/ Supporters/Parish Council/Town Council/Neighbourhood Representatives
5.1	27	09/01368/OUT – GREAT HADDON, LAND TO THE NORTH OF NORMAN CROSS, EAST OF THE A1(M) AND WEST OF LONDON ROAD (A15), PETERBOROUGH	Cambridgeshire County Councillor Nick Guyatt (on behalf of Norman Cross Action Group) Dr Chris Grant Mr Ian Allin Mr Derek Lopez Mr Adrian Watt Mrs Olive Main Mr Barry Hyland Mr Roger Lucas Ms Heather Peugh Mr Ron Henry (Peter Brett Associates)	Objector Objector Objector Objector Objector Objector Objector Objector Objector Agent Supporter
5.2	131	12/01236/MMFUL – DOGSTHORPE LANDFILL SITE, WELLAND ROAD, DOGSTHORPE, PETERBOROUGH	Mr Michael Bond Mr Matt Nicholson	Objector Agent

BRIEFING UPDATE

P & EP Committee 19 March 2013

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	09/01368/OUT	Land To The North Of Norman Cross, East Of The A1(M) And West Of London Road (A15) Peterborough , Development of an urban extension comprising up to 5350 residential dwellings; a district centre (with up to 9200 square metres (99031 sq.ft) retail floor space) and two neighbourhood centres (with up to 2300 square metres (24758 sq.ft) retail floor space) comprising district/neighbourhood retail (A1-A5); community and health (C2, D1); leisure(D2); residential (C3) and commercial (B1) uses. Provision for education facilities (sites for three primary and one secondary school); sports and recreational facilities; a range of strategic open spaces including new landscaping , woodland and allotments; and cemetery provision. Associated highway infrastructure (including pedestrian, bridleway and cycle routes), public transport infrastructure and car parking for all uses. Utilities and renewable energy infrastructure; foul and surface water drainage networks (including SuDS and lakes)

1. Cambridgeshire County Council

An updated consultation response has been received from Cambridgeshire County Council. This is set out in full below along with officers responses to the points raised therein.

Transport

- 1.1 The County Council has been working with Peterborough City Council, Huntingdonshire District Council, the Highways Agency and the developer's transport consultants to understand the transport impact of the development and the proposed transport measures which will be delivered. The additional work undertaken by the developer's transport consultant has been reviewed by the County Council and the transport aspects of the development, the proposed measures to mitigate the impact of the development, and the implementation of a travel plan have been agreed.
- 1.2 From the transport work undertaken, the analysis suggests that the predicted traffic flows at the A15/Great North Road junction do not require the provision of signals at this location. However it has been agreed that monitoring of the traffic flows at this junction would be undertaken and if improvements required, there would be an option included within the S106 to investigate the implementation of traffic signals or an alternative solution, which will be funded by the developer. The methodology for the monitoring and the subsequent triggers will need to be reviewed and agreed by the County Council.
- 1.3 Evidence put forward in the transport assessment, and the further work undertaken, suggests that there will be less traffic on the A15 through Yaxley. This is a result of proposed capacity improvements on the Junction 17 of the A1(M) and the A1139 Fletton Parkway which make this route an attractive and efficient alternative and the provision of the Yaxley Loop Road. However local Councillors and the local community remain concerned about the alignment of the Yaxley Loop Road and the land-uses adjacent to the route which may make this route unattractive resulting in an increase in traffic levels on the route through Yaxley.
- 1.4 Therefore the County Council is proposing that as part of any planning permission given, a monitor and manage approach is to be secured. Upon the opening of the Yaxley Loop Road, a 'soft' traffic management scheme will be delivered (this would include signing and gateway features). In parallel, the developer will then be required to undertake annual surveys on the route through Yaxley to identify the amount of traffic on the route. If this traffic levels exceed the figure agreed as part of the transport assessment, the contribution secured from the developer as part of the S106 will be triggered to implement a full traffic management scheme (of which the detailed design is to be agreed at that time) on the route through Yaxley to discourage through-traffic. The monitoring methodology will need to be agreed by the County Council.

- 1.5 To further encourage drivers to use the most appropriate routes for their journey, the County Council requires a signing strategy to be provided for the A15 between Junction 3 of the A1139 and Junction 16 of the A1(M). The signing strategy will need to be reviewed and agreed by the County Council.
- 1.6 In addition any on-street parking along the Yaxley Loop Road related to the adjacent land-uses should be kept to a minimum and where appropriate discouraged through appropriate mechanisms.
- 1.7 The evidence in the transport assessment does not suggest that there will be an increase in traffic through the settlement of Haddon/on Haddon Road. In addition, this route is not an attractive alternative for vehicles and HGVs due the width and condition of the road. However the local community remains concerned that there will be an increase in traffic along the route as a result of Great Haddon, therefore the County Council requires monitoring to be undertaken on Haddon Road (close to the underbridge of the A1(M) at appropriate intervals to identify if any increases in traffic levels occur. The monitoring strategy will need to be agreed by the County Council.
- 1.8 In light of the above, the County Council has no transport objection to the proposed development subject to
 - The implementation of the proposed travel plan, or subsequent travel plans by the developer and agreed by Peterborough City Council.
 - Monitoring of traffic flows at the A15/Great North Road junction to determine if an alternative solution will be required, and a contribution secured as part of the S106 to implement a solution if required
 - Implementation of a 'soft' traffic management scheme on the A15 through Yaxley including signing and gateway features
 - Upon opening of the Yaxley Bypass, monitor the traffic levels travelling on the A15 through Yaxley for a period of 10 years to determine whether a full traffic management scheme is required. If the full traffic management scheme is triggered, there will be a contribution secured as part of the S106 to implement this scheme
 - The provision of a signing strategy for the A15 between Junction 16 of the A1(M) and Junction 3 Fletton Parkway
 - Monitoring of traffic flows on Haddon Road at appropriate intervals.

PCC Officer Response

- A framework Travel Plan has been submitted with the application and a Travel Plan will be secured as part of the S106 Agreement.
- The report to Members recommends a condition which proposes the monitoring of the A15/the Old Great North Road junction and implementation of a scheme of remedial measures if it is subsequently agreed between the applicant and the Council (in consultation with CCC). This is in line with comments from CCC above albeit that it is recommended that the matter be addressed wholly by a condition rather than as part of the S106.
- The report to Members recommends a condition which requires a scheme of 'soft' management measures on the A15 through Yaxley, followed by monitoring of traffic through Yaxley (upon the opening of the Yaxley loop road) and if the threshold set out is exceeded then the implementation of a scheme of further traffic calming measures. This is in line with comments from CCC. The threshold set out in the condition, above which additional traffic calming measures are required is as suggested by officers at CCC.
- The request for a signing strategy from J16 of the A1(M) and junction 3 of the Fletton Parkway is noted. However this will be a matter for the Highway Authorities including the Highways Agency and cannot be made a planning requirement. Officers are not aware of any intention to change the current signage strategy whereby Peterborough is sign posted from junction 17 of the A1(M) and not Junction 16. New signage will be required on the diverted section of the A15. Again this will be for CCC as the relevant highway authority to agree.
- The request from CCC to monitor the traffic flows on Haddon Road is noted. In light of this request the following additional condition is recommended:-

Prior to the commencement of development a scheme for the monitoring of traffic along Haddon Road

shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include a methodology which amongst other matters shall set out the location at which the monitoring takes place, its frequency and timescales for reporting the results to the Local Planning Authority. If the monitoring results show, in the opinion of the Local Planning Authority, a significant increase in traffic along Haddon Road as a result of the Great Haddon core area development, a full review shall be carried out by the applicant and any appropriate remediation measures put forward along with a timetable for their implementation. The results of the review, including any remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. The remediation works shall thereafter be carried out in accordance with the approved details within the implementation timetable.

Reason: In order to monitor the impact of the development on the local highway network in accordance with policy PP12 of the adopted Planning Policies DPD.

2. Countryside Access/Rights of Way

- 2.1 The County Council considers the Great Haddon development proposals need to identify better connections from the development into the wider countryside access networks and to the Great Fen area (mostly in Cambridgeshire). The amendments to the proposals do not address this concern.
- 2.1 *Therefore the County Council objects to the residential application. The developer needs to make appropriate provision towards rights of way, either through physical works or a S106 contribution.*

PCC Officer Response

These comments are noted. As set out in the main report the scheme has been subject to a viability assessment. Given the viability of the scheme the S106 requirements have had to be prioritised. In the view of officers the off site linkages being requested are not necessary to make the development acceptable. Contributions have not, therefore, been pursued. A condition is recommended to members to secure the routes which officers believe are the key walking and cycling routes.

3. The Yaxley Community Hub

- 3.1 Library and lifelong learning services in Yaxley are provided through a purpose built and freestanding library. In addition to book borrowing, the public library services that are accessed through this building include internet access, audio visual media, reading groups and other activities for children and adults.
- 3.2 Yaxley Library is classed as a Level 2 library and is suitable for serving a catchment population of between 7,000 and 14,000 in accordance with the County's Service Level Policy for library services. It currently serves a population of approximately 12,000. Given the proximity of Yaxley community hub to Great Haddon, the County Council concern is sufficient provision is planned for the new residents of Great Haddon so as not to put undue pressure on the existing Yaxley Library.
- 3.3 It is important for the local authorities to work closely together to ensure all community facilities for Great Haddon are designed in such a way as to compliment other nearby facilities and services.
- 3.3.1 The County Council had previously objected to the Great Haddon development until satisfactory details emerge about how the developer plans to make provision for libraries and lifelong learning. Since such time Peterborough City Council Officers have given assurance that library and Life Long Learning provision is planned for as part of a co-located community / school facility, and that sufficient provision will be secured through the S106.
- 3.5 *Subject to the satisfactory conclusion of the S106, securing appropriate library and Life Long Learning provision, the County Council removes it's objection.*

PCC Officer Response

As set out in the main report officers are seeking a contribution toward community facilities. It is envisaged that the community building will include a library element.

4.0 Archaeology

- 4.1 There have been several discussions on the historic environment impacts of the Great Haddon development that have involved representatives of the developers, English Heritage, Peterborough City Council and Cambridgeshire County Council. The County Council has been keen to see the Scheduled Monument become a feature of the new settlement, whilst at the same time ensuring it is protected.
- 4.2 The County Council does not have any archaeology objections to either application, but has the following comments to make:
- 4.3 There is a need for a buffer zone to limit development up to the monument boundary and to protect what's left of its setting. Current discussions had tentatively agreed on 100m but we feel a more pragmatic extent should be determined based on an objective for the site with a suitable management plan. Currently, Peterborough City Council is reconsidering the buffer area in light of the Channel 4's Time Team results.
- 4.4 The County Council would support the need for further archaeological work outside the buffer area, but feel that such remains could be best dealt with by the excavation programme that will accompany the development in any case.
- 4.5 The County Council believes that the extent of the buffer, the use and management of the site is best served by a management plan with appropriate funding to allow the most beneficial use to be made of this historic asset with the following key objectives:
 - 4.5.1 To ensure that the development does not isolate the monument and create a dead zone for dumping waste or for anti-social behaviour. It is far preferable for the development to face onto the monument.
 - 4.5.2 To ensure that the land use in the buffer zone is sympathetic to the monument and serves to protect any archaeological remains within it, the definition of 'green space' can be variable and include some activities that are not compatible with protecting historic assets. However, it is strongly advised that uses within the buffer area are restricted to informal use or open parkland, which will avoid unacceptable loss to the setting of the monument and also to any remains below ground. This should be addressed via planning condition. The County Council considers that any use of this area should respect the proximity of French war graves and nothing should be planned that could be deemed disrespectful.
- 4.6 Public access is important, and developers have agreed in principle that the S106 for the site include a provision for interpretation, management and possibly access to the site. The developers have been supportive of the possibility of some recognition of the presence of a French war grave here, something that a representative of the French Government has suggested they would be interested in.

PCC Officer Response

As set out in the main report further to the Time Team investigation it was agreed with English Heritage and the Council's Archaeologist that additional trenching be undertaken to assess whether the burials extended into the application site. This trenching did not identify any burials and concluded that the present boundary of the Schedule Ancient Monument is contemporary with the camp. In light of this English Heritage confirmed that the width of buffer was acceptable.

With regard to the use of the buffer area and as set out in the report, a condition has been agreed with English Heritage to ensure that the playing pitches remain low key. Furthermore it is envisaged that housing will front onto this open space thereby providing additional security.

In light the above the relationship of the development to the Schedule Ancient Monument is considered to be acceptable. This update has been provided to officers at CCC, who have in turn acknowledged that the issue has been dealt with.

5.0 Education

- 5.1 At present, almost 50% of secondary school aged children living in Yaxley and Farcet attend Stanground College, Peterborough, as it is the designated catchment school. Peterborough City Council receives Government education formulaic funding on an annual basis for the Cambridgeshire children educated at Stanground College.

- 5.2 For children living in Yaxley, a new secondary school in Great Haddon would be closer to them than Stanground College and it would be within walking and cycling distance. Therefore, logically, it would make sense for the children to attend their nearest secondary school and the County Council would like to achieve a position where this is possible.
- 5.3 As a result of the projected growth in Peterborough, the County Council is concerned that Cambridgeshire children may be denied school places at Stanground which will have increased numbers of children within its catchment. Therefore, a larger school at Great Haddon would have provided a solution to this problem. However, the County Council accepts that the developers cannot be required, but should be expected to, provide a larger secondary school site in order to accommodate school children from Cambridgeshire.
- 5.4 Further partnership work is currently underway in order to assess the medium to longer term secondary school requirements of Peterborough and the Cambridgeshire villages of Yaxley, Farcet and Elton and progress is being made towards identifying and securing an alternative site. However, in terms of the Great Haddon applications, the County Council does not wish to submit any objections based on education grounds but it remains disappointed in the developer's response to the County Council's identified needs in this area.

PCC Officer Response

The comments from CCC are noted but a developer cannot be required to do more than mitigate for the impact of their development. Notwithstanding this, discussions are ongoing between Peterborough and CCC outside the scope of this application regarding educational provision for the south of Peterborough/Yaxley.

2. Revised Highway Conditions

Notwithstanding the response above further dialogue has been taking place with officers at CCC regarding the trigger points for the completion of the Yaxley loop road and widening works to the A15.

Officers at CCC have in conjunction with the applicant agreed a trigger point of 800 dwellings for the completion of the loop road albeit that monitoring should be carried out and the completion brought forward if the level of traffic, as a result of the Great Haddon core area development, increase substantially.

In light of this the following amendments to condition 39 are recommended:-

C39 Prior to the commencement of the construction of the 'Yaxley Loop Road' namely the access road connecting with the existing A15 to the north and south of Yaxley, as shown on the approved Framework Plan reference PST021-DFP-101 Rev A, a detailed design shall be submitted to and approved in writing by the Local Planning Authority in the form of a reserved matters application. The road shall thereafter be constructed in accordance with the approved details and open to public use, prior to the first occupation of 800th dwelling or any building within the district centre.

Notwithstanding the submitted information, prior to the first occupation of any dwelling or building within the application site a scheme of traffic monitoring for the A15 through Yaxley shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a methodology which amongst other matters shall set out the location at which the monitoring takes place, its frequency and timescales for reporting the results to the Local Planning Authority. If the monitoring results show, in the opinion of the Local Planning Authority, a significant increase in traffic along the A15 through Yaxley, or it is predicted on the basis of the monitoring results that a significant increase in traffic will occur as a result of the Haddon core area development, then the Local Planning Authority shall review the completion date for the loop road with the developer, with a view to bringing this forward in advance of the occupation of the 800th dwelling.

Reason: In order to ensure a satisfactory appearance in the interests of good urban design and to ensure it meets the needs of needs of the development in capacity terms, and to protect the surrounding highway network in accordance with policy CS16 of the Adopted Core Strategy and policies PP02 and PP12 of the adopted Planning Policies DPD

With regard to the widening works to the A15, CCC has discussed this with the applicant, and advised that it should be linked to the completion of the Central Boulevard at the occupation of the 3500th house.

In light of this it is recommended that condition 42 be amended as follows:-

C42 Notwithstanding the submitted information, prior to its implementation a detailed scheme for the widening of the A15 between junction 16 of the A1(M) and the Old Great North Road junction shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried in accordance with the approved details prior to the occupation of the 3500th dwelling.

Prior to the first occupation of any dwelling or building within the application site a scheme of traffic monitoring for the initial section of the A15 from junction 16 of the A1(M) to the Old Great North Road junction shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a methodology which amongst other matters shall set out the location at which the monitoring takes place, its frequency and timescales for reporting the results to the Local Planning Authority. If the monitoring results show, in the opinion of the Local Planning Authority, a significant increase in traffic along this section of the A15, or it is predicted on the basis of the monitoring results that a significant increase in traffic will occur as a result of the Haddon core area development, then the Local Planning Authority shall review the completion date for the widening works, with a view to bringing this forward in advance of the occupation of the 3500th dwelling.

Reason: In order to accord with the traffic modelling predictions and to protect the surrounding highway network in accordance with policy PP12 of the adopted Planning Policies DPD.

3. Additional Public Representation

An additional representation has been received from a number of the public. This raises concerns that the A15/Old Great North junction is not to be changed. It also raises concern that the documentation is confusing. To summarise the representation objects to the application as the concerns previously expressed by the objector have not been addressed.

Officer Response

As set out in the main report following detailed assessment by Highway officers it is proposed, on the basis of current traffic flows, to leave the A15/Old Great North Road junction in its current form and to monitor it to determine whether it would be appropriate to implement a revised junction arrangement. This is the approach requested by CCC and discussed in part 1 above.

The comment regarding the documentation is noted. When this was brought to Officer's attention a revised drawing was submitted along with a briefing note to clarify the proposal.

4. Additional Representation from Mike Kilford on behalf of Haddon Village

An additional representation has been received from Mike Kilford on behalf of Haddon village as follows:-

"Please accept this email on behalf of the residents of ourselves as well as the residents of Haddon Village that we still strongly object to the development of an urban extension in its current format.

As active members of the Norman Cross Action Group our full concerns and objections will be voiced at the Council's Planning and Environmental Protection Committee which are the views and concerns of the Haddon Residents.

As you are aware Haddon does not have a Parish Council and therefore our views are observed and communicated via the Norman Cross Action Group.

On a personal note we would just like to confirm our concerns, already stated in previous emails and letter,

to the size of this planning application noting the seemingly ongoing problems at the Hamptons with unfinished roads, problems with the 106 and the inability to sell houses.

Why the council is not building on already approved Brownfield sites within Peterborough including Hampton Leighs.

Education wise the inability of our children to be able to attend the proposed secondary school

The massive effect on the current road structure including The Great North Road, A15 London Road, The Parkway and the A1

The enormous effect on the local villages including Haddon, Stilton, Folksworth, Yaxley etc

Haddon and Peterborough would benefit from a quality development on this land but another large development like the Hamptons, i.e. 5500 houses is not the answer.

We hope that the Councillors give this application the proper attention it requires and will take into account the residents that will be most affected by this planned development.”

Officer Response

The issues raised are addressed in the main report so are not covered again here.

5. Additional Representation from Stilton Parish Council

The following representation has been received from Stilton Parish Council and is set out in full

From STILTON PARISH COUNCIL

Re 09/01368/OUT Great Haddon

Stilton Parish Council wishes to re-iterate some of our objections to the current planning proposals. We appreciate the work done by the Developers to improve certain aspects of the scheme, but we still have serious concerns that cause us to request that you reject this application.

1. A15/A1(M) Junction road safety

The Old Great North Road feeds into the A15 by the Eagle monument; it is already dangerous, especially for vehicles trying to turn right to go in or out. As the plans will encourage greater use of the Old Great North Road by vehicles from the commercial area and the residential development vague promises of monitoring and possible S106 money are totally inadequate.

2. Old Great North Road proposed access points

Since the opening of the A1(M) this road has become a quiet country lane, without a pedestrian footpath. It is a cycleway (part of Peterborough's Green Wheel) which comes from the Fens and is also well used by walkers and horse riders. It gives access to a small number of residential properties and is one way into the village of Haddon. A previous planning decision appears to recognise the vulnerability of the road by placing limits on traffic from the industrial area, but we note with alarm that this application has two access points from the residential development. Inevitably this will be used by vehicles going to and from Norman Cross, changing the whole character of the road.

If it is decided that there must be access from the residential area it would be some slight consolation to the current residents if the northerly access was sited somewhere else rather than immediately adjacent to their homes.

3. Changes to the A15 and the Yaxley Loop Road

Residents of the adjacent villages use Yaxley extensively for a range of “medical” services, library, shopping, culture/sports/ leisure. As there is inadequate public transport nearly all such journeys are by car. We welcome the reduction of access points but there are still too many.

The Yaxley loop road as presently designed will not be attractive to drivers going to and from Peterborough and Serpentine Green and will probably increase the tail-backs at peak times. There has been no discussion on the effects on buses which use the road,

below. _____

including Busway B , the express service to Peterborough and Cambridge and Route 46 Stilton/Peterborough which is Stilton's lifeline for those who work, go to school or shop along its route. The prospect of Traffic calming measures would also be very unpopular.

Changes to the alignment of the loop road have been made by Norman Cross Action Group and we support these.

4. Inadequate landscape buffer

At present the approach to Peterborough from Norman Cross is pleasantly rural with wide views across the fens ; the planned landscaping is too narrow and will not hide the urbanisation that will creep right up to the edge of the City and close to villages .

Better screening would be an acknowledgement that it is people from outside Peterborough who bear the brunt of this application.

5. Education particularly Secondary schooling

There should be definite agreement between the two LEA's and the developer to solve the issue of school places in NW Cambridgeshire and this part of Peterborough. A secondary school on the Great Haddon site will be attractive to pupils from the surrounding villages because it will be their nearest school and in Stilton's case public transport is more convenient than to Sawtry

6. Archaeology

The "Stilton Depot" is an internationally significant site and Stilton Parish Council supports the analysis of Cambridgeshire County Council in asking for more protection and landscaping.

For all the above reasons Stilton Parish Council requests that you reject this application.

Officer's Response

The additional comments from Stilton Parish Council are noted. The majority of these points have been covered in the main report so are not commented on further in this Update Report.

With regard to the comment about the location of the northern Old Great North Road access point the concerns are noted. However, buffer zones between the adjacent properties will be retained and the relationship to be created is not an usual one. Furthermore a range of access points into and out of the development are needed in order to spread the traffic flows. This objective would not be achieved if both of the Old Great North Road access points were located too close together.

With regard to the comment regarding the change to the alignment of the Yaxley loop road (i.e. that this be straightened and that there be no links to the development) the comment is noted. In terms of changing the alignment this would in itself have other potential impacts on the existing Yaxley woodland and the drainage proposals for the scheme (as it would impact on one of the proposed attenuation features) as well have impacting on the separation distance with Yaxley and would bring cars closer to existing residential properties. Even if these impacts were assessed and found to be acceptable there would be a knock on impact in terms of traffic as one of the network connections serving the development would be removed. More cars would then have to use the Old Great North Road links and the Central Boulevard link. This is more likely to result in traffic congestion on the A15 and queues back to junction 16 of the A1(M).

6. Other Representations

It is understood that representations have been sent directly to Democratic Services by the following:-

- Mr Pinegar
- Ann Copeman

- Chris Walford
- Norman Cross Action Group.
- Haddon and Local Residents Group
- Mr Nandun Kumar

These will be appended to the report separately and are not therefore set out in this section.

7. Other Condition Updates

- Condition 3. An updated Primary Movement Network Plan has been submitted. This condition should therefore now refer to drawing number PST021-DFP-102 Rev C.
- With regards to condition 4 (maximum housing numbers and life time homes/wheel chair housing) it is recommended that reference to added in respect of the lifetime homes/wheel chair housing element to the design criteria set out by the Joseph Rowntree Foundation or any design guidance which subsequently supersedes this during the life of the planning permission.
- With regard to condition 5 (Strategic Phasing Plans) it is recommended that a sentence be inserted requiring the development to be carried out in accordance with the approved strategic phasing plans.
- With regards to condition 6 (Development Brief) it is recommended that the following sentence be inserted before the final sentence in the first paragraph “ the Brief should accord with the relevant planning policy standards in place at the time of approval having regard to site specific circumstances”. It is also recommended that the bullet point in respect of lifetime homes and wheel chair housing be linked back to the requirements of condition 4 for the avoidance of any doubt.
- With regards to condition 8 (Open Space Strategy) it is recommended that the word parameter plan be replaced with Framework Plan as this is how the plan is referred in other conditions.
- With regard to condition 18 (Great Crested Newt Strategy) it is recommended that the following words be inserted after reference to each reserved matters application “/ appropriate discharge of condition application”.
- With regards to condition 19 (Biodiversity Strategy) it is recommended that the following words be inserted after the first sentence “This shall include a time schedule for the works”
- With regard to condition 22 (services along the Western Peripheral Road) it is recommended that the condition be reworded to refer to services being located within the proposed carriageway as shown on drawing number 15188-80 (Western Peripheral Utilities Corridor).
- With regards to condition 27 (Widening of the A15) the policies referred to in the reason for the condition should be updated to removed reference to LNE9 and LNE10 and policy PP16 of the adopted Planning Policies DPD referred to instead.
- With regards to condition 29 (Highway Details) a sentence should be added requiring the development to be carried out in accordance with the approved details. The following reason for the condition should also be inserted. “In order to ensure that the highway network is suitable for the traffic volumes predicted and to allow for safe/easy access by pedestrians in accordance with policy PP12 of the adopted Planning Policies DPD.
- With regard to condition 30 (Linkages to Existing Highways) it is recommended that the following words be inserted at the end of the condition “These areas shall thereafter be retained for the purpose of parking/turning and not used for any other purpose”.
- With regard to condition 36 (Central Boulevard Connection), this should refer to condition 35 not condition 34 as stated.
- With regards to condition 47 (contamination), it is recommended that the word ‘disused’ be inserted in front of the first bullet point re the oil pipeline. The farm reference in bullet point 4 should read “Spendelow’s
- With regards to condition 54 (Use of the Buffer Zone) this should refer to condition 53 and not 50 as stated.
- With regard to condition 55 (Other District Centre Land Uses) this should refer to condition 55 and not condition 52 as stated.
- With regard to condition 58 this should refer to condition 57 and not condition 54 as stated.
- Any other general typos as identified by officers.

8. Consultation Letters

With regard to appendix 1 the number of notification letters send out in relation to the second round of consultation should read 4721.

2.	12/01236/MMFUL	<p>Dogsthorpe Landfill Site, Welland Road, Dogsthorpe, Peterborough</p> <p>Removal of existing structures and development and operation of a materials recovery and recycling facility, comprising a relocated household waste recycling centre, a materials recycling facility, an anaerobic digestion facility and ancillary development including offices/welfare/education centre, operatives car park, weighbridge, commercial vehicle park and surface water attenuation lagoon.</p>
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It is proposed to re-word condition 17 to read as follows:-

The materials recycling facility shall not be used for the deposit, sorting or treatment of hazardous waste.
Reason: To clarify what is hereby approved and in accordance with the submitted information in accordance with policy CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD.

The original condition is too restrictive and may restrict the acceptable range of wastes which are proposed in the application. The main reason for inserting this condition is to ensure that the facility does not deal with hazardous waste. The waste streams taken in by the facility will also be covered by the Environmental Permit that will need to be issued by the Environment Agency.

As a result of the above change, condition 19 will need to be slightly amended to read as follows:-

At least 75% by weight of the waste to be processed in the MRF facility and at least 75% by weight of the waste to be processed in the anaerobic digester shall come from within the following area;

1. The administrative area of Peterborough City Council
2. The administrative area of Cambridgeshire County Council, and
3. a radius of up to 50km from the site.

Weighbridge records shall be made available to the Local Planning Authority within one week of such a request being made and they shall set out the originating location and type of waste imported to the facility.

Reason: To ensure that the majority of the permitted waste streams are located within a reasonable distance of the development in the interests of sustainability in accordance with policies CS2, CS15 and CS29 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD.

Officers are satisfied the above conditions adequately control the acceptable waste streams and catchment area that can be handled by the facility if the application is granted.

Councillor Miners has commented that “we informed all residents in our ward (Dogsthorpe) recently about this application and the only feedback I personally received was favourable as one resident stated as long as it’s not the incinerator I am supportive of the application.

6.	N/A	<p>Discontinuance of Nos. 1-15 (odd Nos Only), Rowledge Court, Walton (Former Royal Oak Site, Lincoln Rd)</p>
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Para 6.2 – The last line should read £960,662

Cllr Sandford Writes:

On behalf of Mr and Mrs Hastings and other residents of Arundel Road, Peterborough, as one of their ward councillors I wish to apply for discontinuance of the development on the site of the former Royal Oak Public House in Lincoln Road.

The Local Plan in force at the time of the decision was the Peterborough Local Plan (First Replacement) 2005. In this the relevant policy is DA2. In our view, this development (once built to its full size) clearly contravenes both points b and c of this policy. Three storey blocks in this residential area are clearly out of character and anyone who has visited the properties of Mr Hastings or his neighbours would agree that the development has had a clear and substantial adverse impact on the amenities of their properties through overlooking of the gardens and directly into the properties on Arundel Road.

DA2 The effect of Development on the Amenities and Character of an Area

Planning permission will only be granted for development if, by virtue of its density, layout, massing and height, it:

- (a) can be satisfactorily accommodated on the site itself; and**
- (b) would not adversely affect the character of the area; and**
- (c) would have no adverse impact on the amenities of occupiers of nearby properties.**

Mr and Mrs Hastings have clearly set out in their complaint to the city Council the nature of their concerns about this development and I am sure they will do this again if invited to speak at a planning committee meeting.

There was a substantial delay of several years before this planning permission was implemented. In that time, planning policy had changed significantly. The National Planning Policy Framework removes much of the prescriptive nature of previous government policy on housing densities and states that local authorities should be free to set their own policies on housing density to meet local circumstances (NPPF para 47).

Peterborough's own planning policy has been strengthened significantly in the past few years to make it much less tolerant of large out of character development and more respectful of the rights and amenity of neighbouring properties. The Peterborough Core Strategy (2011) states:

Objective OB9

: Housing Quality and Density – To improve the overall quality and longevity of Peterborough's housing stock by ensuring that all new and regenerated housing meets high environmental, sustainability and design standards. Through a design-led approach, ensure densities appropriate to the local context that will promote sustainable living practises, including improved public transport and local access to jobs and services

This emphasis on good design and densities appropriate to the local area is made much more specific by Policies PP1 and PP2 of the

Peterborough City Council Development Plan Policies DPD (submission draft 2012)

Policy PP1

Design Quality

Planning permission will only be granted for development where the layout, design and appearance of the proposal:

- (a) would make a positive contribution to the quality of the natural and built environment (in terms of its location, size, scale, massing, density, proportions, materials and design features); and**
- (b) would not have a detrimental effect on the character of any immediately adjoining properties or the surrounding area; and**

Policy PP2

Impacts of New Development

Planning permission will not be granted for development which would result in unacceptable:

- (a) loss of privacy for the occupiers of any nearby property; or**
- (b) loss of public green spaces and/or private amenity space; or**

- (c) noise and/or disturbance for the occupiers or users of any nearby property or land;**
- or**
- (d) loss of light to and/or overshadowing of any nearby property; or**
- (e) overbearing impact on any nearby property; or**

The new policies now specify that there should be no detrimental effect on the character of any adjoining properties and that loss of privacy, loss of light, overshadowing and overbearing impact are all reasons why planning permission should be refused.

We would invite members of the planning committee to visit the property of Mr Hastings or one of his neighbours and see for themselves the clear and substantial impact which the new development has on all of these factors.

Our contention is that if the planning application had been submitted today, in the light of these planning policies and the material facts of the case, no reasonable planning committee would have approved it. As the development is being built in a period when these new policies are in force, we believe that the planning committee should consider discontinuance of it and require it to be removed from the site, so as to allow a more sympathetic and less intrusive development to take its place.

Had I or my constituents been made aware of the discontinuance procedure at an earlier stage of the planning application, we would have sought to use it then. The fact that the Chief Executive only made us aware of this procedure when discussing my constituents' Stage three complaint, is a source of great concern as it obviously makes the discontinuance process more difficult and potentially costly for the Council.

Cllr Sandford

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ITEM 5.1

Miss Gemma George,

Thanks for your letter about the new township "North of Normans Cross and West of London Rd".

I approve of planned new townships to serve the growing population.....well done to PCC.

I fully approve at a macro level to the new township, but am not qualified to make micro critical observations.

I write to support the proposal.

All the best to you.

Yours,
N.J.PINEGER B.A., (Hons) P.G.C.E.

P.S. The only plea I would make is for sufficient parking around the residential areas. Some of the streets in Hampton where there are no garages / drives are a total nightmare! Parked cars everywhere!

ITEM 5.1

Hello Miss George

My personal objection to this development is the amount of traffic this will generate and the difficulty we in Yaxley will have to get out of the village. Already at Hampton the Community facilities are inadequate, schools not large enough Health Centres not available for the amount of patients. Other Community facilities not able to cope with the population. So what makes you think you have got it all right this time.

It amazes me that Peterborough City Council can decide how this will be developed when the people mostly affected by all these changes are in Huntingdonshire. The People making these decisions do not have to live here and put up with all the inconvenience.

This may not change your opinions but please think about all of us struggling to live with all this change.

Thank you.

Ann Copeman

26 Jasmine Way, Yaxley, Peterborough.

14 Elm Close
Stilton
Peterborough
PE7 3RY

Senior Governance Officer
Miss Gemma George
Chief Executives Department
Peterborough City Council
Town Hall
Peterborough
PE1 1HD

15 March 2013

Dear Miss George,

Re: 09/01368/OUT. Great Haddon

I am writing concerning the planning application for Great Haddon.

I am most concerned that as an original objector to the Great Haddon proposals that I have not received notification of the Planning and Environmental Protection Committee meeting on 19 March. Others have received such notification.

There are a number of matters that still give me major concerns.

- **Old Great North Road.** I object to there still being two access points to the residential development area from the Old Great North Road. The Old Great North Road is now a country road serving rural properties and the village of Haddon. There is no adjacent footpath or cycle way. It is also a part of the Peterborough Green Wheel for cycles and pedestrians. I believe that two junctions plus the access to the commercial area will present unreasonable safety concerns. Additionally, the Old Great North Road provides a 'rat run' at times when the A1(M) is blocked. The additional traffic created by access to Great Haddon together with 'rat run' traffic from the A1(M) will create unreasonable traffic congestion. The northerly access junction from the Old Great North Road to Great Haddon is too near to adjacent residential properties. If either access to the development is to be retained then the more northerly one should be moved south away from current residential properties.
The S106 agreement limited daily traffic flow to a maximum of 120 vehicles. There appear to be no limits to non-HCV access to the Old Great North Road to and from the commercial area. I was previously reassured at a Peterborough Planning and Environmental Committee meeting on 24 May 2011 that there would be no vehicle access onto the commercial area from the Old Great North Road. Has a detailed Health and Safety audit been undertaken with respect to the introduction of the two access points onto the development?
- **A15 junction to the Old Great North Road, adjacent to Junction 16 A1(M).** This junction is 100m from the overhead junction 16 system to the A1(M). The impact of traffic flow onto and from this junction will require careful monitoring.
- **A15 junction to the main Great Haddon boulevard.** The traffic lights will cause traffic to back up along the A15 to wards A1(M) junction 16 at peak times, as it does at the moment from the Yaxley Broadway traffic lights. This junction reduces further the environmental buffer and mature trees will be removed.
- **Access points from the A15 on the Great Haddon Development.** Whilst I welcome the reduced number of access points there are still too many with the added problem of traffic light controls.

Residents in Stilton, Folksworth and Haddon villages will be greatly inconvenienced by the proposed A15 road system. Many residents depend on Yaxley for the Doctors surgery, library, shopping and sport/leisure facilities. Many first visit Yaxley before moving on the Hampton along the A15.

- **The “Yaxley A15 loop”.** The proposals for the “loop” are totally inadequate as a means of taking away traffic from the current A15 towards the Yaxley Broadway junction. Traffic will continue to use the old A15 route as it is more direct and convenient. It is inappropriate, under the proposals, for the A15 flow of traffic to be directed past the site for a secondary school and through a shopping/commercial centre. The villagers will be seriously inconvenienced by any proposed traffic calming measures on the A15 and the intended direction of traffic at the Broadway/A15 junction. The “Yaxley loop” should be straightened with no access point from it onto the development. Best and sensible practice should be applied to this part of the A15.
- **A15 Landscape Buffer.** This is still too narrow and in width should be the same as the buffer alongside the Old Great North Road. It is essential that the environmental buffer is wide alongside the A15 in order to maintain the distinctive identity of Yaxley village and the current rural scene and for the area not to become the urban edge to Peterborough.
- **Secondary School Provision.** It is essential that a coherent pattern for secondary schools covering Stanground, Yaxley, Hampton and Great Haddon is adopted and agreed before any planning approval is given.
- **Archaeology.** The buffer around the perimeter if the monument site is inadequate and should be extended to at least 100m with long term funding identified for appropriate management.

It is for these reasons indicated in this letter that I wish to object to the planning application for Great Haddon. I consider it a travesty when prime agricultural land is to be taken for building in advance of brownfield sites in the area with planning permission.

Yours sincerely,



Chris Walford

NORMAN CROSS ACTION GROUP

Senior Governance Officer
Miss Gemma George
Chief Executives Department
Peterborough City Council
Town Hall
Peterborough
PE1 1HD

15 March 2013

Re: 09/01368/OUT. Great Haddon

Dear Miss George,

I am writing concerning the planning application for Great Haddon.

The Norman Cross Action Group comprises representative from the Parish Councils most affected by this development, Yaxley, Farcet, Stilton, Folksworth, Haddon and Chesterton. Cambridgeshire County Council and Huntingdon District Council are also represented on the group.

We were pleased to receive details about the latest planning proposals for Great Haddon and we welcome the changes that have already taken place, in particular the reduced number of access points onto the development from the A15 and the Old Great North Road.

The Group wishes to emphasise that whilst it has always held very grave reservations about this development it has never made an objection, in principle, to it.

However there are a number of matters that still give the group major concerns.

- **Old Great North Road.** The group objects to there still being two access points to the residential development area from the Old Great North Road. The Old Great North Road is now a country road serving rural properties and the village of Haddon. It is also a part of the Peterborough Green Wheel for cycles and pedestrians. We believe that two junctions plus the access to the commercial area will present unreasonable safety concerns. Additionally, the Old great North Road provides a 'rat run' at times when the A1(M) is blocked. The additional traffic created by access to Great Haddon together with 'rat run' traffic from the A1(M) will create unreasonable traffic congestion. The northerly access junction from the Old Great North Road to Great Haddon is too near to adjacent residential properties. If either access to the development is to be retained then the more northerly one should be moved south away from current residential properties.

The S106 agreement limited daily traffic flow to a maximum of 120 vehicles. There appear to be no limits to non-HCV access to the Old Great North Road to and from the commercial area. The Group were previously reassured at a Peterborough Planning and Environmental Committee meeting on 24 May 2011 that there would be no vehicle access onto the commercial area from the Old Great North Road.

There is no footpath or designated cycle path alongside the Old Great North Road. Has a detailed Health and Safety audit been undertaken with respect to the introduction of the two access points onto the development?

It is for these reasons that the Group wishes to object to the planning application.

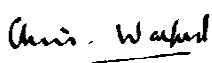
- **A15 junction to the Old Great North Road, adjacent to Junction 16 A1(M).** This junction is 100m from the overhead junction 16 system to the A1(M). The impact of traffic flow onto and from this junction will require careful monitoring.

- **A15 junction to the main Great Haddon boulevard.** The traffic lights will cause traffic to back up along the A15 to wards A1(M) junction 16 at peak times, as it does at the moment from the Yaxley Broadway traffic lights. This junction reduces further the environmental buffer and mature trees will be removed. The original Peterborough Development Corporation proposals for a Southern Township proposed an overhead roundabout on at an A15 junction.
- **Access points from the A15 on the Great Haddon Development.** Whilst the reduced number of access points is welcomed there are still too many with the added problem of traffic light controls. Residents in Stilton, Folksworth and Haddon villages will be greatly inconvenienced by the proposed A15 road system. Many residents depend on Yaxley for the Doctors surgery, library, shopping and sport/leisure facilities. Many first visit Yaxley before moving on the Hampton along the A15.
- **The Yaxley identity.** It is essential that the distinctive village identity of Yaxley is protected. Yaxley is one of the largest Fenland villages and should not become part of an urban sprawl. This identity remains seriously compromised in these proposals.
- **The “Yaxley A15 loop”.** The proposals for the “loop” are totally inadequate as a means of taking away traffic from the current A15 towards the Yaxley Broadway junction. Traffic will continue to use the old A15 route as it is more direct and convenient. It is inappropriate, under the proposals, for the A15 flow of traffic to be directed past the site for a secondary school and through a shopping/commercial centre. The villagers of Yaxley will be seriously inconvenienced by any proposed traffic calming measures on the A15 and the intended direction of traffic at the Broadway/A15 junction. The “Yaxley loop” should be straightened with no access point from it onto the development. Best and sensible practice should be applied to this part of the A15.
The configuration of the Yaxley “loop” is of major concern to the Group and for the reasons outlined the Group wishes to object to the planning application.
- **A15 Landscape Buffer.** This is still too narrow and in width should be the same as the buffer alongside the Old Great North Road. It is essential that the environmental buffer is wide alongside the A15 in order to maintain the distinctive identity of Yaxley village and the current rural scene and for the area not to become the urban edge to Peterborough. This matter must be given commitment and careful consideration during the detailed design stage.
It is for the reasons outlined that the Group wishes to object to the planning application.
- **Secondary School Provision.** It is essential that a coherent pattern for secondary schools covering Stanground, Yaxley, Hampton and Great Haddon is adopted and agreed before any planning approval is given.
- **Surface water management.** There is no mention proposals in the about the impact on the surface water systems on the fen side of Yaxley. This systems is already already under serious operational pressure.
- **Archaeology.** The buffer around the perimeter if the monument site is inadequate and should be extended to at least 100m with long term funding identified for appropriate management.

It is for the reasons indicated in this letter that the Norman Cross Action Group wish to object to the planning application for Great Haddon.

The Group support the submissions and objections made by Cambridgeshire County Council and Huntingdon District Council.

Yours sincerely,



pp

Cllr. Mac MacGuire
Chairman , Norman Cross Action Group
14 Elm Close, Stilton Peterborough PE7 3RY.

ITEM 5.1

Ref Planning Application 09/01368/OUT
GH Residential area
From Haddon and Local Residents Group
C/o Olive Leonard
Greenacre
Great North Rd
Peterborough
PE7 3TN

In 1998 under the A1M scheme the Old Great North Rd was changed to a rural road and became part of the National Cycleways Routes. Before any changes are made to the Old Great North Rd. Peterborough City Council must ensure that the Government and National Standards as set out in Local Traffic Note 2/8 Oct 2008 (Cycle Infrastructure Design) are met.

ITEM 5.1

The Senior Governance Officer,
Miss Gemma George,

I am in receipt of your letter dated 07.03.2013 and had in the past submitted our views regarding this planning but more in particular to proposed A15 usage at the time. I have attached copies which are on record.

In addition I have the following comments.

I am concerned that to make this project work and sell off retail space that the existing traffic on the A15 will be diverted to support the proposed retail development. This will be at the detriment of the existing petrol station and retail store that we operate and the retail stores in the Yaxley area in general.

As we have on two separate occasions now, not been successful in obtaining Planning permission to extend our store to increase our retail offer we cannot see any reason why the council should now be able to accommodate any new arrivals at the exclusion of established and existing business and plots. Appeals to planning for retail space were also argued that the land behind our site was Conservation and could not be built on. This is the same land where the proposed development will take place.

There is concern that there is sufficient and empty retail space in Yaxley and Peterborough that will quite easily do the job that this development will provide. With the retail sector competing for falling sales a development of this scale (24758sq.ft) is unjustified.

As established businesses in the area it will be a welcome move if Highways and Developers could allow these existing facilities to be included in this proposed programme by safe guarding and supporting them as opposed to killing them off.

Kind Regards,
Kumar