

Application Ref: 14/01566/FUL

Proposal: Erection of 33 dwellings and the associated access

Site: Land To The South Of, Oakdale Avenue, Stanground, Peterborough

Applicant: Mrs Anne Dew
Persimmon Homes East Midlands

Agent:

Referred by: Director of Growth and Regeneration

Reason: Departure from the adopted Local Plan

Site visit:

Case officer: Miss Louise Lovegrove

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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 South Stanground Urban Extension (SSUE), known as Cardea, is located between Oakdale Avenue to the north and the Stanground Bypass to the south. The new Horsey Toll roundabout is situated to the east of the site and Peterborough Road to the west. There is a small length of dual carriageway heading off the new bypass into Cardea which is referred to as the Entrance Avenue. At the end of this avenue is a smaller roundabout leading to various development plots of the urban extension.

The parcel of land subject to this application is situated to the northern-most extent of the wider SSUE site, adjacent to the boundary with Glebe Farm to the north. To the east of the application site is an existing area of public open space with an established children's play area which links through to the existing dwellings along Oakdale Avenue. To the west of the application site is an undeveloped parcel of residential land referred to as Phase 3D and to the south is the partially constructed residential development referred to as Phases 3A, B and C.

For Members' information, a copy of the framework plan for the SSUE is attached as Annex A. It should be noted that the application site is allocated through Policy SA9 as employment land and this has been approved under outline planning permission reference 03/00842/OUT.

Proposal

The application seeks planning permission for the development of 33 dwellings, comprising a mixture of 3, 4 and 5-bedroom properties with associated parking and access. The design and character of the development, along with the dwelling types/styles, would be similar to the existing development within the wider SSUE.

2 Planning History

Reference	Proposal	Decision	Date
03/00842/OUT	Outline application for Urban Extension including 1525 dwellings, school, local centre, 5.5ha of employment land, playing fields and other infrastructure.	17/8/2001	Approved

03/00507/FUL	Stanground bypass	27/10/2005	Approved
07/01651/REM	Entrance avenue from bypass to the centre of the estate	30/5/2008	Approved
07/01893/REM	Western part of the spine road (which runs through the north-west quadrant of the site and will become the bus route)	5/6/2008	Approved
08/00870/REM	135 dwellings with roads, phase 1a/1b	9/6/2009	Approved
08/01518/REM	115 dwellings with roads	7/4/2009	Approved
10/00153/REM	48 dwellings with roads, phase 1c	3/6/2010	Approved
10/00285/REM	Green Infrastructure incorporating a sustainable drainage system (SUDS) relating to the western part of Cardea		Pending
10/00146/REM	45 dwellings with roads	12/5/2010	Approved
10/00483/REM	Road to the south of the local centre	13/9/2010	Approved
10/00484/REM	Road to the north of the local centre	21/9/2010	Approved
10/00524/REM	Southern loop road (through the south-west quadrant of the site)	26/7/2010	Approved
10/00560/FUL	New centre for Stanground South comprising foodstore (use class A1) including petrol filling station and recycling facility, public house/restaurant (use class A4), day nursery (use class D1), retail terrace (use class A1 (restricted) A2, A3, A5, D1, B1a) together with associated car-parking, servicing and landscaping	20/8/2010	Approved
10/01027/REM	Part of the sustainable drainage system to the east of the Local Centre and playing fields sites, serving the school, Local Centre, playing fields and housing phases 1f, 1i and 2c; and landscaping to the east of the Local Centre	4/2/2011	Approved
10/01619/REM	33 dwellings with roads phase 1e	18/1/2011	Approved
10/01628/REM	48 dwellings with roads, replan of phase 1c	23/2/2011	Approved
11/00467/REM	110 dwellings with roads, phases 2a/2b	9/09/2011	Permitted
11/00487/FUL	Construction of foot/cycleway to link Cardea with Oakdale Avenue, across the open space by Oakdale Primary School	25/5/2011	Approved
11/00778/REM	Construction of 210 place C of E Primary School, including fenced games area, playing field and car parking	19/08/2011	Permitted
11/00961/REM	Creation of playing fields, (incorporating a NEAP and a MUGA.) involving re-contouring of land, laying of drainage and landscaping - land South of the Local Centre	23/09/2011	Permitted
11/01952/REM	Construction of electricity sub-station to serve new primary school as approved under planning permission 03/00842/OUT	1/02/2012	Permitted
12/01252/REM	Construction of 159 dwellings, access and landscaping on phases 3a-c	19/02/2013	Permitted
13/00969/R3FUL	Construction of new 3m wide shared-use footpath/cyclepath through open space buffer within Stanground South	5/09/2013	Permitted
13/01670/REM	Substitution of housetypes to replace six approved dwellings on plots 227-232 of tranche 3a-c with three detached dwellings	2/01/2014	Permitted
13/01712/REM	Construction of 12 dwellings and associated landscaping - Phase 3ABC	21/02/2014	Withdrawn
13/01852/R3R	Proposed development of a sports pavilion with	7/02/2014	Permitted

EM	associated parking	
14/01567/REM	Reserved matters submitted pursuant to application 03/00842/OUT - relating to access	Pending
14/01614/REM	The erection of 45 dwellings and the associated works	Pending
14/01668/REM	Application for Reserved Matters for the construction of 30 dwellings and associated works pursuant to planning permission 03/00842/OUT	Pending

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 - Alternative uses for Allocated Employment Sites

Where there is no reasonable prospect of an employment use being implemented applications for alternative uses should be considered, having regard to market signals and the need to support sustainable local communities.

Section 6 - Change of Use of Employment Land to Residential

Applications should normally be approved where there is an identified need for additional housing in that area and provided that there are not strong economic reasons why such development would be inappropriate.

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 - 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.

CS03 - Spatial Strategy for the Location of Employment Development

Provision will be made for between 213 and 243 hectares of employment land from April 2007 to March 2026 in accordance with the broad distribution set out in the policy.

CS08 - Meeting Housing Needs

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

CS10 - Environment Capital

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

CS12 - Infrastructure

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

CS13 - Development Contributions to Infrastructure Provision

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

CS14 - Transport

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

CS16 - Urban Design and the Public Realm

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

CS17 - The Historic Environment

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

CS19 - Open Space and Green Infrastructure

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

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)

SA09 - Urban Extensions

Identifies sites for B1, B2 and B8 employment uses in accordance with Core Strategy policy CS3.

Peterborough Planning Policies DPD (2012)

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.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

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

PP20 - Development on Land affected by Contamination

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

Community Infrastructure Levy (CIL) Regulations 2010

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

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

Peterborough Planning Obligations Implementation Scheme SPD (2010)

4 Consultations/Representations

Childcare Market Facilitation Manager (T Laws)

No comments received.

Travel Choice

No comments received.

Police Architectural Liaison Officer (16.09.14)

No objections – it is evident that crime prevention and community safety has been adequately considered in the proposed layout. Access to the open space between plots 46-49 and 76-78 should be protected with a low fence to deter vehicle access and/or parking. In addition, street lighting should be provided.

Section 106 Planning Obligations Officer (15.09.14)

A Section 106 contribution of £259,000 is sought using POIS for this development plus a 2% monitoring fee of all financial contributions. An off-site contribution towards public open space may be required and 30% affordable housing is also required as the proposal exceeds the relevant triggers.

Senior Recreation Officer

No comments received.

Transport & Engineering Services (14.10.14)

No objections – The proposed highway layout and car parking is acceptable and would not give rise to any unacceptable highway safety danger. Request a number of conditions relating to provision of parking, visibility splays, lighting and further measures to reduce vehicle speeds along the adoptable road.

Peterborough Local Access Forum

No comments received.

The Open Spaces Society

No comments received.

Ramblers (Central Office)

No comments received.

Middle Level Commissioners (22.09.14)

Confirmation that they will not be commenting on the application.

Environment Agency (19.09.14)

No objections – Request a condition relating to details of foul sewage disposal to ensure that there is sufficient capacity existing for the connection.

Waste Management

No comments received

Archaeological Officer (16.09.14)

No objections – At the time of previous evaluation, the site was considered to yield low archaeological potential as a result of extensive truncation of buried remains resulting from the buildings previously in situ.

Education & Children's Dept - Planning & Development

No comments received.

Pollution Team (25.09.14)

No objections – The previously agreed contamination remediation scheme for the site (under reference 10/01460/DISCHG) is adequate and no further remediation will be required for this site.

Strategic Housing

No comments received

Middle Level Commissioners

No comments received

The Open Spaces Society

No comments received

Peterborough Local Access Forum

No comments received

Ramblers (Central Office)

No comments received

Senior Recreation Officer

No comments received

GeoPeterborough (Sites Of Interest)

No comments received

Section 106 Major Group

No comments received

Police Architectural Liaison Officer

No comments received

Travel Choice

No comments received

Waste Management

No comments received

Drainage Team

No comments received

Local Residents/Interested Parties

Initial consultations: 13

Total number of responses: 0

Total number of objections: 0

Total number in support: 0

No neighbour representations have been received.

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Connections to other developments within the urban extension
- Layout, design and amenity provision
- Highway safety and parking
- Contamination
- Archaeology
- Drainage
- Developer contributions

a) Principle of development

The wider South Stanground Urban Extension (SSUE) was granted planning permission under application reference 03/00842/OUT in August 2007 for the construction of up to 1,525 dwellings, 5.52 hectares of Class B1 employment land, a primary school, local centre and associated access roads, drainage and public open space.

As detailed in Section 1 above, the application site forms part of the employment land, which is specifically allocated under Policy SA9.2 of the Peterborough Site Allocations DPD (2012). The breakdown of the 5.52 hectares of employment land within the SSUE comprises: 2.8 hectares to the west of Entrance Avenue, abutting the Stanground bypass; 1.5 hectares within the Local Centre; and the 1.1 hectares which is the subject to this current planning application.

In 2010, planning permission was granted for the development of the Local Centre (which has since been completed) which is formed by a mixture of a supermarket, public house and local shops/facilities. Further, under application reference 11/00795/FUL, planning permission was granted to construct a total of 138 houses on the parcel of employment land adjacent to Entrance Avenue. This current application therefore seeks residential development on the remaining parcel of employment land allocation and, if granted, would result in the loss of employment land within the urban extension.

Accordingly, due consideration must be given to the level of provision of employment land set out in the City Council's Spatial Strategy. Policy CS3 of the Peterborough Core Strategy DPD (2011) states that provision will be made for development of between 213 and 243 hectares of employment land over the plan period from 2007 to 2026. Whilst this is clearly vital to the economic future of the City, the most recent monitoring survey undertaken in respect of office and industrial development in Peterborough (March 2013) highlights that with outstanding planning permissions (both under construction and not yet started) plus those sites which are allocated but not yet consented, there is a total amount of land available of 245 hectares. As such, even with the proposed loss of 1.5 hectares resulting from this application, there is sufficient land supply to meet the employment land requirement of the plan period.

On this basis, it is considered that the proposed change of use of an allocated employment site to residential would not result in any unacceptable impact in terms of the overall provision of employment land within the City, in accordance with Policy CS2 of the Peterborough Core Strategy DPD (2011).

b) Connections to other developments within the urban extension

Cardea is a well-established development with occupancy of 667 dwellings as of August 2014 (almost half of that approved at outline application stage). Furthermore, reserved matters applications are currently pending consideration for a further 75 dwellings. It has been identified that the wider development is one of the fastest selling in the country and annual dwelling completion rates are around the 100 figure which is considerable given the current economic climate.

The local centre has been partially completed with the provision of a supermarket, public house and local shops; the pedestrian footway/cycleway link to Oakdale Avenue is in place which permits connectivity to the wider Stanground locality; and the primary school has been completed and occupied since 2012. Furthermore, a bus service is in operation which connects Cardea through to the City Centre via Stanground. This bus service currently enters and leaves the estate via the entrance avenue; in due course it will run through Cardea from Peterborough Road to Park Farm at a point in close proximity to the application site.

With regards to the proposed use as a residential site comprising a total of 33 dwellings, it should be noted that the site is bound to the south and west by other parcels of land allocated for residential use. The majority of the residential dwellings proposed would be accessed from the south, through Phase 3ABC whilst 11 of the dwellings would be accessed from the west

through Phase 3D. Given the surrounding residential uses and proximity to an existing area of open space, in addition to the community services, local centre and public transport links already present within the wider SSUE, it is considered that the site is appropriate for development for residential purposes. On this basis, the proposal is in accordance with Policies CS1 and CS16 of the Peterborough Core Strategy DPD (2011).

c) Layout, design and amenity provision

The layout which is being considered by Members has been subject to discussion with Officers and has been amended at their request. It is considered that the revised scheme now offers an acceptable level of amenity for future occupants.

Layout and design

It is considered that the application proposal responds to the context of the site and its constraints. To the east of the site is situated an area of public open space with play area. Plots 68, 70, 72 and 71 all have primary habitable windows at both first and ground floor level which overlook this area to provide natural surveillance to the open space. This would reduce the risk of crime and be of considerable benefit from the original permitted use of the site as B1 employment which would only reasonably be used during normal working hours.

With regards to the principal route through the site, the dwellings have been set back from the public highway to create a verdant frontage. Through appropriate landscaping this would soften the appearance of the development and create an acceptable quality of public realm. Furthermore, the private driveway serving Plots 77 and 78, along with their orientation would create an active frontage to the pedestrian footway/cycleway which bounds the site to the south, maintaining its open character whilst mirroring the approved and constructed development beyond.

In terms of the eastern portion of the site, it is acknowledged that there would be a considerable level of hardstanding to the front of dwellings. However, through the highway layout and soft landscaping, it is considered that the streetscene would not appear unduly dominated by vehicles and views through to the open space to the south of the site would be maintained. As such, on balance it is considered that the proposal would provide an acceptable quality of public realm which respects the character, appearance and built form of the wider development in the locality. On this basis, the proposal is in accordance with paragraph 58 of the National Planning Policy Framework (2012) and Policies PP2 and PP3 of the Peterborough Planning Policies DPD (2012).

Amenity provision

The majority of dwellings have a suitable level of outdoor amenity space, with the smallest garden (serving a 2-bed terraced dwelling) 8 metres in depth however on average, garden depths are approximately 9-10 metres. Some concern is expressed in respect of north facing gardens which are 10 metres in depth, however it is considered that overall these are of a sufficient size so as to afford an adequate area which is not subject to an overshadowing impact and would therefore provide an acceptable and usable outdoor space.

Further, in terms of separation distances, it is considered that these are adequate so as to prevent any unacceptable level of direct overlooking and loss of privacy. However, consideration must be given to the future implications of occupants exercising their 'permitted development' rights and the impact that this may have upon neighbour amenity. It is considered that the separation distances between Plots 42-48 and 57-60, 66-67 and 68, and 71-72 and 73-74 represent the minimum that is acceptable. Therefore, any further encroachment upon this at first floor would result in an unacceptable impact in terms of direct overlooking. Accordingly, it is considered necessary to remove the permitted development rights for two storey rear extensions on these plots only.

On the basis of the above, it is considered that the proposed layout would provide an acceptable level of amenity for future occupants and is therefore in accordance with Policy

PP4 of the Peterborough Planning Policies DPD (2012).

d) Highway safety and parking

Access

The proposal seeks to serve the majority of the dwellings proposed by way of a 5.5 metre wide shared surface (shared between both vehicles and pedestrians). Similarly, the south-western corner of the site would be served by way of a 5.5 metre wide shared surface which runs through the immediate development Plot of Phase 3D. This access road is subject to a pending reserved matters application (reference 14/01567/REM). The use of this form of access accords with the relevant safety standards applied by the Local Highway Authority and as such, they have raised no objections.

In order for the highway to be adopted, the LHA has advised that additional speed reduction measures (such as build outs, ramps, deflection) would need to be provided however this may readily be secured by way of a condition. The proposed highway arrangement and junctions with private driveways can allow for the requisite vehicle-to-vehicle and vehicle-to-pedestrian visibility splays and as such, no undue risk would result.

Parking

The proposed dwellings would all be afforded with conveniently located parking and the number of spaces allocated for each dwelling accord with the parking standards set out in Policy PP13 of the Peterborough Planning Policies DPD (2012). All dwellings proposed would provide at least 2 off-road parking spaces, with the larger detached dwellings providing more than 2 spaces. Whilst no visitor parking is to be provided, it is considered that the proposed dwellings would provide more than adequate space on-plot to allow visitors to park and avoid congestion along the adoptable highway.

On this basis, it is considered that the proposal would afford safe access for all users of the public highway and adequate parking would be provided to meet the needs of the development. The proposal is therefore in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

e) Contamination

As part of the original outline planning permission for the SSUE, the entire area subject to development was subject to an assessment of the contamination risks present. Given that the current application site was formerly used for vehicle storage, contaminants were present and accordingly, a scheme of remediation was submitted. Whilst this was originally based upon the intended use of the site as B1 employment land, the City Council's Pollution Control Officer has confirmed that the remediation measures - capping layer comprised of chemically tested clay, ventilated subfloors with gas membranes and removal of made ground from all soft areas e.g. gardens - are sufficient to ensure that no risk to human health would result for residential occupants. Compliance with this remediation scheme may be secured by condition.

On this basis, the proposal would adequately address contamination risks on the site, in accordance with paragraph 121 of the National Planning Policy Framework (2012) and Policy PP20 of the Peterborough Planning Policies DPD (2012).

f) Archaeology

As above, under the original outline planning permission the entire SSUE was subject to detailed archaeological evaluation. Initially by way of a series of trial trenches and geophysical surveys and then more detailed wider excavations. The initial trenches, some of which covered the application site, did not find any substantial archaeological remains within the area and this is predominantly owing to the historic buildings which were in situ and heavily truncated any remains contained therein.

As such, the City Council's Archaeological Officer has confirmed that there is no requirement for further evaluation as the proposal does not pose any risk to buried archaeological remains. The proposal is therefore in accordance with paragraph 128 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

g) Drainage

A Drainage Strategy and Flood Risk Assessment were prepared for the western half of Cardea (which includes the application site), and approved in January 2010 after consultation with the Environment Agency and the Middle Level Internal Drainage Board. These reports and calculations assumed that the application site would be put to employment use and as such, the issue for Members to consider is whether the change of use of this area from employment to residential dwellings will affect the drainage system, and whether the risk of flooding will increase or be unacceptable. The City Council's Drainage Engineer has advised that this is unlikely to be the case and that the drainage system would have capacity owing to only a very minimal increase in impermeable area from the original outline consent for an enterprise use on the application site.

The western half of Cardea is to be drained using a Sustainable Drainage System (SuDS), with surface water flowing through the site into large balancing ponds on either side of the Entrance Avenue, and thence to reed beds on the southern side of the bypass, where water will be cleaned before discharging into the Farcet Nene (Pigwater). This principle has been long-agreed between all interested parties.

The Drainage Strategy has been amended and reviewed by the Internal Drainage Board (IDB) and Environment Agency (EA). The EA has made no specific comment on the application, requesting only a pre-commencement condition which requires full details of a foul water drainage strategy to be submitted. The IDB however has advised that they do not wish to comment upon the application scheme.

The City Council's Drainage Engineer has advised that the submitted Flood Risk Assessment, which details that the proposed method for managing surface water on site would correspond to those set out in the previously approved Flood Risk and Drainage Assessment Reports in principle, is acceptable. However, the associated planning application for the construction of the SuDS on site is still pending consideration and has yet to be agreed. This results from a difference between what has been built on site and what has broadly been approved in principle through the Drainage Strategy for the site. As such, there is a small area of uncertainty with regards to the capacity of the SuDS which requires addressing. The Drainage Engineer has advised that this uncertainty may be resolved through the submission of further information post-decision in respect of drainage capacity and run-off rates from the development. This may be readily secured by a suitably worded condition.

Subject to the above conditions, it is considered that the proposed change of use would have no detrimental impact on the drainage system, and the development would not be at unacceptable risk of flooding. The proposal is therefore in accordance with paragraph 100 of the National Planning Policy Framework (2012) and Policy CS22 of the Peterborough Core Strategy DPD (2012).

h) Developer contributions

In accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011), all new development is required to make a financial contribution towards the infrastructure demands it generates. Under the contribution figures set out within the Peterborough Planning Obligations Implementation Scheme SPD (2010), a contribution of £259,000 is sought (plus a 2% monitoring fee of £5,180). The Applicant has agreed to this contribution and work has begun to secure this through a Section 106 Legal Agreement.

In addition to the above, the proposal generates a requirement to provide 30% Affordable

Housing within the site, in accordance with Policy CS8 of the Peterborough Core Strategy DPD (2011). Where it is accepted that on-site provision is not possible due to exceptional circumstances the same policy notes that an Affordable Housing Commuted Sum is acceptable. However, within Cardea and the surrounding Stanground area, there is considerable need for the provision of a Sports Pavilion to be provided. It has been negotiated that this need is greater than the provision of on-site Affordable Housing, or a commuted sum towards off-site provision, and that the provision of this much-needed community facility outweighs the requirement for affordable units on this small development. Accordingly, Officers are seeking a commuted sum in lieu of the affordable units (10 no.) of £20,000 per unit, which equates to a total contribution of £200,000.

With regards to the requirement for Public Open Space (POS), as required by Policy CS19 of the Peterborough Core Strategy DPD (2011), it is not considered that the application site is of sufficient size to accommodate on-site provision. Furthermore, it is sited immediately adjacent to an existing and well-established play and grassed area which is designated as POS and therefore the provision on-site of additional space would be under-used. In addition, the SSUE has been permitted with an adequate level of open space and playing fields to meet the needs of residents, located in close proximity to the application site and it is considered that the additional 33 dwellings would not place any greater pressure on these facilities than the originally permitted housing numbers for Cardea.

On the basis of the above and subject to the signing of a Section 106 legal agreement, it is considered that the proposal would meet the infrastructure demands it generates and is therefore in accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011) and the Peterborough Planning Obligations Implementation Scheme SPD (2010).

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:

- whilst the proposal would result in the loss of an allocated employment site, as set out in Policy SA9.2 of the Peterborough Site Allocations DPD (2012), the most up-to-date monitoring report identifies that the loss of 1.2 hectares would still ensure an adequate supply of land to meet the plan-period, in accordance with Policy CS3 of the Peterborough Core Strategy DPD (2011);
- the application site is considered an appropriate location for residential development which would provide good connections to the wider South Stanground Urban Extension, in accordance with Policies CS1 and CS16 of the Peterborough Core Strategy DPD (2011);
- the layout and design of the proposal would provide an acceptable quality of public realm which would mirror the existing wider development of Cardea, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012);
- the proposal would afford an acceptable level of amenity for future occupants, in accordance with Policy PP4 of the Peterborough Planning Policies DPD (2012);
- the proposed layout would provide safe access for all users and adequate parking provision would be provided for occupants, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012);
- subject to appropriate remediation, the site would not pose any unacceptable risk to human health, in accordance with paragraph 121 of the National Planning Policy Framework (2012) and Policy PP20 of the Peterborough Planning Policies DPD (2012);
- the site has already been subject to archaeological evaluation and owing to the presence of building previously in situ, it is considered that there is little potential for undiscovered remains, in accordance with paragraph 128 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012);
- the proposed drainage strategy would accord with that which has been approved for the wider

western half of the Cardea development and the proposal would not be at unacceptable risk from flooding, in accordance with paragraph 100 of the National Planning Policy Framework (2012) and Policy CS22 of the Peterborough Core Strategy DPD (2011);

- the Applicant has agreed to enter into a Section 106 legal agreement to secure a financial contribution towards the infrastructure demands generated by the proposal, in accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011) and the Peterborough Planning Obligations Implementation Scheme SPD (2010).

7 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission is **GRANTED** subject to the signing of a **LEGAL AGREEMENT** and the following conditions:

- 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 permitted shall be carried out in accordance with the following approved drawings:

- Proposed Layout (drawing number 104 Rev F)
- Boundary Treatments (drawing number 102 Rev B)
- Materials Layout (drawing number 108 Rev B)
- Turner Elevations – Plot 70 only (drawing number Tu-PD/03 Rev A)
- Turner Plans – Plot 70 only (drawing number Tu-PD/04 Rev A)
- Keating Elevations (drawing number KE-PD/01)
- Keating Plans (drawing number KE-PD/02 Rev A)
- Turner Elevations (drawing number Tu-PD/01)
- Turner Plans (drawing number Tu-PD/02)
- Holland Elevations (drawing number HO-PD/01)
- Holland Plans (drawing number HO-PD/02)
- Clayton Corner Elevations (drawing number CL-CR-PD/01)
- Clayton Corner Plans (drawing number CL-CR-PD/02)
- Turner Type A Elevations (drawing number Tu-PD/01)
- Turner Type A Plans (drawing number Tu-A-PD/02)
- Lewis Elevations (drawing number LW-PD/01)
- Lewis Plans (drawing number LW-PD/02)
- Hatfield Elevations (drawing number HF-PD/01)
- Hatfield Plans (drawing number HF-PD/02)
- Hanbury Elevations & Plans (drawing number HB-PD/01)
- Bewick Elevations (drawing number BE-PD/01)
- Bewick Plans (drawing number BE-PD/02)
- Rufford Elevations (drawing number RU-PD/01)
- Rufford Plans (drawing number RU-PD/02)
- Stanground Enterprise Specific Garage (House Type: G1)
- Stanground Enterprise Specific Garage (House Type: G2)

Reason: For the avoidance of doubt.

- C 3 The materials to be used in the construction of the external surfaces of the dwellings hereby permitted shall be in accordance with the materials schedule shown on drawing number 108 Revision B.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C 4 Prior to the commencement of development, full details of the hard and soft landscaping of all areas other than enclosed private rear gardens, shall be submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include (but not necessarily limited to):
- Site levels
 - Planting plans including species, size and density of planting;
 - Surface finishes including the delineation and identification of parking spaces;
 - Hard surfaced refuse collection points; and
 - Ramps and bollards where required.

Development shall be carried out in accordance with the approved details and the hard landscaping (surface finishes) shall be provided prior to first occupation of the dwelling to which they serve. Soft landscaping shall be planted in the first planting season following occupation of the dwelling(s) to which it serves.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance and layout in the interests of residential amenity and highway safety, in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP12 of the Peterborough Planning Policies DPD (2012).

- C 5 Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C 6 Prior to first occupation of the dwelling to which it relates, all boundary treatments shall be erected in accordance with the details shown on drawing number 102 Rev B. Thereafter and notwithstanding the provisions of Part 2 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no other boundary treatments or means of enclosure shall be erected on any plot without the submission of a planning application to the Local Planning Authority.

Reason: To ensure that the site is adequately secured and to in the interests of the visual amenity of the locality, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP3 of the Peterborough Planning Policies DPD (2012).

- C 7 Prior to the commencement of development, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP to be submitted shall include (but not necessarily limited to):
- Hours of construction;
 - Access routes for construction vehicles;
 - Parking, turning, loading and unloading areas for all construction vehicles visiting the site;
 - Parking of contractor vehicles;
 - Materials storage;
 - Wheel wash facilities; and
 - Measures to control the emission of dust from the site.

Reason: In the interest of highway safety and the amenity of nearby residential properties, in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP3 and PP12 of the Peterborough Planning Policies DPD (2012).

- C 8 No dwelling shall be occupied until such time as the highway linking that dwelling to the existing public highway on Whittlesey Road, Stanground and/or A1139 Fletton Parkway have been completed to base course level.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C 9 Notwithstanding the details shown on the drawings hereby approved, vehicle-to-vehicle visibility splays shall be provided at either side of the junctions of all shared accesses with the adoptable road. The minimum dimensions of these splays shall be 2.4 metres (measured along the centre line of the access roads from their junctions with the channel line of the adoptable road) x 25 metres (measured along the channel line of the adoptable road from the centre line of the access roads). The channel line comprises the edge of the carriageway or the line of the face of the kerbs on the side of the road nearest the new access. Those visibility splays shall be kept clear of any obstruction above a height of 600mm above footway level in perpetuity.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C10 Prior to first occupation of the dwellings hereby permitted, vehicle-to-pedestrian visibility splays shall be provided to both sides of the vehicular access. The visibility splays shall be of a minimum dimension of 2 metres x 2 metres for shared accesses and 1.5 metres x 1.5 metres for individual plot accesses (measured from and along the highway boundary). Those visibility splays shall be kept clear of any obstruction above a height of 600mm above footway level in perpetuity.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C11 The dwellings hereby permitted shall not be occupied until the areas shown for parking and turning on the approved drawings have been drained and surfaced in accordance with details submitted to and approved in writing by the Local Planning Authority. Thereafter,

those areas shall not be used for any purpose other than the parking and turning of vehicles in connection with the use of the dwelling to which they relate.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

- C12 Notwithstanding the details shown on the drawings hereby approved and prior to the commencement of development, speed reduction measures to the adoptable highway shall be submitted to and approved in writing by the Local Planning Authority. The adoptable highway shall be constructed in accordance with the approved details.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

- C13 Notwithstanding the details shown on the drawings hereby approved and prior to first use of the vehicular access to the site, barriers/bollards at either side of the adoptable highway with the footway/cycleway to the south of the site shall be installed in accordance with details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

- C14 Notwithstanding the submitted Flood Risk Assessment and prior to the commencement of development, full and up-to-date design details of the proposed surface water drainage system to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- confirmation of ownership/maintenance provision of all drainage assets;
- calculations showing the surface water discharge rates from the development;
- confirmation that the downstream drainage network and attenuation features serving the wider urban extension are capable of accommodating the surface water flows from the development; and
- a drawing demonstrating overland flood flow conveyance in the event of a surface water exceedance event.

Reason: To ensure that the dwellings approved are not at unacceptable risk from flooding, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

- C15 Prior to the commencement of development, full details of a scheme (including phasing) for the provision of mains foul water drainage on- and off-site shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and no dwelling 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 the provision of sustainable water infrastructure, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

- C16 The development hereby permitted shall be constructed in accordance with the contamination remediation measures set out in the submitted 'Site Investigation at Glebe

Farm, Havelock Farm and Sycamore Lodge, Stanground, Peterborough on behalf of Persimmon Holmes (E.Mids) Ltd' (reference E09/091).

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

- C17 If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

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

- C18 Notwithstanding the details shown on the drawings hereby permitted and prior to first occupation, the following first floor windows 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:
- Side elevations to Plots 40 and 41;
 - Side elevations to Plots 42, 45, 46 and 48;
 - Northern elevation to Plot 57;
 - Side elevations to Plots 58, 61, 62 and 63;
 - Southern elevations to Plots 59 and 60;
 - Southern bathroom and eastern master bedroom windows to Plot 64;
 - Southern bathroom and western master bedroom windows to Plot 65;
 - Southern elevation to Plot 66;
 - Northern elevation to Plot 67;
 - Side elevations to Plots 68, 69, 71, 72, 74 and 75;
 - Western elevation to Plot 70;
 - Southern elevation to Plot 73;
 - Northern elevation to Plot 76;
 - Side elevations to Plot 77; and
 - Western bathroom windows to Plot 78.

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).

- C19 Notwithstanding the provisions of Part 1 Class A.1(f) of Schedule 2 the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no two storey rear extension to Plots 57, 58, 59, 60, 67, 68, 71, 72, 73, 74, 75 and 77 shall be constructed other than as those expressly authorised by any future planning permission.

Reason: In order to protect the amenity of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

C20 The development hereby approved shall be constructed so that it achieves at least a 10% improvement on the Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.

Reason: To accord with Policy CS10 of the Peterborough Core Strategy DPD (2011).