

Application Ref: 14/00206/FUL

Proposal: Residential development comprising 42 dwellings, access, associated works and landscaping

Site: Land to the West Of Williams Close, Newborough, Peterborough
Applicant: David Wilson Homes (South Midlands)

Agent: Brian Barber Associates

Referred by: Director of Growth and Regeneration
Reason: Level of interest in the application

Site visit: 24th February 2014

Case officer: Miss V Hurrell
Telephone No. 01733 453480
E-Mail: Victoria.hurrell@peterborough.gov.uk

Recommendation: **GRANT** subject to the signing of a legal agreement and relevant conditions

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

Site and Surroundings

The application site which is some 1.8 hectares in size comprises an area of land on the western edge of Newborough within the village boundary. The site is bordered to the north, south and west by Thorney Road, Soke Road and St Martins Road respectively. To the east lies existing open space and residential properties along Williams Close. Beyond Thorney Road and St Martins Road to the north and west is open countryside and agricultural fields. The site is flat with no particular landscape features other than boundary hedging and intermittent trees.

The application site forms part of an allocation within the Adopted Site Allocations Development Plan Document (2012) as site SA6.11, with an indicative figure of 62 dwellings.

The site is predominantly within Flood Zone 1 with a small proportion of the North West corner being located in Flood Zone 2.

Proposal

Planning permission is sought for erection of 42 dwellings with associated access points onto Thorney Road and Soke Road. The entrance onto Thorney Road would be the principal point of access, serving 35 of the dwellings. Two smaller private drives serving 7 dwellings are proposed from Soke Road

15 of the proposed dwellings are 3 bedroom, 5 are 3/4 bedroom and 22 are 4 bedroom. The dwellings would be predominantly two-storey. Three include accommodation in the roof space.

1.16 acres of open space is proposed in the north-west corner of the site, which incorporates the extent of the flood plain.

None of the dwellings would be affordable.

The applicant has confirmed the ground works will be required to build the site up because of the ground conditions. Soil will be imported on site and left to settle. Some of this depth will then be

removed.

2 Planning History

Reference	Proposal	Decision	Date
13/00001/SCREEN	Screening opinion	Comments	06/02/2013

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 1 - Economic Growth

Planning should encourage sustainable growth and significant weight should be given to supporting economic development.

Section 4 - Assessment of Transport Implications

Development which generates a significant amount of traffic should be supported by a Transport Statement/Transport Assessment. It should be located to minimise the need to travel/to maximise the opportunities for sustainable travel and be supported by a Travel Plan. Large scale developments should include a mix of uses. A safe and suitable access should be provided and the transport network improved to mitigate the impact of the development.

Section 7 - Good Design

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

Section 8 - Safe and Accessible Environments

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

Section 10 - Development and Flood Risk

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

Section 11 - Biodiversity

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

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

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

determined.

Section 11 - Contamination

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

Peterborough Core Strategy DPD (2011)

CS01 - Settlement Hierarchy and the Countryside

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

CS02 – Spatial Strategy for the Location of Residential Development

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

CS08 - Meeting Housing Needs

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

CS10 - Environment Capital

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

CS13 - Development Contributions to Infrastructure Provision

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

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS21 - Biodiversity and Geological Conservation

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

CS22 - Flood Risk

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

Peterborough Site Allocations DPD (2012)

SA06 - Limited Growth Villages

Identifies the sites within the Limited Growth Villages which are allocated primarily for residential use.

Peterborough Planning Policies DPD (2012)

PP01 - Presumption in Favour of Sustainable Development

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP04 - Amenity Provision in New Residential Development

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

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

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

PP14 – Open Space Standards

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

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity. Would have detrimental impact will be refused unless there are overriding public benefits.

PP19 - Habitats and Species of Principal Importance

Permission will not be granted for development which would cause demonstrable harm to a habitat or species unless the need for, and benefits of it, outweigh the harm. Development likely to have an impact should include measures to maintain and, if possible, enhance the status of the habitat or species.

Community Infrastructure Levy (CIL) Regulations 2010

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

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

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

In addition obligations should be:

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

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

4 Consultations/Representations

Internal

Archaeological Officer – No objections. The site is located in an area of some archaeological potential. A condition requiring further archaeological assessment is, therefore, recommended. This assessment is not required pre-determination of the application.

Bereavement Services – No objections. A S106 contribution towards the provision of a new cemetery should be made as existing facilities are nearing exhaustion.

Drainage Team – No objection subject to a condition requiring the submission of a scheme for the provision and implementation of surface water drainage.

Education & Children's Dept - Planning & Development – No objections. A S106 contribution is not required in this instance.

Landscape Officer – No objection subject to the landscape detail being secured by way of a condition

PCC Pollution Team – No objection subject to conditions.

Transport & Engineering Services – Objects to the application on highway safety grounds as the proposal does not include the measures which have been recommended for Soke Road i.e. a widening of the initial section of the roads and linking of the private drives so only one new access is created. No objections to the new access from Thorney Road. The internal road layout is acceptable.

Section 106 Major Group – No objections. A reduced S106 contribution of £115,000 has been agreed with the applicant on viability grounds. A £2000 monitoring fee also applies.

Strategic Housing Officer – No objections. Notes that the Design & Access Statement states that "Consultations on the viability of the site took place during 2013. In November 2013, it was agreed with the Council that a reduced S106 contribution with no affordable housing was appropriate."

Waste Management – No objection subject to the roads being built to adoptable standards or provision of an accessible bin collection point as refuse operatives will not access private drives

Wildlife Officer – No objection subject to the use of appropriate conditions re the removal of trees with bat roosting potential and measures to promote biodiversity.

Minerals and Waste Officer- No objections. The site is adjacent to but not within a minerals safeguarding area.

External

Anglian Water – No objection. The foul drainage from this development is in the catchment of Flag Fen Sewerage Treatment Works which at present has available capacity for these flows. The local sewerage system also has capacity.

Environment Agency – No objection subject to foul drainage and flood risk conditions.

GeoPeterborough (Sites of Interest) - No comments received.

Natural England – No objection as the proposal is unlikely to affect any statutorily protected sites or landscapes.

North Level District Internal Drainage Board – Object to the application. The Soke Road Drain forms the southern boundary of the site. The Board objects to the application in its current form as the two garages on the southern boundary are in contravention of the Board's byelaws. It may upon receipt of a formal application be prepared to relax the byelaw standards.

Note- This response was received in relation to the original layout. The Drainage Board has been reconsulted on an amended layout which removes these garages and an updated consultation responses are awaited.

Police Architectural Liaison Officer – No objection. The submission now includes some very strong 'Secured by Design' layout details and as such has fully addressed CS16 Vulnerability to crime. One comment on the boundary treatment to plots 17 and 18. Further consideration should also be given to the use of column lighting.

Newborough & Borough Fen Parish Council – Objects to the application as there are concerns the sewerage system could not cope with extra houses and the entrance into Thorney Road is dangerous.

Wildlife Trust- No response received.

Peterborough Local Access Forum- No comments received.

Open Spaces Society- No comments received.

Local Residents/Interested Parties

Stewart Jackson MP – Supports the application. He believes it complies with local and national planning policy and is appropriate for the allocated site. Mr Jackson adds that the low density quality housing proposed will support the viability of Newborough as a limited growth village.

Cllr Harrington – Broadly supports the application but has reservations about the access onto the main B1040, foul sewerage and flooding. Has no issues with the layout or type of dwellings proposed. Considers that the developer has done well in coming up with a suitable mix for the site which will complement the existing surroundings.

Initial consultations: 30

Total number of responses: 27

Total number of objections: 25

Total number in support: 2

Twenty four neighbour letters have been received raising the following objections to the planning application. The other objection is from the Parish Council and has been reported above. For ease of reference the comments below have been spilt into different issues:

Principle of Development

- The development is not in line with Peterborough City Council planning regulations regardless that the field may be in the village envelope.
- The site is unsustainable – Newborough is not a sustainable location. It is poorly served by public transport, has a very limited bus service and very little employment. All working people and secondary school children have to travel each day. In addition there are very limited shopping facilities in the village so the vast majority of shopping trips are to distant shopping centres.

- The proposal will not aid economic growth and employment as it will not create additional employment in the village.
- The proposal to develop this site will contribute to climate change by creating a demand for many additional vehicle movements that could otherwise be avoided.
- The site comprises high quality agricultural land; like most of the Fens, this is the best and most versatile agricultural land in the country and should be protected unless there are no other alternatives – should we not do all we can to preserve land where food can be grown and develop brownfield land.
- Newborough is designated a village of minor growth, 42 houses is not minor.
- The anticipated density would be considerably higher than nearby houses, out of character with the rest of the village and therefore inappropriate in the local context
- The village school will not be able to cope with the extra children.
- Services, eg Gas, Electric, Water and Telephone including Broadband, are already stretched.
- The application states 'wide range of village services' - there is a very small village shop, a chemist, a small dentist, a doctors which is a mobile cabin located on the village hall grounds, a hair dressers and beauticians - This is not really a wide range of services especially as some are at risk.
- The village GP will not cope with any extra clients.
- The facilities that are there are a small village hall and a very small and tatty play park for children which is located just off of School Road. This park is not maintained nor does it support the current residents.
- I have been a resident in this village for over 15 years and during the last few years feel that it has been under attack from the City Council especially the council leadership with all the proposals e.g. 100 metre high wind turbines, solar farms, traveller site and now a new housing development.
- There are already three building sites of new houses within the village with as yet no-one living or having purchased the houses – these should be filled with residents before any further houses are even considered – with these houses being empty for some time it does demonstrate there is possibly not a need for the additional houses to be built.
- The number of 'for sale' boards and the shortage of buyers demonstrate very clearly that there is no unmet demand for houses in the village.
- The needs of the village can be met by small developments of a few houses rather than the type envisaged.
- Will have an impact on the value of current properties.
- Will impact on the stress levels of local residents many of whom are elderly/retired.

Traffic and Access

- The main access from the development on to the Thorney to Peakirk main road is an accident waiting to happen as it has a 40 mph restriction which is rarely adhered to
- Approximately three years ago there was traffic calming put in the village and also approaching the St Martin's Road entrance which clearly indicates that there was already a risk to life at that point of time, more traffic will add to the risk as drivers still speed along the roads.
- The location has very narrow roads where only one car at a time may use it and therefore we feel that this will be a safety issues to drivers and especially to children/pedestrians but also horse riders – specifically pedestrians have to stand on the grass near the ditch to allow cars to pass.
- Soke Road is very busy and should have a 20mph speed restriction and a weight restriction as many vehicles including heavy lorries speed along this road
- Very poor public transport links - The proposed development will give rise to serious and dangerous congestion from car parking and traffic associated issues - The average home now has two cars and people here would need at least one car to get anywhere – work, school, supermarket, and town.
- At a Parish meeting early 2013 in the village hall, representatives from David Wilson Homes assured us no contractor delivery vehicles would enter the site from Soke Road, it must be from Thorney Road.

- The local roads surrounding the proposed site have severe subsidence.

Layout

- It is not in keeping with the village in any way at all - The proposal will adversely affect the character of the area.
- The proposal will have a negative and drastic effect on properties adjoining the site. Williams Close has a number of bungalows and the building of houses backing onto them is an invasion of privacy
- There will be two windows looking directly into our living area.
- 4 Williams Close will have a semi-detached house erected next to the rear back garden fence – this will block out sky line views from main living area.
- A little consideration for all home owners would have been appreciated having garden backing onto gardens would have at least been acceptable.
- The compactness of the proposed development will impact substantially on the quality of life of any new residents.
- The open space is totally out of sight – what parent in this day and age is going to allow their child to play there - The placing of the play area near the access to the main road is very dangerous for children.
- Any street lights would cause disturbance to the current residences as well as the noise levels of cars, children etc where at present the area is extremely quiet.
- The proposed area is clean, quiet and there are few police incidents because the residents care and make an effort to respect others, we expect this will change with so many people expected to be packed into such a small area and so close to current properties.
- To say that a safe access can be provided to the site is from the realms of cloud cuckoo land.
- The proposal will not enhance the physical environment or optimise resource and energy use.

Flood Risk & Drainage

- The field that the build is currently being considered for new houses has already been noted as a 'flood plain'. There is already a risk of flood in the area and building will only contribute to making the situation worse and/or put the current properties at risk
- Drainage from the dyke should drain towards Thorney Road as Soke Road could be flooded.
- The sewage and drains are unable to cope with the present population of the village let alone another 42 properties.

Archaeology

- The Council assessment indicates that there is likely to be important archaeology on site and asks for an archaeological evaluation before development proposals are submitted.

Wildlife

- Any building on site would mean the loss of habitat to precious wildlife – Owls, bats and other protected animals live in the field.
- The report prepared by the developer is wrong, there is a barn owl which uses the field every day and hence to say there is no evidence of this is just plain wrong.
- There are Grass Snakes within the boundary of the site – what will happen to them.

1 neighbour letter received raising the following points in support of the application

- This application is of interest to businesses within the village.

5 Assessment of the planning issues

The main considerations are:-

- * The Principle of Development
- * Highway Implications

- * Design and Layout
- * Landscape Implications
- * Ecological Implications
- * Flood Risk and Drainage
- * S106
- * Other Matters

1. Principle of development

Policy CS1 of the adopted Core Strategy sets out the settlement hierarchy for Peterborough and the surrounded villages. It identifies Newborough as a 'limited growth village' as it has a number of facilities although not to the same level as key service centres such as Eye and Thorney. Policy CS2 sets out that the limited growth villages should provide approximately 450 dwellings (over the plan period of 2009 to 2026). Policy SA6 of the adopted Site Allocations DPD reconfirms this provision and allocates specific sites within the limited growth villages for residential development including the application site (site SA6.11).

The policy sets out that the application site and an area of land next to it to the east, totalling 2.81 ha, could accommodate some 62 dwellings. This application seeks consent for 42 dwellings. Given that it is an allocated site the principle of residential development is acceptable, subject to a detailed assessment of all the matters below.

At this stage it is not known whether it will be feasible to provide a second access from Thorney Road into the remaining allocation. The layout shows a private drive which could be extended to allow access into the adjacent area. The applicant was asked to upgrade this to an adoptable highway with associated footways but has declined to do so on cost and design grounds. There is sufficient space to allow for this although the residents of these properties are likely to object to any such proposal. This may therefore put at risk the deliverability of the remaining allocation. On balance Officers consider the proposal as submitted to be acceptable as it will bring forward the majority of the allocation at this early stage.

Policy CS8 of the adopted Core Strategy seeks the provision of 30% affordable housing on sites of over 15 dwellings. Sites of 15 or more are also required to provide 20% life time homes. A viability appraisal has been submitted in support of the application and having reviewed this Officer's agree that the development would not be viable with the provision of affordable housing and life time homes. Neither are, therefore, proposed as part of this development. Given the viability issues this approach is considered acceptable in this instance.

Responses to Neighbour Representations

A number of the neighbour representations received relate to the principle of development. As an allocated site the principle of developing this land for housing cannot be revisited (subject to the details of the scheme being acceptable) and the application cannot be resisted on this basis. The representations are responded to in more detail below.

- *The development is not in line with Peterborough City Council planning regulations regardless that the field may be in the village envelope. The principle of development is acceptable in accordance with the adopted Core Strategy and Site Allocations DPD. An assessment of the layout is provided in the sections below. This concludes that the layout does meet with planning policies.*
- *The site is unsustainable – Newborough is not a sustainable location. It is poorly served by public transport, has a very limited bus service and very little employment. All working people and secondary school children have to travel each day. In addition there are very limited shopping facilities in the village so the vast majority of shopping trips are to distant shopping centre. The adopted Core Strategy and Site Allocations DPD identify the site as a 'limited growth centre'. Neither the status of Newborough in policy terms or the principle of allocation can be revisited as part of this application. It cannot therefore be resisted on this basis.*
- *The proposal will not aid economic growth and employment as it will not create additional*

- employment in the village.* This is an allocated housing site. The principle of housing development cannot be resisted under this application.
- *The proposal to develop this site will contribute to climate change by creating a demand for many additional vehicle movements that could otherwise be avoided.* This is an allocated housing site. The principle of housing development cannot be resisted under this application.
 - *The site comprises high quality agricultural land; like most of the Fens, this is the best and most versatile agricultural land in the country and should be protected unless there are no other alternatives – should we not do all we can to preserve land where food can be grown and develop brownfield land.* This is an allocated housing site. The principle of housing development cannot be resisted under this application. The decision to lose farm land was made when the Inspector found the Site Allocations DPD sound.
 - *Newborough is designated a village of minor growth, 42 houses is not minor.* The adopted Core Strategy and Site Allocations DPD identify the site as a 'limited growth centre' and the allocation is for 62 dwellings. The number of dwellings proposed is in keeping with the allocation and subject to the detailed layout being accepted cannot be revisited as part of this application.
 - *The anticipated density would be considerably higher than nearby houses, out of character with the rest of the village and therefore inappropriate in the local context.* The site is allocated for 62 houses. The number of dwellings proposed for this part of it is within that and is therefore acceptable in principle.
 - *The village school will not be able to cope with the extra children.* This is an allocated housing site and as such the principle of residential development is acceptable. Children's Services have raised no issue with the application.
 - *Services, eg Gas, Electric, Water and Telephone including Broadband, are already stretched.* This is an allocated housing site so the principle of additional housing is acceptable. It will be for the developer to provide the necessary connections and services to the site.
 - *The application states 'wide range of village services' - there is a very small village shop, a chemist, a small dentist, a doctors which is a mobile cabin located on the village hall grounds, a hair dressers and beauticians - This is not really a wide range of services especially as some are at risk .* The adopted Core Strategy and Site Allocations DPD identify the site as a 'limited growth centre'. Neither the status of Newborough in policy terms or the principle of allocation can be revisited as part of this application.
 - *The village GP will not cope with any extra clients.* As above.
 - *The facilities that are there are a small village hall and a very small and tatty play park for children which is located just off of School Road. This park is not maintained nor does it support the current residents.* As above.
 - *I have been a resident in this village for over 15 years and during the last few years feel that it has been under attack from the City Council especially the council leadership with all the proposals e.g. 100 metre high wind turbines, solar farms, traveller site and now a new housing development.* This is an allocated housing site. The principle of housing development cannot be resisted under this application. Each application has to be considered on its own merits
 - *There are already three building sites of new houses within the village with as yet no-one living or having purchased the houses – these should be filled with residents before any further houses are even considered – with these houses being empty for some time it does demonstrate there is possibly not a need for the additional houses to be built.* This is an allocated housing site. The principle of housing development cannot be resisted under this application. Neither is there any policy basis under which the development of this site could be prevented until other dwellings are occupied.
 - *The number of 'for sale' boards and the shortage of buyers demonstrate very clearly that there is no unmet demand for houses in the village.* This is an allocated housing site. The principle of housing development cannot be resisted under this application. Neither is there any policy basis under which the development of this site could be prevented until other dwellings are occupied.
 - *The needs of the village can be met by small developments of a few houses rather than the*

- type envisaged. As above.*
- *Will have an impact on the value of current properties.* This is not a material planning consideration and cannot therefore be taken into consideration.
 - *Will impact on the stress levels of local residents many of whom are elderly/retired.* This is an allocated housing site. The principle of housing development cannot be resisted under this application. Issues around construction management are covered below.

Notwithstanding the objections received, the principle of development is therefore considered to be acceptable in accordance with policies CS1, CS2 and CS8 of the adopted Core Strategy and policy SA6 of the adopted Site Allocations DPD.

2. Transport

The application is supported by a Transport Statement which assesses the impact of the development on the surrounding road network. It is proposed that the main vehicular access point into the site would be via a new entrance point from Thorney Road to the north. This single access point serves 35 of the 42 dwellings proposed. To the south, along Soke Road, two access points are proposed onto private drives serving a total of 7 dwellings. In addition there is a pedestrian link from the centre of the site to Soke Road where footpaths provide good links to the centre of the village.

Thorney Road

Having reviewed the Transport Statement the Local Highway Authority has raised no objection to the principle of a new access onto Thorney Road. A Safety Audit has also been submitted and this demonstrates that there are no issues with the relocation of the traffic calming and that the geometric requirements for the access can be met with regard to width and vehicle to vehicle visibility. The traffic generation for the site will not cause any capacity issues on Thorney Road.

Soke Road

The Local Highway Authority objects to the proposed private drives off Soke Road which narrows to a single lane without footways in front of the site. It has advised that a short section of Soke Road should be widened to accommodate the additional traffic and the private drives linked with the second access being removed. Without these works being carried out it considers that the proposal would adversely affect highway safety. The Local Highway Authority has also advised that notwithstanding any planning permission which may be granted in will not allow the construction of the footway along the front of the site, adjacent to Soke Road, on highway land.

The requirement for widening has been discussed in detail with the applicant. The applicant is of the view that such widening works are not necessary to support this development given the limited number of vehicle movements which will be associated with 7 dwellings.

Whilst the objections from the Local Highway Authority are noted given the limited number of dwellings which will be served from the private drives the application is, on balance, recommended for approval. The applicant has been asked to investigate pushing the footway back within the site (this may involve culverting the ditch) to address highway comments. An update will be provided to members in the Update Report.

St Martin's Road

The Local Highway Authority has not raised any concerns about the potential impact on this road and has not requested any works to it.

Internal Highways Layout and Car Parking

Following discussion with the applicant the internal road layout has been amended to widen the roads in accordance with highway standards. One further minor amendment is needed so that the footway continue pass the ramp up to the shared surface. Given the nature of the change an amended plan can be secured via a condition.

The layout provides sufficient car parking in accordance with policy PP13 of the adopted Planning Policies DPD. All properties have rear access thereby allowing them to accommodate bike storage within their rear gardens.

Representations

A number of the representations received have raised issues regarding traffic and access including those from Councillor Harrington and the Parish Council who have raised concerns about the new access onto Thorney Road. As indicated above, the proposed new access has been the subject of a Safety Audit and the Local Highway Authority has raised no objections. It is not, therefore, considered that the application could be resisted on this basis.

With regard to the other representations received these are responded to below.

- *The main access from the development on to the Thorney to Peakirk main road is an accident waiting to happen as it has a 40 mph restriction which is rarely adhered to. As indicated above the new access has been Safety Audited and the Local Highway Authority considers it be acceptable.*
- *Approximately three years ago there was traffic calming put in the village and also approaching the St Martin's Road entrance which clearly indicates that there was already a risk to life at that point of time, more traffic will add to the risk as drivers still speed along the roads. This is an allocated housing site so the principle of additional dwellings is acceptable. In allocating the site consideration was given to the ability of the village to accommodate additional traffic flows.*
- *The location has very narrow roads where only one car at a time may use it and therefore we feel that this will be a safety issues to drivers and especially to children/pedestrians but also horse riders – specifically pedestrians have to stand on the grass near the ditch to allow cars to pass. On balance the proposal is considered acceptable. A new footpath would be created and pedestrians will be able to walk through the private drives off the road.*
- *Soke Road is very busy and should have a 20mph speed restriction and a weight restriction as many vehicles including heavy lorries speed along this road. This is not considered necessary for this application and the Local Highway Authority has not requested any such restrictions. These would therefore need to be pursued with the Local Highway Authority direct, outside the planning process.*
- *Very poor public transport links - The proposed development will give rise to serious and dangerous congestion from car parking and traffic associated issues - The average home now has two cars and people here would need at least one car to get anywhere – work, school, supermarket, town. This is an allocated housing site so the principle of additional dwellings is acceptable. In allocating the site consideration was given to the ability of the village to accommodate additional traffic flows.*
- *At a Parish meeting early 2013 in the village hall, representatives from David Wilson Homes assured us no contractor delivery vehicles would enter the site from Soke Road, it must be from Thorney Road. This matter can be addressed via the construction management plan. See comments below.*
- *The local roads surrounding the proposed site have severe subsidence. This is an allocated housing site so the principle of additional dwellings is acceptable. In allocating the site consideration was given to the ability of the village to accommodate additional traffic flows. The Local Highway Authority has raised no issues with road subsidence.*

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 is traditional and will not be out of keeping with the mixed character of housing within the village.

Impact on Neighbour Amenity

There are existing properties to the east of part of the site on William's Close a number of which are bungalows. Although the new properties would be two storey plots 20 and 14 have been orientated so that they are side on to minimise the scope for overlooking. The separation distance,

approximately 13 meters, is on balance considered to be sufficient to prevent an overbearing impact arising. The new dwelling is also to the west so any potential overshadowing would be limited to later in the day.

Plot 20 would have a first floor side facing landing window and Plot 14 side facing bathroom windows. A condition requiring that these windows be fitted with obscure glazing and top opening only is recommended. This is considered to be sufficient to prevent any undue overlooking of the neighbouring properties (nos 1, 2 and 4 Williamson Close).

Plots 11-13 back onto existing properties but these houses are set within larger plots. The relationship is therefore considered to be acceptable.

Given the separation distances it is not considered that the proposal would have any adverse impact upon any other neighbouring property on Soke Road or St Martin's Road.

Amenity of New Residents

It is considered that the revised layout can accord the new occupiers an acceptable standard of amenity in terms of daylight, sunlight and amenity space.

The Police Architectural Liaison Officer has raised no objection to the development although he has commented that the boundary treatment of plots 17 and 18 which directly adjoin the proposed footpath link needs to be robust and should be planted by defensive shrubs. This issue has been raised with the applicant and can be addressed via a condition.

The Police Architectural Liaison Officer has also commented that lighting columns rather than bollard lighting should be used on the private drives. This is supported by officers as bollard lighting does not provide sufficient illumination. This has been raised with the applicant and can be secured by a condition.

Bin collection points have been shown to the private drives for waste collection. These are acceptable in principle. Other bins will be collected from the back edge of the footway as the roads will be adoptable.

Close boarded fencing is proposed for much of this development, including in locations where brick walls would usually be required. The applicant has advised that this is because of the ground conditions which mean that all the walls need piling. In light of these circumstances the more extensive use of fencing is considered to be acceptable.

Open Space

The application proposes 1.16 hectares of open space in the North West part of the site. It will also include an attenuation pond. Under policy PP14 of the adopted Planning Policies DPD 0.39 hectares of open space is required. The amount proposed is therefore acceptable.

The open space has been located in this position to address the drainage requirements. However there are no concerns about this in layout terms as there will be good surveillance of it.

Sustainability

In order to meet the Council's Environmental Capital objectives conditions are usually imposed requiring that the development be constructed so that it achieves an energy efficiency rating of 10% above Building Regulations. In this instance because of the viability issues it has been agreed with the applicant that no such condition will be imposed.

Neighbour Representations

A number of the neighbour representations refer to layout matters, these are responded to below.

- *It is not in keeping with the village in any way at all - The proposal will adversely affect the character of the area.* For the reasons set out above the design and layout of the development is considered to be acceptable.

- *The proposal will have a negative and drastic effect on properties adjoining the site - Williams Close has a number of bungalows and the building of houses backing onto them is an invasion of privacy.* For the reasons set out above the relationship with the existing properties on William's Close is considered to be acceptable.
- *There will be two windows looking directly into our living area.* For the reasons set out above the relationship with the existing properties on William's Close is considered to be acceptable.
- *4 Williams Close will have a semi-detached house erected next to the rear back garden fence – this will block out sky line views from main living area.* For the reasons set out above the relationship with the existing properties on William's Close is considered to be acceptable.
- *A little consideration for all home owners would have been appreciated having garden backing onto gardens would have at least been acceptable.* For the reasons set out above the relationship with the existing properties on William's Close is considered to be acceptable.
- *The compactness of the proposed development will impact substantially on the quality of life of any new residents.* The design and layout of the site is considered to be acceptable.
- *The open space is totally out of sight – what parent in this day and age is going to allow their child to play there - The placing of the play area near the access to the main road is very dangerous for children.* The open space will be well overlooked and provides a large area within which children can play. As such there are no concerns with its location.
- *Any street lights would cause disturbance to the current residences as well as the noise levels of cars, children etc where at present the area is extremely quiet.* Street lighting should be positioned so that it does not overspill neighbouring properties. It will be addressed via a condition.
- *The proposed area is clean, quiet and there are few police incidents because the residents care and make an effort to respect others, we expect this will change with so many people expected to be packed into such a small area and so close to current properties.* The layout of the site is acceptable in policy terms and the Police Architectural Liaison Officer has raised no objections from a community safety perspective.
- *The proposal will not enhance the physical environment or optimise resource and energy use.* This is an allocated housing site so the principle of development is established. The layout is considered to be acceptable in policy terms.

The proposal is therefore considered to comply with policies PP2, PP3, PP4 and PP14 of the adopted Planning Policies DPD and policy CS16 of the adopted Core Strategy.

4. Landscape Impacts

The application is supported by an Arboricultural Assessment (which has been carried out for the whole of the allocation). There are a number of existing trees around the site boundaries and one hedge within. These are identified as falling within categories A (1 tree), B (5 trees), C (8 trees) and U (2 trees). Category A trees have a high amenity value and are worthy of retention. Category B trees are of moderate amenity value and worthy of retention. Those in C have a low amenity value and are not worthy of retention whilst category U trees are unsuitable for retention and should be removed. The Assessment concludes that all of the trees bar 8 (including some located within the wider allocation which would not be affected by this proposal) would be removed. It is proposed to retain the landscaping along St Martin's Close.

The Council's Landscape Officer has confirmed that the Assessment has been carried out in accordance with the British Standards and is in agreement with the categories identified. In his view the only tree of note is an Ash in the North West corner which will be retained. He therefore has no objections to the proposal subject to a condition in respect of tree protection.

The Landscape Officer also has no objection to the landscape information in respect of species choice, size and layout. This plan related to the original layout so a condition requiring the submission and approval of an amended scheme is recommended. No Landscape Management Plan has been submitted but this can be secure by a condition

5. Ecological Impacts

Natural England has raised no objections to the application in terms of impacts upon statutory nature conservation sites.

The Council's Wildlife Officer has assessed the site in terms of impact upon protected species. One of the trees within the site has been identified as having potential for bat roosting although there is no evidence of use. The Wildlife Officer has advised that if the tree is not felled by September 2014 a repeat aerial survey should be carried out or a 'soft felling' technique used. This can be secured by a condition.

Buildings in close proximity to the site have been assessed for the presence of barn owls but are considered to be unsuitable due to their condition and no field signs were observed.

The trees and shrubs to be removed may provide suitable habitat for nesting birds during the bird nesting season. An informative to the application reminding them of their responsibilities under the Wildlife and Countryside Act is therefore recommended.

The Wildlife Officer has also advised that measures should be put in place during construction to prevent pollution of the Soke Road Drain County Wildlife Site. This can be covered via a condition.

Neighbour Representations

A number of the public representations have raised ecological issues. These are responded to below:-

- *Any building on site would mean the loss of habitat to precious wildlife – Owls, bats and other protected animals live in the field. As set out above this is an allocated housing site. The principle of development and loss of this land is already accepted. Neither Natural England nor the Wildlife Officer have objected to the proposal. Measures to enhance biodiversity can be secured by a condition.*
- *The report prepared by the developer is wrong, there is a barn owl which uses the field every day and hence to say there is no evidence of this is just plain wrong. This proposal has been assessed in accordance with the necessary regulations and no evidence found. The Wildlife Officer has raised no objection to the proposal. Notwithstanding this, the applicant will have to abide by the Wildlife and Countryside Act which requires certain actions to be undertaken in the event that protected species are subsequently found.*
- *There are Grass Snakes within the boundary of the site – what will happen to them. No grass snakes were identified during the ecological survey. The risk of encountering them is therefore very small. Notwithstanding this, the applicant would be bound by the Wildlife and Countryside Act which requires certain actions to be undertaken in the event that reptiles are subsequently found.*

The proposal is therefore considered to comply with policy PP16 of the adopted Planning Policies DPD.

6. Flood Risks and Drainage

As indicated under Section 1 above part of the site falls within flood zone 2. Open space is proposed in this location. The application is supported by a Flood Risk Assessment (FRA). Having reviewed the application the Environment Agency has raised no objection subject to a condition requiring that the development be carried out in accordance with the approved FRA and a condition in respect of foul drainage.

The Council's Drainage Team has raised no objection subject to a condition requiring the submission and approval of a detailed scheme of drainage.

Neither has any objection been received from Anglian Water which has confirmed that sufficient capacity for foul drainage is available within its sewers. It has also confirmed that there has been no flooding within the vicinity of the site or downstream of it as a result of overloaded sewers.

The North Level Internal Drainage Board has objected to the application as a garage building was located within the easement of the Soke Road ditch. However, the layout has now been amended to remove this garage. The Drainage Board has been reconsulted on the amended layout plan and any further comments received will be set out to Members in the Update Report.

Representations

Concerns have been raised by Cllr Harrington and the Parish Council regarding drainage and flood risk. As indicated the Environment Agency has raised no objection and Anglian Water has confirmed that there is capacity within the system. It is not therefore considered that the application could be resisted on this basis.

Other neighbour representations are responded to below:-

- *The field that the build is currently being considered for new houses has already been noted as a 'flood plain'. There is already a risk of flood in the area and building will only contribute to making the situation worse and/or put the current properties at risk.* The proposal is considered to be acceptable for the reasons set out above.
- *Drainage from the dyke should drain towards Thorney Road as Soke Road could be flooded.* The main surface water outfall from the site will be to Thorney Road. Foul drainage will be towards Soke Road.
- *The sewage and drains are unable to cope with the present population of the village let alone another 42 properties.* The proposal is considered to be acceptable as per the above comments.

7. Other Matters

Archaeology

The Council's Archaeologist has advised that the site lies within an area of some archaeological potential with particular reference to the prehistoric period. Stray finds dating from as early as the Mesolithic period have been found to the east and south. To the west, aerial photographs show extensive remains of crop marked features, including a Bronze Age barrow, as well as ditches, track ways and enclosures of uncertain date.

As there is a known historic and archaeological background to the site the Council's Archaeologist has recommended that further archaeological assessment is secured by condition including evaluation by trial trenching, a systematic manual auger survey for palae-environmental analysis and watching brief of other groundwork. It is not considered that the potential is such that archaeological work is need prior to the determination of the application.

Subject to the above the proposal is considered to comply with policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

Ground Conditions & Contamination

The site contains peat. The applicant has therefore advised that fill material will need to be brought onto site and allowed to settle. Some of this will then be removed before construction can start on site. All foundations will need to be piled.

A Phase 1 Ground Conditions Survey has been submitted with the application. The Council's Environmental Health Section has recommended that a condition be imposed requiring the submission and approval of a remediation report in accordance with the conclusions of the ground condition survey.

Construction Management

In order to minimise the impacts of the development during the construction phase a condition requiring the submission and approval of a Construction Management Plan is recommended. This will cover matters such as hours of working, the control of noise and dust and haul routes to the site. In this instance given the comments above about the need to bring material into the site a separate Construction Management Plan condition covering these works is recommended.

One of the representations says that there should be no construction access via Soke Road. The agent has confirmed that construction access will be from Thorney Road. It is recommended that the condition requires this for the avoidance of any doubt.

Fire Hydrants

Cambridgeshire Fire and Rescue have requested that adequate provision be made for fire hydrants in the S106 or by condition. The provision of fire hydrants is covered by Building Regulations and it is not, therefore, considered to impose a condition/S106 requirement under planning legislation.

8. S106 Provision

A viability assessment has been submitted with the application as a result of which a reduced section 106 payment of £115 000 has been agreed (full POIS would have been £306 000). This will be split as follows:-

- £54 688.40 towards off site affordable housing provision
- £11 811.60 towards Bereavement Services
- £57 500 towards the provisions of Community Facilities
- Provision of Householder Information Packs

The proposal is therefore considered to comply with policy CS13 of the adopted Core Strategy.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- the site is allocated for housing and its development will help meet housing need
- a safe access into the site can be provided from Thorney Road serving the majority of the houses. Although there is an objection from the Local highway Authority in respect of Soke Road it is not considered that the number of dwellings served from it would create a highway safety hazard, especially given that a new footpath link into the site will be create. The proposal is, therefore, considered to comply with policy PP12 of the adopted Planning Policies DPD.
- the development can be accommodated within the site without any unacceptable adverse impact upon the amenities of the neighbouring properties
- the development can be accommodated without any significant adverse impact upon existing landscaping
- the impact of the proposed development upon ecology of the site is considered to be acceptable
- the development will allow an acceptable level of amenity for the new residents including the provision of Public Open Space
- subject to further archaeological assessment the proposal not adversely affected any buried remains
- the site can be adequately drained

The proposal is therefore in accordance with Policy CS1, CS2, CS8, CS13, CS14, CS16, CS17, and CS22 of the Peterborough Core Strategy DPD (2011), policy SA6 of Peterborough Site Allocations DPD (2012), policies PP01, PP02, PP03, PP04, PP12, PP13, PP14, PP16, PP17 and PP19 of the Peterborough Planning Policies DPD (2012) and Sections 1, 4, 6, 7, 8, 10 and 11 of the National Planning Policy Framework (2012)

7 Recommendation

The Director of Growth and Regeneration recommends that planning permission is GRANTED subject to conditions and the completion of a S106 Agreement:-:

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 hereby approved shall be carried out in accordance with the following approved details:-

- S212-110 Site Location Plan
- S212-100 K Site Plan
- H405---5 Rev G Irving
- H404---5 Rev F Irving
- H408---5 Rev E Drummond
- H408---5 Rev H Drummond
- H414---5 Rev G Bradbury
- H414---5 Rev H Bradbury
- H451---5 Rev H Hurst
- H456---5 Rev C Avondale
- H456---5 Rev D Avondale
- H486---5 Hollinwood
- H486---5 Hollinwood
- P341—D5 Rev G Hadley
- P341—D5 Rev K Hadley
- P341-WD5 Rev F Hadley
- P341-WD5 Rev F Hadley
- P382-EB5 Rev K Archford
- T307-E-5 Rev J Nugent
- T307-I-5 Nugent
- Garage type G201
- Garage type G102
- Arboricultural Assessment dated February 2013
- Transport Statement February 2014
- Desk Study and Ground Investigation February 2013
- Flood Risk Assessment January 2014
- Ecological Appraisal January 2014
- Specification for an Archaeological Trial Trench Evaluation March 2013
- Geophysical Survey Report January 2013
- Heritage Statement January 2013

Reason: In order to ensure that the development reflects that which has been applied for.

C 3 No development including ground/enabling works shall take place until a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. The programme of work shall include

- a programme of evaluation by trial trenching
- systematic manual auger survey for palae-environmental analysis
- watching brief of other groundwork associated with road construction, excavation of utility trenches and landscaping

The scheme shall thereafter be implemented as agreed.

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 CS17 of the adopted Peterborough Core Strategy DPD.

C4 Prior to the commencement of any ground/enabling works a Construction Management Plan to address the scope of these works shall be submitted to and approved in writing by the Local Planning Authority. This plan should include but not be limited to the following:-

- Details of the number of vehicle movements to and from the site including haul routes.
- Details of a temporary access into the site from Thorney Road. There shall be no vehicle access from Soke Road or St Martin's Road.
- Hours of working
- Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles
- Site compounds/storage areas
- Wheel cleansing facilities capable of cleaning the underside of the chassis and wheels of all vehicles entering and leaving the site during the period of construction.
- A noise management plan including a scheme for the monitoring of construction noise;
- A scheme for the control of dust
- Details of remedial measures to be taken if complaints arise during the construction period.
- Details of any temporary lighting during the construction period
- An Environmental Management Plan
- Details of tree protection measures for retained trees.

The ground/enabling works shall thereafter take place in accordance with the approved Construction Management Plan.

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

- C5 No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, a proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure the proposed remediation plan is appropriate and in accordance with the National Planning Policy Framework, in particular paragraphs 120 and 121 and Policy PP20 of the Peterborough Planning Policies DPD (2012).

- C 6 The remediation scheme shall be implemented in accordance with the approved timetable of works. 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.

Reason: To ensure the proposed remediation plan is appropriate and in accordance with the National Planning Policy Framework, in particular paragraphs 120 and 121 and Policy PP20 of the Peterborough Planning Policies DPD (2012).

- C 7 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site.

An assessment must be undertaken in accordance with the requirements of condition 20, and where remediation is necessary a remediation scheme, together with a timetable for its

implementation, must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of condition 21.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure all contamination within the site is dealt with in accordance with the National Planning Policy Framework, in particular paragraphs 120 and 121 and Policy PP20 of the Peterborough Planning Policies DPD (2012).

- C8 The development permitted by this permission shall be carried out in accordance with the approved Flood Risk Assessment prepared by MEC 20545/01 14/3336, dated January 2014 and the following mitigation measures detailed therein:-

1. All built development (houses) will be located within flood zone 1.

The mitigation measures shall be fully implemented prior to the first occupation of the dwelling to which they relate.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with policy CS22 of the adopted Core Strategy.

- C9 Prior to the commencement of any development other than ground/enabling works, a scheme for the provision and implementation of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The works/scheme shall thereafter be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme. The following also needs to be submitted as part of any approved works/scheme:

- Full and up to date design details of the whole proposed drainage system for this development including detailed specifications of any drainage elements.
- Clear details of the ownership and responsibility of maintenance of all drainage elements for the lifetime of the development.
- Approval from North Level Internal Drainage Board for discharge water into its drainage system.
- A copy of the calculations for estimating the attenuation requirements

Reason: To prevent the increased risk of flooding, both on and off site in accordance with policy CS22 of the adopted Core Strategy.

- C10 Prior to the commencement of development other than ground/enabling works a scheme, including phasing, for the provision of mains foul water drainage including on and off site connections shall be submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011) and NPPF (2012)

- C11 Notwithstanding the details hereby approved T1 as indicated in the Ecological Appraisal dated January 2014 shall be felled by utilising a soft felling technique unless immediately prior to works a repeat aerial survey is undertaken that concludes the area is free of bats. The conclusions of any such updated survey should be submitted to and approved in writing by the Local Planning Authority before any tree felling takes place.

Reason: To protect features of nature conservation importance, in accordance with Policy PP16 of the adopted Planning Policies DPD.

C 12 Prior to the first occupation of any dwelling a scheme of bird and bat boxes including details of their location and design shall be submitted to and approved in writing by the Local Planning Authority. The development shall therefore be carried out in accordance with the approved details.

Reason: In the interests of biodiversity in accordance with policy PP16 of the adopted Planning Policies DPD.

C13 No development other than ground/enabling works shall take place until details/samples of the following have been submitted to and approved in writing by the Local Planning Authority;

Wall, render and roofing materials (samples)

Windows and external doors including any roof lights (details);

Cills and lintels(details);

Rainwater goods (details);

The samples and details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. 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 CS16 of the adopted Core Strategy DPD.

C14 Notwithstanding the submitted information and prior to the commencement of any development except ground/enabling works a timetable for the laying out of the Public Open Space shall be submitted to and approved in writing by the Local Planning Authority. The Public Open Space shall thereafter be laid out in accordance with the approved timetable and at no time thereafter shall this area be used for the storage of construction vehicles, equipment or portakabins etc.

Reason: In the interest of ensuring future residents have adequate access to Public Open Space and in the interest of the visual amenity of the area, in accordance with Policy CS16 of the adopted Core Strategy DPD.

C 15 Notwithstanding the submitted information, with two months of the commencement of development a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plan shall include details of long terms design objectives, management responsibilities and maintenance schedules. The development shall thereafter take place in accordance with the approved details.

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

C16 No development other than ground/enabling works shall take place until a scheme of soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Planting plans including retained trees, species, numbers, size and density of planting
- Details of the attenuation feature
- Ground levels around retained trees
- An Implementation programme

The development shall thereafter be carried out in accordance with the approved details no later than the first planting season following occupation of the dwelling to which it relates or in the case of the open space the approved timetable.

Any trees, shrubs or hedges forming part of the approved landscaping scheme which would include any landscaping within the Public Open Space (but not contained in enclosed rear

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

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

- C 17 Notwithstanding the submitted information no development other than ground/enabling works shall take place until details of the hard landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include, the following elements:-

- 1) Hard landscaping finishes including details of car/road markings and pedestrian access and crossing points;
- 2) Details of bin storage areas and enclosure
- 3) Details of boundary walls and fencing
- 4) An amendment to the alignment of the pedestrian link to allow for defensive planting either side of its.

The hard landscaping work shall be undertaken in accordance with the approved details prior to first occupation of the dwelling to which they relate.

Reason: To ensure a satisfactory finish to the development in the interests of visual amenity in accordance with policy CS16 of the adopted Core Strategy DPD.

- C 18 Prior to the commencement of any site infrastructure including ground/enabling works a detailed contoured plan with existing and proposed spot heights and cross sections (including retaining structures) shall be submitted to and approved in writing by the Local Planning Authority. These shall indicate the slab level of the ground floor of all of the dwellings, their associated gardens and parking area. The development shall thereafter be carried out in accordance with the approved detail.

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

- C 19 Notwithstanding the submitted information prior to the commencement of any ground/enabling works an Arboricultural Method Statement in respect of any changes in levels within the root protection areas of retained trees shall be submitted to and approved in writing by the Local Planning Authority. The ground/enabling works shall thereafter be carried out in accordance with the approved details.

Reason: In order to ensure the protection of retained trees in accordance with policy PP16 of the adopted Planning Policies DPD.

- C20 The development hereby approved shall be carried out in accordance with the approved Arboricultural Method Statement dated February 2013 including the tree protection measures identified within. The tree protection measures should be installed prior to the commencement of development and thereafter retained until the works within the vicinity of them are complete.

Reason: In order to ensure the protection of retained trees in accordance with policy PP16 of the adopted Planning Policies DPD.

- C21 Prior to the commencement of any development other than enabling/ground works which are covered by a separation condition, a Construction Management Plan shall be submitted

to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include (but not exclusively the following):-

- Haul Routes to and from the site
- Hours of working
- Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles
- Site compounds/storage areas
- Temporary Access points
- Wheel cleansing facilities capable of cleaning the underside of the chassis and wheels of all vehicles entering and leaving the site during the period of construction.
- A noise management plan including a scheme for the monitoring of construction noise;
- A scheme for the control of dust arising from building and site works
- Details of remedial measures to be taken if complaints arise during the construction period.
- Details of any temporary lighting during the construction period
- Environmental Management Plan

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

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

C 22 Notwithstanding the approved details prior to the commencement of development an amended layout plan showing the footways extended 2 metres beyond the ramp to the shared surface shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

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

C23 Within three months of the commencement of development details of external lighting including the lighting of private areas shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the design of the lighting columns, their locations and LUX levels. The lighting scheme shall thereafter be implemented in accordance with the approved details to the satisfaction of the Local Planning Authority.

Reason: In the interests of residential amenity in accordance with policy CS16 of the Peterborough Core Strategy DPD (2011).

C24 Prior to the first occupation of any dwelling pedestrian visibility splays of 2.0m by 2.0m shall be provided at the junction of all shared and single private accesses with the highway. These splays shall thereafter be maintained free from any obstruction over a height of 600mm.

Reason: In the interests of the safety of all users of the public highway in accordance with policy CS14 of the Core Strategy DPD and policy PP12 of the Planning Policies DPD.

C25 Prior to the first occupation of any dwelling served by them, the accesses to Thorney Road and Soke Road along with their associated visibility splays and off site highway works to Thorney Road shown on drawing numbers 212 100K and 20545 03_003 shall be implemented. The visibility splays shall thereafter be kept free of any obstruction over 600mm in height in perpetuity.

Reason: In the interests of the safety of all users of the public highway in accordance with Policy PP12 of the adopted Peterborough Planning Polices.

- C26 The roads and footways linking each dwelling with the public highway shall be constructed to a minimum of base course level prior to the occupation of that dwelling. The parking areas showing on drawing number S212-100 K shall also be provided before the first occupation of the dwelling which they would serve.
Reason: In the interests of the safety of all users of the public highway in accordance with Policy PP12 of the adopted Peterborough Planning Polices.
- C27 Notwithstanding the submitted information before the development hereby permitted is first occupied, the proposed first floor windows to the side elevations of plots 14 and 20 shall be obscurely glazed to a minimum of Level 3 obscurity, and 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. Thereafter, those windows shall be retained as such in perpetuity.
Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

Informatives.

1. This permission should be read in conjunction with, and the development is subject to, the Planning Obligation under Section 106 of the Town and Country Planning Act 1990 and associated legislation between ^IN; and Peterborough City Council dated ^IN;.
2. The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licensed under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering - Street Works Co-Coordinator on 01733 453578.
3. The attention of the applicant is drawn to the need to make a formal application to the Council for an agreement under Section 38 of the Highways Act 1980 if it is the intention that any of the highways proposed as part of this development are to be adopted. Prior to the commencement of the construction of these highways, adequate time must be allowed in the development programme for technical vetting, approval of temporary traffic management, booking of road space for any off-site highway and service works and the completion of the Section 38 agreement. Application forms for Section 38 agreements are available from Transport & Engineering - Development Team on 01733 453421 or email HighwaysDevelopmentTeam@peterborough.gov.uk.
4. The development involves works to the public highway. Such works must be the subject to an agreement under Section 278 of the Highways Act 1980. It is essential that prior to the commencement of the highway works adequate time is allowed in the development programme for approval by the Council of the designer, main contractor and sub contractors, technical vetting, safety audits, approval of temporary traffic management, booking of road space for off site highway and service works and the completion of the legal agreement. Application forms for S278 agreements are available from Transport and Engineering- Development Team on 01733 453421.
5. Public Health Act 1925 S17-18
The development will result in the creation of new street(s) and dwellings. It will be necessary for the Council as Street Naming Authority to allocated appropriate street names and property numbers. Before development is commenced you should contact the Technical Support Team Manager- Highway Infrastructure Group on 01733 453461 for details of the procedure to be followed and information required.
6. It is an offence to take, damage or destroy the nest of any wild bird while it is being built or in use. Trees, scrub and/or structures likely to contain nesting birds between 1st March and 31st August are present on the application site. You should assume that they contain nesting birds between the above dates unless survey has shown it is absolutely certain that

nesting birds are not present. Planning consent for a development does not provide a defence against prosecution. The protection of nesting wild birds remains unchanged even when planning permission is granted. For further information on surveys contact Peterborough City Council's Wildlife Officer (wildlife@peterborough.gov.uk)

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