

**Application Ref:** 15/01431/OUT

**Proposal:** Proposed residential development with provision of Primary School, new open space, highways and associated infrastructure including new drainage features, with details of part of the strategic landscaping submitted

**Site:** Land to the East of Alwalton Hill, Fletton Parkway, Peterborough,  
**Applicant:** Roxhill (Peterborough) Infrastructure Ltd

**Agent:** Oxalis Planning

**Site visit:** 22.09.2015

**Referred by** Director of Growth and Regeneration  
**Reason for Referral** Departure and major development of wider interest

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

**Recommendation:** **GRANT** subject to (1) relevant conditions and authority being delegated to officers to make any necessary or appropriate adjustments to these including the imposition of new conditions (2) the completion of a S106 Agreement including a mechanism to deal with the Fletton Parkway Contribution and (3) the passing of an Appropriate Assessment with authority being delegated to officers to complete this and agree any necessary additional mitigation measures if required.

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

### The Site and Surroundings

The application site is some 65.2 hectares in size and forms the southern part of the Great Haddon/Alwalton Hill employment areas. The Great Haddon/Alwalton Hill employment areas are allocated for employment development under the adopted Site Allocations DPD and also benefit from outline planning permission. One unit known as the GeoPost development has been constructed on the northern part of the site. Permission has been granted on another plot for a building up to 35 metres in height (for Yearsleys) although work has not yet commenced.

Beyond the employment areas is the Fletton Parkway. Access into the employment areas is via Junction 1. The initial section of the internal access road has been constructed. Further north, on the other side of the Parkway, is residential development within Orton and also the Orton Southgate employment area.

To the east of the application site is Orton Pit SSSI/SAC a nature reserve of international importance for its population of Great Crested Newts and Stoneworts. Beyond this is the township of Hampton.

To the west is the A1(M) and on the other side of this the village of Haddon.

To the south of the site is the Old Great North Road along which there are a number of existing properties and the Great Haddon core area where an urban extension comprising up to 5350 homes with associated facilities including a new district centre and schools is proposed. The

settlement of Norman Cross lies beyond the Great Haddon core area along with a Scheduled Ancient Monument (the remains of a Napoleonic prisoner of war camp). The village of Yaxley lies to the south east of the A15. The villages of Stilton and Folksworth are located to the south west on the western side of the A1(M) (accessed from junction 16).

The surrounding residential areas of Hampton and Orton, the existing properties on the Old Great North Road and the proposed Great Haddon core area lie within the Peterborough Unitary area. The other villages referred to (Haddon, Stilton, Folksworth, Alwalton, Chesterton and Yaxley) lie within the area administered by Huntingdonshire District Council.

The application site is largely in agricultural use although it includes areas of existing woodland known as Chambers Dole and the Alwalton Woodland. Chambers Dole is designated as a County Wildlife site. Bridleway No 1 also runs through the site.

### **The Proposal**

This application seeks outline planning permission for up to 610 dwellings, a new primary school, associated highways infrastructure, green infrastructure and landscaping. Approval of two new landscaped bunds, which form part of the strategic landscaping, is sought at this stage.

The application when originally submitted sought approval of the detailed design of the new access road to serve the development. In light of some changes now proposed within the retained employment area to serve one of the parcels approval of these plans is no longer sought at this stage. As such access is now reserved, along with appearance, layout, scale, and most of the landscaping.

The application is supported by an Environmental Impact Assessment.

## **2. Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
15/00001/SCOP 09/01369/OUT	Scoping opinion - Up to 610 dwellings Development of up to 65 hectares of employment land (B1, B2 and B8 including safeguarding of a site for a household recycling centre/park and ride). Associated highway infrastructure (including pedestrian, bridleway and cycle routes), and car parking for all uses. Foul and surface water drainage networks (including SuDS and lakes)	Comments Permitted	17/04/2015 31/05/2011
11/00943/REM 11/02049/REM	Landscaping of plot OS2 Construction of initial section of the internal access road from junction 1 of the Fletton Parkway to serve Great Haddon and Alwalton Hill including an associated diversion of the existing bridleway, provision of manual tunnels and landscaping. Amended alignment to that approved under 10/00320/REM to relocate the internal roundabout some 80 metres to the north. The outline application was accompanied by an Environmental Statement	Permitted Permitted	09/12/2011 14/05/2012
12/00877/REM	Landscaping of plot OS5 including attenuation pond, surface water pumping station and surface water rising main	Permitted	21/12/2012

12/01213/REM	Construction of access road, south part, with attenuation pond	Permitted	03/01/2013
13/00713/FUL	Construction of a primary electricity supply station and foul water pumping station	Permitted	29/08/2013
13/01118/WCPP	Variation of conditions 22 and 26 of planning approval 12/01334/WCPP (original conditions 21 and 25 of outline planning permission 09/01369/OUT) to change the timing of works to junction 17 of the A1(M) and junction1 of the Fletton Parkway to allow no more than 54 two way vehicle trips from the Great Haddon employment area between 8am and 9am	Permitted	17/10/2013
15/01672/WCPP	Variation of C3 (B2 and B8 floor space) of planning permission 13/01118/WCPP - Variation of conditions 22 and 26 of planning approval 12/01334/WCPP (original conditions 21 and 25) of outline planning permission 09/01369/OUT) to change the timing of works to junction 17 of the A1(M) and junction1 of the Fletton Parkway to allow no more than 54 two way vehicle trips from the Great Haddon employment area between 8am and 9am	Permitted	23/12/2015
06/00346/OUT	Development of warehouse and distribution units (max of 5 individual units and 172 000sqm of floorspace with ancillary office space together with an access road, car parking, service yards, new woodland, landscaping lake, ponds and screen bunding	Permitted	08/09/2006
14/00072/OUT	Development of warehousing and distribution (B8) units with ancillary office space with a maximum total floorspace of 168 958sqm together with access roads, parking, service areas, utility infrastructure and landscaping	Permitted	04.02.2015
15/01623/OUT	Construction of B2 employment space with access, parking, service areas and landscaping	Permitted	23.12.2015
15/01673/WCPP	Variation of C3 (B8 floorspace) of planning permission 14/00072/OUT	Permitted	23.12.2015
13/00440/FUL	Construction of a B8 distribution unit with ancillary offices, parking, service areas and landscaping together with an access road and temporary drainage	Permitted	09.07.2013

### **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 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 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 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 - School Development**

Great weight should be given to the need to create, expand or alter schools.

### **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 8 - Open Space**

Existing open space, sports and recreational buildings/land (including playing fields) should not be built on unless an assessment has been undertaken which clearly shows the open space is surplus to requirements; the open space would be replaced by an equivalent or better provision; or the development is for alternative sports and recreation provision, the needs for which clearly outweigh the loss.

### **Section 10 - Adapting and Mitigating Climate Change**

Energy efficiency improvements to existing buildings should be supported. New development should comply with local policies for decentralised energy supply unless it can be demonstrated that this is not feasible or viable. Account should be taken of the landform, layout, building orientation, massing and landscaping to minimise energy consumption.

### **Section 10 - Development and Flood Risk**

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

### **Section 11 - Noise**

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and

quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

### **Section 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.

#### **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.

#### **CS05 - Urban Extensions**

Promotes development at Hampton, Stanground South and Paston Reserve and new urban extensions at Great Haddon and Norwood subject to key criteria being met.

#### **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.

#### **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.

### **CS20 - Landscape Character**

New development should be sensitive to the open countryside. Within the Landscape Character Areas development will only be permitted where specified criteria are met.

### **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)**

#### **SA01 - Urban Extensions**

Confirms the location of the urban extensions in accordance with Core Strategy policy CS5 and any planning permissions in place at the time of adoption.

### **Cambridgeshire & Peterborough Mineral and Waste Core Strategy DPD (2011)**

The following policies are relevant considerations:

CS14: The Scale of Waste Management Provision

CS26: Mineral Safeguarding Areas

### **Peterborough and Cambridgeshire Minerals and Waste Site Allocations DPD**

The Great Haddon area is identified under policies W1AF and W8BF as a potential location for waste management facilities.

### **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.

#### **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.

#### **Peterborough Local Plan 2016 to 2036 (Preliminary Draft)**

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

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

#### **Community Infrastructure Levy (CIL) Regulations 2010**

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

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

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

In addition obligations should be:

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

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

## **4 Consultations/Representations**

### **Internal**

#### **PCC Transport & Engineering Services (22.09.2015)**

No objections. The Local Highway Authority has reviewed the technical note and is satisfied that the traffic generation from the proposed development would not cause any highways issues. This is on the basis that highway works to junction 17 of the A1(M) and junction 1 of the Fletton Parkway are completed in accordance with the original outline planning permissions i.e. 54 two way vehicle trips in the am peak. Because of the change in traffic generation there may be a case for altering the trigger point (i.e. delaying the works) for these two junctions, however, the technical

note does not propose any alternatives. With regard to the Old Great North Road link, this would be more dependent upon the growth of the employment area than the residential, therefore, the trigger for the link to be opened is not likely to change from the original Great Haddon employment area.

The Framework Travel Plan needs some adjustments. The traffic flows in target 1 of the employment Travel Plan also need to be reviewed.

With regard to the road design, the principle of two loops either side of the barrier is acceptable as this will allow HGV's to turn. The design of the barrier needs to be considered to ensure that the traffic modelling is not invalidated. Tracking is required around the loops as it would appear that a HGV will overrun the paved area. Further consideration needs to be given to cycle priority. The proposed pedestrian crossing requires a safety audit.

#### **PCC Pollution Team (02.11.15)**

The conclusions of the Noise and Vibration assessment (Chapter 9) are generally accepted. The following recommendations of the report are brought to your attention.

*Housing External Amenity-* The indicated housing layout allows the housing to act as a barrier to noise sources to provide the required attenuation for external amenity.

*Housing Internal Amenity-* Non-habitable rooms should be located on facades affected by noise from the employment land and the A1. Any habitable rooms on these facades will require mechanical ventilation. The system should meet the ventilation requirements of the building regulations, for the purposes of all requirements - including trickle and rapid (purge) ventilation - without the requirement to open windows to meet that standard.

Where sound insulation requirements preclude opening windows for rapid ventilation and cooling, the mechanical ventilation system installed must comply with the Noise Insulation Regulations 1975 (including acoustic ventilation units incorporating fans for insertion in external walls) and the Approved Document F. Alternatively, a 'whole house' ventilation system could be used. Acoustic trickle ventilators will not provide adequate ventilation for these purposes.

*Employment Area-* Predicted noise levels for the Yearsley site will exceed noise criteria for their impact upon residential premises. However the criteria were set with a view to controlling cumulative impact. The impact upon the residential premises may still be adequately controlled since the design and layout of the consented employment land is not yet fixed. The opportunity therefore remains for employment development to be designed not only to meet the noise criterion, but also to provide barrier attenuation for the already permitted developments.

*Proposed School-* The detailed design stage should specify details and mitigations to achieve a suitable acoustic environment for the proposed school.

Mitigations for outdoor amenity, and details for glazing and ventilation specification, will need to be specified at the detailed design stage. Different specifications will be required dependent upon the source noise to which the dwellings are exposed and the rooms exposed. Mitigation should be secured by a condition.

*Air Quality-* It is accepted that the proposed development is expected to comply with relevant local and national planning policies with respect to air quality.

*Contaminated Land-* The conclusions of the Phase II Geoenvironmental Assessment (Preliminary Geotechnical & Phase 2 Geoenvironmental Investigation Volume 2 – Interpretative Report Executive Summary) for soil contaminants and soil gas are accepted.

#### **Education & Children's Dept. - Planning & Development**

No comments received.



**Archaeological Officer (16.09.15)**

No objections subject to further archaeological assessment being secured by condition as per the original Great Haddon outline permission.

**Lead Local Drainage Authority (17.09.15)**

No objections, are content with the principles set out to incorporate Sustainable Drainage into this development. Prior to the commencement of development or any phase of development, a Stage Two Flood Risk Assessment (FRA), including a surface water Drainage Strategy for that phase, will need to be submitted for approval.

**PCC Wildlife Officer (25.09.15)**

No objections in principle subject to the imposition of a number of conditions to deal with detailed matters raised. Confirmation that badger fencing will be provided is noted. This can now be secured by a condition.

**PCC Minerals And Waste Officer (Policy) (24.09.15)**

A substantial area of the site lies within the Waste Management Facility 'West of Peterborough (Area of Search) allocated in the Cambridgeshire and Peterborough Minerals and Waste Site Specific polices DPD (site W1AE) and associated Waste Consultation Area. The application should address this matter.

**PCC Rights of Way Officer (05.10.15)**

Roxhill appear to have covered most of my concerns within their application. It is assumed that the bridleway will be constructed to the same standard as the first phase and the costs for the legal diversion will be met by Roxhill.

**PCC Conservation Officer**

No comments received

**PCC Strategic Housing (09.09.15)**

Policy CS8 of the Core Strategy seeks the provision of 30% affordable housing. Accordingly, 183 affordable homes should be provided subject to viability. As per the same policy 128 homes should be affordable rented and 55 of an intermediate tenure. 20% of the units should meet life time homes standards (122) and 2% wheel chair housing (12 dwellings).

**PCC Senior Recreation Officer**

No comments received

**PCC S106 Planning Obligations Officer**

The application has been the subject of an open book viability appraisal. A revised appraisal is awaited for consideration to reflect the ongoing discussion in respect of the now agreed Heads of Terms.

**Section 106 Major Group**

No comments

**PCC Travel Choice**

No comments received

**PCC Tree Officer (28.09.15)**

No arboricultural objections. The Tree Survey and Report appear to be accurate. The impact of tree/hedgerow loss will be minimal in comparison to the size of the site and the proposed planting. If the application is successful conditions should be imposed requiring the production of Tree Protection Plans and Arboricultural Method Statements for each tranche. In addition, Woodland Management Plans will be needed that balance landscaping, ecological, recreation uses. Have no objection to the soft landscaping specification which seems appropriate. Conditions should be

imposed requiring the submission and approval of a Landscape Management Plan and detailed landscaping scheme for each tranche.

**Childcare Market Facilitation Manager (T Laws)**

No comments received

**External**

**Stilton Parish Council**

No comments received

**Folksworth & Washingley Parish Council**

No comments received

**Chesterton Parish Meeting**

No comments received

**National Planning Casework Unit**

No comments received

**Historic England (03.09.15)**

No objections. It is not necessary for Historic England to be consulted again on this application. The application should be determined in accordance with national and local policy guidance and on the basis of the Council's specialist conservation advice.

**Police Architectural Liaison Officer (PALO) (22.09.15)**

No objections, I confirm that I have viewed the application and consider that that 'Design out Crime' principals have been included by the applicant in the initial outline design processes. I'd welcome the opportunity to comment further at the detailed design stage.

**Middle Level Commissioners (08.09.15)**

Will not be commenting on the above application.

**GeoPeterborough (Designated Sites) (24.09.15)**

The proposed development overlaps with the western edge of the Orton Brick Pit Regionally Important Geological Site (a local Geological site and equivalent to a County Wildlife Site). The location of the proposed housing development therefore has significant potential to provide temporary exposure in the lowermost part of Oxford Clay (in an area which hasn't been dug for brick making) and much younger glacial deposits. Ask that if the application is approved, a condition be imposed requiring that access be given to Geo-Peterborough to record and sample temporary excavations associated with the development.

**The Wildlife Trusts (Cambridgeshire)**

No comments received

**Natural England - Consultation Service (15.02.2015)**

No objections in principle following our meeting with the applicant and the submission of further information. Have a number of comments on points of detail but these can be conditioned/dealt with at the detailed design stage. Mitigation measures should be in place prior to first occupation of any dwelling. Natural England is also satisfied that the draft Appropriate Assessment includes sufficient evidence to demonstrate that the proposed development will not have an adverse impact upon the qualifying features of Orton Pit. This is subject to mitigation measures being delivered through the S106/planning conditions as stated in the report.

**Peterborough Local Access Forum**

No comments received

**The Open Spaces Society**

No comments received

**Ramblers (Central Office) (25.09.15)**

We are assuming that Bridleway Orton Waterville No 1 which passes north to south through the site will receive the same treatment as that shown on viewpoint 3 pg. 21 of the Design and Access Statement as the current spine road is extended south to New Road. Pleased to see additional provision for walking both through the development and within Chambers Dole giving connections to Bridleway Orton Waterville/ Orton Longville 2.

**Highways England (09.10.15)**

No objections subject to the imposition of a condition limiting the no of two way trips to 54 between 8am and 9am either leaving or arriving from the site before the approved works are carried out to junction 17 of the A1(M).

**Anglian Water Services Ltd (26.10.16)**

Concerned that the development will lead to unacceptable flooding downstream. A drainage strategy will need to be prepared in conjunction with Anglian Water. A condition should be imposed. The proposed method of disposing of surface water drainage does not relate to Anglian Water operated assets. As such it is unable to provide comments on the suitability of the surface water management scheme. The Local Authority should seek the advice of the Lead Local Flood Authority. Should the method of surface water drainage change Anglian Water would wish to be reconsulted. Applications for trade effluent should be made to Anglian Water.

**Environment Agency (21.09.15)**

No objection subject to the imposition of a condition in respect of the provision of a scheme of foul drainage. In order to satisfy this condition an adequate scheme would need to be submitted demonstrating that there is (or will be prior to occupation) sufficient infrastructure capacity for the connection, conveyance, treatment and disposal of the foul water.

**Cambridgeshire Fire & Rescue Service (22.09.15)**

Adequate provision should be made for fire hydrants by way of a S106 Agreement or by conditions.

**Huntingdon District Council (HDC) (07.10.15)**

Having reviewed the application and discussed it with Cambridgeshire County Council HDC does not wish to offer any comments. Are content that the County Council are satisfactorily dealing with the highway matters.

**Ramblers (Peterborough) (25.09.15)**

We are assuming that Bridleway Orton Waterville No 1 which passes north to south through the site will receive the same treatment as that shown on viewpoint 3, page 21 of the Design and Access Statement as the current spine road is extended to south to New Road. Pleased to see additional provision for walking both through the development and within Chamber's Dole giving connections to Bridleway Orton Waterville/Orton Longueville 2.

**Sustrans**

No comments received

**Cambridgeshire County Council (22.01.2016)**

Reasonably content that the traffic information is fit for purpose. Can therefore withdraw the Country's holding objection. Conditions should be imposed preventing HGV access onto the Old Great North Road during the construction and operational phases of the development.

**Cambridgeshire Fire and Rescue (22.09.2015)**

Adequate provision should be made for fire hydrants either through the S106 or through planning conditions.

**Alwalton Parish Council (23.02.2016)**

No objection following discussion of the proposal in February.

**Haddon Parish Council**

No comments received

**Hampton Parish Council (22.09.15)**

Object to the application. The Parish Council is concerned that there is no secondary school provision, especially given that both Hampton College and the proposed new secondary school are both oversubscribed. Concerned by the lack of social housing provision. All areas should be required to have some form of social housing rather than leaving some areas such as Hampton Vale with problems and issues. There will be additional traffic over and above that agreed for the industrial area causing congestion at the exit roundabout. The noise controls for the Yearsleys development were assessed based on the proximity of Hampton and Orton. These need to be reviewed if this development is to proceed as it is within the unacceptable noise band for residential development.

**Yaxley Parish Council (23.02.2016)**

Object to the application. Recommend refusal due to the potential increase in traffic flow for the village, the impact on the local area and community life. It would be interesting to know the larger picture for this area with regard to the employment and housing mix. Members stressed that they want to see the best integration for the area,

**Farcet Parish Council**

No comments received

**Orton Waterville Parish Council (17.09.15)**

No comments/observations

**Local Residents/Interested Parties**

Initial consultations: 1698

Total number of responses: 14

Total number of objections: 11

Total number in support: 0

Eleven individual letters of objection have been received in relation to the scheme. These raise the following issues.

*Principle of Development*

- To view this application in a proper perspective it is necessary to consider the history of the Great Haddon/Alwalton development. The employment area was intended to complement the Great Haddon employment area. Given the Great Haddon residential development and land at Hampton there is no obvious need to allocate further land for housing in this area.

- When Planning Committee approved the application for employment development it showed a reluctance to approve such a large greenfield development but expressed the view that the economic benefits for the Peterborough area were so great that the impact on the rural environment were acceptable. It is quite obvious that the employment development has been almost a complete failure. The developer is out of pocket partly due to the s106 contributions and is now looking for a way to recoup some of the investment. It is not a proper function of the Planning Authority to assist a developer in cutting its losses from a failed project. Rather, the application has to be considered on its merits.

- The supporting documentation makes great play of the supposed economic benefits of the development, but the analysis does not seem to be soundly based. After all, people will live somewhere that suits them, and pay their council tax to their local authority (which will of course have to provide services in return); builders will build somewhere, and contractors will work

somewhere. The argument seems to be that the mostly temporary economic benefits should be emphasised because they will accrue to one area rather than another. But given that large areas of land have been allocated for residential development within the same Unitary Authority area, this argument seems weak as regards benefit to the Peterborough area. It seems unlikely that these potential high calibre residents will move in from other areas. They will be commuting from elsewhere. It is therefore difficult to see any benefit to the local economy from this scheme.

- This application should be properly considered in isolation without regard for the fact that the land has been allocated for development of a completely different nature. The fact that the employment development may not take place in the near future is not justification for a change of use designed solely to benefit the developer.

- There is already adequate residential property which will be available in this area, possibly in the near future.

- Suggest that Roxhill's application to build more houses is totally unnecessary and if anything detrimental to the future of Peterborough. The general economic situation may improve so that more buildings will be required in the industrial/employment area at 'Gateway'.

- Under the impression that Roxhill have not made adequate financial gains and are hoping to improve the situation by incorporating residential development.

- Peterborough wants to build 1500 homes per year but has never hit that target. It is unnecessary to add another 600 homes.

- Concerned that this application will result in a consequent loss of new jobs.

- Adding additional housing will put increase pressure on local facilities.

- One of the convincing reasons put forward for the granting of the original permission was the relationship between the employment and residents areas which would contribute toward less car dependency. If this change of use is granted it will go against the above sound planning rational and adversely affect the balance. This must not be allowed to happen.

- The applicant's submission that employment land is not required whereas housing is in demand may stack up if Roxhill were to build house for rent reflecting the low value of the site purchase. Otherwise, we must consider the reality of approximately 8200 units (Great Haddon and Leys) with no progress. Demand for employment and residential land has fluctuated over the years.

- There is enough housing to the south of the city, more should be allowed to the north and east to balance this.

### *Traffic*

- It is claimed that there will be fewer vehicles entering and leaving the area after the residential development is built. This may be true over the whole day, but the key times are the morning and evening rush hours when there will be many more vehicles moving. During the rush hour it will be almost impossible for all of the cars from the residential area to get onto the main spine road because the road system is inadequate. Many of the residents will wish to go south and they cannot go through Haddon because the road is single lane. They will go on the Old Great North Road and will cause a blockage at the junction with the A15 near to the junction 16 of the A1(M).

- Concerned about the additional traffic which would use of the Old Great North Road and especially on the junction with the A15. Traffic already queues along the A15 from Yaxley towards junction 16 of the A1(M), even outside peak times. The development will just made this worse.

- Concerned about the impact of the development on the A15 Norman Cross due to the existing high level of traffic and the potential highway safety implications.

- There is only one exit onto the Orton Centre, Orton Southgate roundabout. This roundabout is already busy especially at peak times and the development would make the situation worse.

- Concerned that the road to the Haddon hamlet through to the Bullock Road will become a rat run for traffic when problems occur on the A605 and at junction 17 of the A1(M).

There are no proposals in the application related to traffic management and the impact on surrounding roads and communities.

- The developer hopes that most of the traffic will exit via their spine road up to the A1139. To get this to happen from day one this road must be the obviously route to choose and be so attractive to the motorist that few think of going by any other route. PCC should press the developer to do this and to think of the wider solution such as linking into the Western Peripheral Road.

- If consent is given to this application could a condition be attached not to allow access onto the Old Great North Road until Great Haddon comes on stream (with its road layout changes).

- The full impact of the proposal on traffic flows along the A1, north and south needs to be considered. The current works have taken into account some increase for the industrial section to the south bound carriageway but not the north. Represent some of the owners along the northern section who would be affected. If the council is minded to approve the application measures should be taken to upgrade the A1 north carriageway road and routes to the A605.
- Apart from the loss of green fields, impacts on the local environment will include additional traffic on the old Great North Road (impacting on the junction with the A15 and the A1M), and westwards through Haddon village. It seems very unlikely that the development will be high in the priorities of the local monopoly bus service provider, and there is no existing public transport that could realistically serve the development.

#### *Layout*

- The residential area should have been designed using the same principle as those use by the Development Corporation.
- There are too many houses per hectare.
- The proposals claim lower density, a maximum of 30 dwellings per hectare. This is to be applauded.
- The parking facilities are dubious. Cars will be parked on the street but it is well known that this causes many problems.
- Will be contacting English Heritage as we initially asked for a 'buffer zone' to protect the heritage site at Norman Cross but there is no mention of this.

#### *Other Matters*

- Please update the map, it must be 10 years old. Half of Hampton is missing including Nature's Way which is very important in this case.
- Gather the number of houses has now risen to 630.

The **Civic Society** has comments as follows:-

The Society is of the view that the application should be refused on planning policy grounds. This site has been allocated for employment purposes in the relevant Local Plan and has a 'live' planning approval for a range of employment uses. Development and infrastructure is in place and this site in its approved form is essential to the continued economic growth of the city. The case for a change is not well made. It is too early to state that there will be a lack of demand for employment buildings for the foreseeable future. It is too early to prejudice the major aim of the local authority to provide for economic growth by losing such a large area to non- job creation development.

Residential development here would be in a relatively isolated position and access links by road and footway are not shown to the south and east of the site.

The proposal shows no community facilities to serve the 620 houses apart from a primary school. The application needs to demonstrate how it will function in a viable and sustainable way within the surrounding area and other approved developments nearby, i.e. the Greater Haddon proposal

For these reasons the application should be refused.

A letter of representation has been received from the **Norman Cross Action Group**. This comments as follows:-

- The Great Haddon urban extension was originally planned in two parts the residential area and an employment area. 8-10,000 jobs were envisaged. This application would result in the loss of about one third of the employment land presumably reducing the number of new jobs by 2,700 to 3,300 at a time when Peterborough's population is expanding and needs jobs.
- Great Haddon already has permission to build 5,300 houses that have not come on line yet. Neither have those at the Hamptons East. Is added housing required at the expense of commercial development?
- Concerned that there is no recognition of the restrictions already in place to stop unlimited use of the Old Great North Road. Improvements to the A15 and the Western Peripheral Road are unlikely

to be in place before the proposed dwellings are erected. Are concerned that the impact of this development of the junction of the A15 and the Old Great North Road. Also concerned about the single lane track to Haddon become a 'rat run'.

- Note suggestion that the residential area will generate less traffic than the employment area. Would like to see these claims verified.

- We know that the Government wants as many dwelling as possible to be built. However we would ask the City Council go back to the developer and require them to revisit their plans, particularly their plans for access and egress to ensure that their main access to the A1139 is so attractive that it is the obvious choice and as a consequence few could consider any other route. Similarly, a short road across to the Western Peripheral Road would give considerable flexibility to traffic from Hampton, Yaxley, Great Haddon and the new development.

*Note: The Norman Cross Action Group is made up of representatives from Yaxley Parish Council; Stilton Parish Council; Haddon Parish Meeting; Farcet Parish Meeting; Folksworth & Washingley Parish Council; Alwalton Parish Council; Chesterton Parish Council; District Councillors; and Cambridgeshire County Councillor Matt McQuire.*

A letter of representation has also been received from the Great Haddon Consortium, the owners of the Great Haddon Core Area. This raises the following issues:-

- Do not wish to object in principle to the application but have a number of concerns relating to the relationship of the proposed development to the Great Haddon Core Area which already benefits from a resolution to grant and agreed S106 Heads of Terms
- This application would bring the number of dwellings to be permitted under the Great Haddon urban area from 5,300 to 5,910. The material submitted with the application sets out that the site is wholly within the Great Haddon urban extension area and therefore has 'in principal' approval. However, the application fails to recognise that the introduction of additional dwellings will have more impact on the planned environmental/ community/ highways improvements and or mitigation required both on and off site.
- Of the view that as this application clearly forms part of the Great Haddon urban extension then the requisite proportion of S106 contributions for the Great Haddon site wider infrastructure including the provision of community, education, environmental and highways infrastructure should be made as set out in the draft Heads of Terms. Contributions should include a pro rata contribution toward secondary school provision in addition to the primary schools, pro-rata contributions toward off site highway works including A15 improvement. Fletton Parkway works, including J17 of the A1(M) and J1, Great North Road improvement and bus subsidy/travel plan pro rata contribution toward the Great Haddon community hub, cemetery and gypsy pitches, pro rate contribution towards an additional part time warden for Orton Pit nature reserve and a pro rata contribution towards an outreach worker.

Note- Following removal of the detailed access plans from the scheme the description of development has been amended. Consultees have been notified of this change as have the Parish Councils and the Norman Cross Action Group. Individual neighbour letters have not been sent out as the nature of the change does not alter the comments received. Any further representations received will be set out in the Update Report.

## **5 Assessment of the planning issues**

The main considerations are:-

### **1. The Principle of Development**

The Peterborough Core Strategy covers the period 2009 to 2026 and sets out the overall vision for the city including the number of new houses required along with the amount of employment land required. Policy CS1 sets out that this housing growth should be focused in the urban area and in two new urban extensions including Great Haddon, whilst policy CS2 sets out that 25,500 new dwellings are required over the plan period which equates to a need to build 1,500 new houses every year. In addition to residential development, the Core Strategy considers the issue of job creation and the requirement for new employment land. Policy CS3 sets out an expected job

growth of 24,600 between 2001 and 2011 and the need for a flexible supply of employment land of between 213ha and 243ha over the period to 2026 to accommodate the identified job creation. New employment land is allocated including 65ha at Great Haddon in addition to employment land already consented at the adjacent site of Alwalton Hill.

The subsequent Site Allocations DPD identifies specific sites for development and includes more details of the new urban extensions with Great Haddon being allocated as a new mixed use urban extension combining residential and employment uses.

The applicant's, in their supporting Planning Statement, set out that as the Core Strategy and Site Allocations DPD have been through examination and have found to be sound, that the Great Haddon urban extension has been clearly accepted as a sustainable location for new development. In terms of the current application, all but 1.1ha (located to the west of Chamber's Dole woodland), is within an area which already benefits from planning permission. As such it goes onto to conclude that the current application for residential development is in a location which conforms to the spatial strategy for new mixed use development. The application does, however, acknowledge that the current proposal would result in the loss of approximately 23 hectares of employment land. It goes on to set out that this loss is acceptable on the basis of two grounds:-

- a) Changing market conditions and demand for employment land and
- b) A shortfall in housing delivery against the adopted Core Strategy.

#### *Loss of Employment Land*

As indicated under section 1 above the Alwalton Hill employment area has consent for B8 (warehousing and distribution) development whilst the Great Haddon employment area has consent for B1 (office), B2 (general industry) and B8 development. The amount of each type of development is controlled via the outline permissions, with the largest proportion being for B8 development. When the original outline application for the employment area was submitted it was envisaged that the B8 development would take the form of large distribution warehouses and it was estimated that in the region of 8,000-10,000 jobs would be created with the build out of this site.

This application is supported by a report from Barker Storeys and Matthews in respect of the current market conditions in the city for employment development along with a report prepared by Nathaniel Lichfield and Partners which considers the issue of job creation.

The report from Barker Storey and Matthews sets out, based upon the enquires which they have received or are aware of, that although there are some enquires, there is generally less demand for strategic B8 developments within Peterborough. Companies who operate large distribution warehouses consider the location of these on a national basis and at the current time there is a preference for other locations within the country. However, there is evidence of a demand for smaller self-contained new B8 units, the supply of which is limited in the city, being dominated by terraced units which are no longer viewed as attractive. In addition, the report also identifies that there is a demand for B2 space and a growing demand for B1 space.

The report concludes, on the basis of the evidence currently available, that the loss of employment land proposed by this application would not have an adverse impact on the deliverability or attractiveness of the commercial space. It points out that the remaining floor area would still be substantial in terms of the Peterborough market and could conceivably supply around 3.2 to 3.6 million square feet of commercial space which is roughly equivalent to that which is available in all of Orton Southgate. It also indicates that smaller units are likely to see the employment area developed more quickly.

The report from Nathaniel Litchfield and Partners looks at the potential job creation within the remaining commercial space available. Using the figures supplied by the Homes and Communities Agency for different types of development it concludes that between 6,900 and 7,800 jobs could be created within the remaining commercial area (assuming a mix of 10% office, 25% industry and 65% warehousing). The report concludes therefore that the residual employment area would still



be a significant employment area within the city and would have the capacity to meet the types of market demand for employment development for employment space which have been identified. Further job creation would also come from the residential development.

#### *Housing Land*

The application also considers the supply of housing land. At the time the application was submitted the most up to date housing figures were from July 2014. As indicated above, under the Core Strategy 1,500 new homes need to be delivered each year. The average build out within the city for the period 2009 to 2014 has been 838 dwellings so below the 1,500 homes required by the Core Strategy. The National Planning Policy Framework requires Council's to provide either a 5% or 20% buffer to their housing supply, 20% being required where there has been persistent under delivery. It concludes therefore that the Council does not have a current 5 year housing supply and that the application should therefore be approved in accordance with the National Planning Policy Framework which sets out a presumption in favour of sustainable development where policies are out of date or where there is not a 5 year housing supply.

Since the application was submitted the Council has commenced a review of its Local Plan which includes a review of its housing supply. Consultation on the draft document finishes on the 25 February 2016.

The original housing figures were based on the now revoked Regional Spatial Strategy and the Council has therefore carried out an updated Housing Market Assessment to determine the housing requirements for the area. This concludes that for the period March 2011 to April 2036 27,625 new homes are required or 1,105 per year/ 5,525 for the next five years. Taking into account completions, shortfalls and the requirement for a 5% buffer this equates to 6,730 dwellings over the next five year period or 1,346 per year. The updated Housing Land Supply Report to support the Local Plan sets out the sites which are included as part of this. Overall it concludes that moving forward the Council will have a 6.22 year land supply for housing. Although it does not yet have planning permission, the 610 homes proposed by this application are included as an emerging site and therefore included for calculation purposes.

#### *Consideration*

As the applicant has set out the Great Haddon urban area is allocated as a mixed use urban extension and has therefore to be considered an appropriate location for new housing and employment development.

If this site does not come forward for housing it would not mean that the Council does not have a five year land supply. However, the amount it has available would clearly be reduced and the Council may have to look at development on other unallocated or greenfield sites. The development of this site for housing will therefore help to meet the housing needs of the city going forward.

This has to be balanced against the loss of employment land and this is an appropriate time to consider an alternative mix of land uses on this site given that the Council is in the progress of updating its Local Plan.

The National Planning Policy Framework sets out that a flexible approach to development is required and that allocations should be regularly reviewed with applications for alternative uses treated on their merits having regard to the market signals.

Although this application would alter the original 'mix' of uses envisaged for the Great Haddon urban extension, reducing the amount of employment land available and increasing the number of houses, on the basis of the evidence supplied, it is not considered that the proposal would have an unacceptable impact upon the amount of employment land available within the city or therefore the scope for job creation. The figures provided with this application indicate that the number of jobs created, whilst less than predicted with the original Great Haddon development, will still be substantial. The Council also has the opportunity to allocate new employment sites through its

review of the Local Plan.

In light of, the provisions of the National Planning Policy Framework, the Council's five year housing supply along with its review of the Local Plan and the market evidence provided, the principle of losing employment land and providing additional housing in this location is considered at this time to be acceptable in principle. This is subject to other aspects of the scheme also being acceptable, these are considered in the sections below.

#### *Response to Representations*

The Civic Society has commented that the application should be rejected on policy grounds. It points out that the site has a live permission and is of the view that it is needed in its current form to support the city. The Society is of the view that the case for reducing the amount of employment land is not well made and that it is too early to consider alternative uses which will prejudice job creation within the city.

The comments from the Civic Society are noted. However, the sites have been marketed now for three to four years and remain largely undeveloped (only the GeoPost building and land sold to Yearselys) indicating a lack of interest in them and the difficulties of the market. As set out above, the National Planning Policy Framework does require Local Authorities to be flexible in considering alternative uses of land and the report into market conditions within the city has been submitted by a well respect local agent. It is therefore considered to be sufficiently robust. The remaining amount of employment land will still be substantial (the size of Orton Southgate) and it is not therefore considered that it will unduly prejudice job creation within the city as a whole. As also set out above, this loss of employment land also has to be balanced with the creation of new housing which will help meet the housing demands of the city as a whole. For these reasons as indicated above, the proposal is considered to be acceptable in principle.

A number of the neighbour representations have raised issues of principle. These are considered and responded to below:-

*- The employment area was intended to complement the Great Haddon employment area. Given the Great Haddon residential development and land at Hampton there is no obvious need to allocate further land for housing in this area. – The position in respect of the Council's five year housing supply has been set out above and this proposal will help meet housing need. Sites have to be considered where land is available even if this results in more new housing in one area of the city over another.*

*- When Planning Committee approved the application for employment development it showed a reluctance to approve such a large Greenfield development but expressed the view that the economic benefits for the Peterborough area were so great that the impact on the rural environment were acceptable. It is quite obvious that the employment development has been almost a complete failure. The developer is out of pocket partly due to the s106 contributions and is now looking for a way to recoup some of the investment. It is not a proper function of the Planning Authority to assist a developer in cutting its losses from a failed project. Rather, the application has to be considered on its merits. - This application is being considered on its own merits. In terms of building on Greenfield land the decision to accept this was made when the urban extension was allocated, thereby establishing the principle, which pre-dates the decision by the Planning and Environmental Committee to approve the Great Haddon employment area application.*

*- The supporting documentation makes great play of the supposed economic benefits of the development, but the analysis does not seem to be soundly based. After all, people will live somewhere that suits them, and pay their council tax to their local authority (which will of course have to provide services in return); builders will build somewhere, and contractors will work somewhere. The argument seems to be that the mostly temporary economic benefits should be emphasised because they will accrue to one area rather than another. But given that large areas of land have been allocated for residential development within the same Unitary Authority area, this*

*argument seems weak as regards benefit to the Peterborough area. It seems unlikely that these potential high calibre residents will move in from other areas. They will be commuting from elsewhere. It is therefore difficult to see any benefit to the local economy from this scheme.* - This comment appears to relate to the comments in the National Litchfield Report about the wider job creation which the development would create. Whilst these comments are noted, the application has not been assessed on the basis, rather it has been considered on the basis of the impact of losing employment land and the potential of the remaining area to support job creation.

*This application should be properly considered in isolation without regard for the fact that the land has been allocated for development of a completely different nature. The fact that the employment development may not take place in the near future is not justification for a change of use designed solely to benefit the developer.* – As set out above, planning policy does require local authorities to be flexible and review alternative applications. For the reasons set out above the current application is considered to be acceptable in principle.

- *There is already adequate residential property which will be available in this area, possibly in the near future.* - As set out above, additional housing is required in the city and the application will help deliver this.

- *Suggest that Roxhill's application to build more houses is totally unnecessary and if anything detrimental to the future of Peterborough. The general economic situation may improve so that more buildings will be required in the industrial/employment area at 'Gateway'.* - The reasons for supporting the application are as set out above.

- *Under the impression that Roxhill have not made adequate financial gains and are hoping to improve the situation by incorporating residential development.* – This application is being considered on its own merits and it is considered to be acceptable for the reasons set out above.

- *Peterborough wants to build 1500 homes per year but has never hit that target. It is unnecessary to add another 600 homes.* - The position in respect of the 5 year land supply has been set out above this application will help meet overall housing need.

- *Concerned that this application will result in a consequent loss of new jobs.* - The impact of the loss of the employment land has been assessed above.

- *Adding additional housing will put increase pressure on local facilities.* - This is considered further under section 7 below

- *One of the convincing reasons put forward for the granting of the original permission was the relationship between the employment and residents areas which would contribute toward less car dependency. If this change of use is granted it will go against the above sound planning rational and adversely affect the balance. This must not be allowed to happen.* - It is still considered that a balance can be achieved with a reduced amount of employment land for the reasons set out above.

- *The applicant's submission that employment land was not required whereas housing is in demand may stack up if Roxhill were to build house for rent reflecting the low value of the site purchase. Otherwise, we must consider the reality of approximately 8,200 units (Great Haddon and Leys) with no progress. Demand for employment and residential land has fluctuated over the years.* - The proposal is considered to be acceptable for the reasons set out above.

- *There is enough housing to the south of the city, more should be allowed to the north and east to balance this.* - Housing has to be provided where land is available and can't be balanced out as suggested. Other sites for housing will be looked at as part of the Council's review of its Local Plan.

## **2. Highways Impacts**

### *Background*

Considerable technical assessment of the traffic impacts of the Great Haddon development, both in respect of the employment area (including the land at Alwalton) and the core area has previously been undertaken. The assessment has been undertaken using the City Council's own transport model (the Peterborough Transport Model or PTM) which assesses the predicted traffic impacts of the development on the surrounding highway network, factoring in development which is already consented (and therefore committed) and the overall level of growth set out in the adopted Core Strategy.

The Great Haddon area is solely within the Peterborough unitary area as is the A1139 Fletton Parkway to the north. Highways England has control over the A1(M) including junctions 16 and 17. Junction 16 connects to the A15 and junction 17 to the Old Great North Road. Cambridgeshire County Council is responsible for the A605 which connects on the west side of Junction 17, the Old Great North Road and the section of the A15 to the south of the Great Haddon Core area. This part of the A15 is within the administrative boundary area covered by Huntingdonshire District Council.

Under the Great Haddon employment permission the following off site highway works were secured:-

- A cap was placed on the amount of development which could be built out prior to the widening of the Fletton Parkway. A financial contribution towards those widening works was also secured through the associated S106 Agreement.
- A condition was imposed requiring a scheme of improvement works to junction 17 of the A1(M). Post decision the scope of these works was agreed with Highways England. It was also agreed following further technical analysis that the works to junction 17 were not required until there are 54 two way trips into and out of the site in the am peak.
- A condition was imposed requiring a scheme of improvement works to junction 1 of the Fletton Parkway. Post decision the scope of these works was agreed with PCC Highways. It was also agreed following further technical analysis that the works to junction 1 were not required until there are 54 two way trips into and out of the site in the am peak.
- A condition was imposed requiring a connection onto the Old Great North Road when 24,338 square metres of B1 floorspace, 86,534 square metres of B2 and 146,025 square metres of B8 floorspace are occupied. The junction design was to include a narrowing in order to prevent HGV access from the employment area onto the Old Great North Road.

Under the Great Haddon core area the following are to be secured:-

- A cap was placed on the amount of development (1700 houses) which can be built out before the widening of Fletton Parkway. A financial contribution towards the widening of the Fletton Parkway is to be secured through the S106 Agreement.
- A scheme of improvements to junction 17 of the A1(M)
- A vehicle warning queue activated system between junction 17 of the A1(M) and junction 1 of the Fletton Parkway along with a type 'c' merge.
- No more than 3500 dwellings can be occupied until a link (the Central Boulevard) is provided to link the A15 with the Western Peripheral Road.
- A scheme of works to junction 2 of the Fletton Parkway to be implemented prior to the occupation of the 3500<sup>th</sup> house.
- No more than 4500 dwellings can be occupied before the link to the new employment area is created.
- No more than 800 dwellings can be occupied before the Yaxley loop road is constructed.
- A scheme of traffic calming through the village of Yaxley to be implemented when required.
- A traffic calming/improvement scheme for the Old Great North Road.
- Widening of the section of the A15 between junction 16 of the A1(M) and the junction with the Old Great North Road before the occupation of the 3500<sup>th</sup> dwelling.
- Monitoring of traffic on Haddon Road and the introduction of mitigation measure if it is determined by the Council that there has been a significant increase in traffic using this road.

In view of the assessment carried out to date it was agreed with the relevant highway authorities that a new full Transport Assessment was not needed to support this application, rather a technical note would be sufficient.

The transport impacts of this development have to be considered within the context of what has already been approved/agreed. Since the granting of outline planning permission for the employment area and the resolution to grant in respect of the core area, Fletton Parkway has been widened. The original caps on development until the widening is undertaken are therefore now superceded. Just so that members are aware, a review of the proposed Great Haddon core area conditions is currently underway in light of the Parkway works and a number of the conditions referred will be adjusted accordingly (financial payments in lieu will be secured where appropriate).

#### *Overall Traffic Impacts*

The Technical Note submitted in respect of this application concludes that the proposed development would not cause a material increase in traffic on the key transport links. Indeed, the proposed development would result in a reduction of traffic in many key parts of the road network than would occur if the consent employment scheme is built out in its entirety. This is because housing development generally generates less traffic per unit of area than employment development. The Technical Note goes on to acknowledge that housing development tends to generate peak period traffic and goes on to explore this issue further. Nevertheless, it concludes that the traffic from the housing would generally be travelling against the general peak traffic movements around the employment development. For instance, the peak movement on Fletton Parkway during the am peak is westbound from junction 2 to junction 1, caused by the traffic commuting to key centres of employment such as Orton Southgate and Lynchwood, whereas traffic from the housing would generally be travelling eastwards from junction 1 to junction 2 against these peak traffic movements.

The Technical Note assesses the impact of the development on junction 17 of the A1(M), looking at the consented employment area traffic with and without through traffic from the Old Great North Road during both AM peak, the typical interpeak (IP) and the PM peak. It concludes that under all scenarios that the proposed housing development would result in a net reduction in traffic flow at junction 17 and therefore, an overall junction improvement. It reaches the same conclusions in respect of junction 1 of the Fletton Parkway.

Finally, the Technical Note assesses the impact of the development on the Old Great North Road and its junction with the A15. It again concludes that the housing development would result in a net reduction in traffic flow at the junction of the A15 with the Old Great North Road. It reaches this conclusion with and without a barrier in place.

Having reviewed the submitted information the Peterborough Highway Authority has raised no objection to the development in principle and agrees with the conclusions of the Technical Note. In the absence of any further specific analysis of junction 1 the Local Highway Authority has advised that a condition should be imposed requiring that the scheme of works already agreed to junction 1 of the Fletton Parkway be carried out before there are 54 two way trips in the AM. It did query the impact of the barrier, but the applicant has confirmed that modelling shows a reduction in trips with and without a barrier.

Having reviewed the submitted information Highways England has raised no objections to the development subject to the reimposition of the condition requiring that the scheme of works already agreed to junction 17 of the Fletton Parkway be carried out before there are 54 two way trips in the AM.

Cambridgeshire County Council originally raised concerns about the development but in light of the further clarification provided it has withdrawn its holding objection to the application. It has requested that conditions be imposed in respect of prevent HGV access to the Old Great North Road from the employment area during the construction and operational phases of the development.

In light of the conclusions of the Technical Note it is not considered necessary or reasonable to seek to impose conditions, as has been done with the Great Haddon core area, in respect of traffic calming to the Old Great North Road or improvement to its junction with the A15. The Old Great North Road link is commented on further below.

### *Road Design*

As indicated under section 1 detailed plans for the proposed new access road through the site were submitted with the application for approval. However, the applicant has now withdrawn these for consideration in light of changes required to access one of the adjacent employment parcels. Access is therefore now reserved. The initial section of the access road into the employment area from Fletton Parkway has been constructed to just south of the first roundabout. Notwithstanding the withdrawal of these plans for approval the considerations are outlined below as it is not expected that the design of the road will change significantly.

Detailed approval has previously been granted for a continuation of the employment area road to a point just south of where it meets the Old Great North Road. The design of this road is altered by the current proposal.

Under the residential scheme it is expected that the road serving the remaining employment area will terminate in a roundabout. There would then be a section of road privately maintained by the developer which links to another roundabout at the entrance to the residential scheme and a new access road linking to the Old Great North Road. The road through the residential scheme would narrow to 6.3 metres, from the 7.3 metres width proposed through the employment area. An adjustment to the priority of the Old Great North Road is also proposed. Drivers will effectively stop and turn onto Haddon Road, rather than this just continuing as at present.

The section of road to be privately maintained by the developer is indicated as having physical barriers across it to prevent HGV access from the employment area to the residential area and in turn the Old Great North Road. Lorries accessing the residential area for deliveries, bin collection etc would be able to use the Old Great North Road.

As indicated above, under the employment consent the link from the site to the Old Great North Road needs to be made when the floor space triggers are hit, under the original employment consent. Given the reduction in floor area as a result of the residential scheme these floor areas are unlikely to be reached. As such it is proposed to remove the barriers after a set period of time and 7 years has been suggested. When the barriers are removed then the design of this private section of road will need to be adjusted to ensure that HGV's cannot pass through it between the two parts of the site. Given that the details of the road are no longer being approved, the trigger for the removal of the barrier and the redesign of this section of road can be secured by a condition.

The Local Highway Authority has reviewed the plans for the road and made a number of detailed comments. These can now be addressed when the reserved matters application is submitted. This will need to include a safety audit for the new crossing point.

### *Diversion of the Bridleway*

Bridleway Number 1 runs through the Great Haddon employment area and the current application site. Under the original outline permission it was agreed that the bridleway could be diverted and a temporary diversion is currently in place. The submitted plans accommodated the permanent diverted route of the Bridleway.

The Council's Rights of Way Officer has asked whether the Bridleway will be constructed to the same standard as the first phase and the costs for the diversion met by Roxhill. The costs of the diversion will be dealt with under separate legislation outside the scope of this planning application. The construction of the bridleway is also agreed under separate legislation. The surfacing will be approved as part of the details of this development and the detailed plans for the road. It is envisaged that it will be the same as already constructed. Similar comments have been made by

the Rambler's Association (Central and Peterborough Offices).

### *Sustainable Travel*

#### Walking and Cycling

As indicated above, the application includes the bridleway which in turns links to the Ortons via the existing footpath/cycleway over the Fletton Parkway. Under the employment permission the applicant has paid a financial contribution towards improvement works to the bridge. It is now for the Council to spend this money.

To the south it is noted that the cycleway shown on the detailed plans stops short, and needs to connect into the wider network, including the cycleway routes to be secured under the Great Haddon consent. This can be addressed via a condition.

As part of this application the existing woodland will be opened up and leisure routes provided.

#### Bus Service

This application does not make any provision for a bus service albeit that the main spine road could accommodate a bus (in terms of its width). Neither would any S106 contributions towards a future bus service be secured in lieu of the viability work which has been carried out and the contribution being made toward the cost of the Fletton Parkway widening works. This is covered in more detail under section 7 below.

#### Travel Plan

The application is supported by a Framework Travel Plan. A number of comments were made on the original Travel Plan which aligned to the employment development. This was considered to be inappropriate as this is a residential development and that the Great Haddon Core Area Travel Plan would be a more appropriate reference point. An updated Framework Travel Plan has been submitted and reviewed by the Local Highway Authority. This is generally acceptable, albeit that some further alterations are required. A further updated Framework Travel Plan and the final Travel Plan(s) for the development can be secured through conditions/the S106 Agreement. The existing employment area Travel Plan will need to be adjusted in light of the approval of the residential scheme. This can be secured by a condition. See further comments under section 6 below.

### *Representations*

The Civic Society has commented that residential development in this location would be in a relatively isolated position and access links by road and footway are not shown to the south and east of the site. These comments are noted and the position in respect of footway/cycle links has been set out above. It is acknowledge that at the current time the development will feel relatively isolated but the position will change as the Great Haddon housing development comes forward.

The Norman Cross Action Group has commented that it would like to see the claims that the residential development will produce less traffic than the consented employment scheme verified. It has commented that it is concerned that there is no recognition of the restrictions already in place to stop unlimited use of the Old Great North Road. It has commented that the improvements to the A15 and the Western Peripheral Road are unlikely to be in place before the proposed dwellings are erected. It is therefore concerned, about the impact of this development of the junction of the A15 and the Old Great North Road. It is also concerned about the single lane track to Haddon becoming a 'rat run'.

The Norman Cross Action Group has not specified what type of verification it would like to see. However, all of the transport information has been reviewed by the relevant Local Highway Authorities none of whom have raised any objections to it. In terms of the Great North Road link this has been considered as set out above, so comments are not duplicated here. In terms of the impact of the development on the junction of the A15 and Old Great North Road this has been assessed as part of the transport modelling work which concludes that there would not be any significant impact and therefore that no alterations are required. This conclusion has not been

challenged by any of the Highway Authorities and no conditions have been requested.

With regard to the issue of rat running through Haddon this has been considered previously under both the Great Haddon employment and core areas. As previously set out Officers are of the view that in reality it would not be an attractive route for rat running given the nature of the road and route to the A605. Secondly, many people working within the employment area are most likely going to live in Peterborough. As such this route would represent a substantial diversion which would add a number of miles to their journey. Under the Great Haddon core area application a condition was recommended requiring a review of this situation and mitigation in the event that an issue is identified. Although not currently recommended as a condition the same approach could be taken with this application if Members are concerned.

Finally, the Norman Cross Action Group has commented that the City Council should go back to the developer and require them to revisit their plans, particularly their plans for access and egress to ensure that their main access to the A1139 is so attractive that it is the obvious choice and as a consequence few could consider any other route. Similarly, a short road across to the Western Peripheral Road would give considerable flexibility to traffic from Hampton, Yaxley, Great Haddon and the new development. Whilst these comments are noted the proposal is considered to be acceptable in its current form for the reasons set out above. A link to the Western Peripheral Road is not considered necessary to make the development acceptable and it could not be accommodated due to landownerships.

Hampton Parish Council has commented that that there will be additional traffic over and above that agreed for the industrial area, causing congestion at the exit roundabout. As set out above, this application will actually reduce the amount of traffic exiting the site and should, therefore, actually reduce the potential for any congestion.

Yaxley Parish Council has recommended refusal of the application due to the potential increase in traffic flow for the village. As set out above, the transport modelling concludes that this development should have less impact than if the original employment schemes were built out in their entirety.

#### *Neighbour Representations*

A number of the neighbour representations have made comments on highway/ traffic matters, these are responded to below:-

*- It is claimed that there will be fewer vehicles entering and leaving the area after the residential development is built. This maybe true over the whole day, but the key times are the morning and evening rush hours when there will be many more vehicles moving. During the rush hour it will be almost impossible for all of the cars from the residential area to get onto the main spine road because the road system is inadequate. Many of the residents will wish to go south and they cannot go through Haddon because the road is single lane. They will go on the Old Great North Road and will cause a blockage at the junction with the A15 near to the junction 16 of the A1(M). -* As indicated above, the issue about changes in traffic flow at peak time has been considered and it has been concluded that the traffic from this development is likely to be going in the opposite direction to the peak flows given the location of the site. As set out above, the Highway Authorities have not raised any concerns about the impact upon the Old Great North Road.

*- Concerned about the additional traffic which would use of the Old Great North Road and especially on the junction with the A15. Traffic already queues along the A15 from Yaxley towards junction 16 of the A1(M), even outside peak times. The development will just made this worse.-* This has been responded to above.

*- Concerned about the impact of the development on the A15 Norman Cross due to the existing high level of traffic and the potential highway safety implications. -* This has been responded to above.



*-There is only one exit onto the Orton Centre, Orton Southgate roundabout. This roundabout is already busy especially at peak times and the development would make the situation worse. - The impact of the development has been assessed and a scheme of works is to be secured once 54 two way vehicle trips are reached. This roundabout with the improvement scheme will continue to function within capacity.*

*- Concerned that the road to the Haddon hamlet through to the Bullock Road will become a rat run for traffic when problems occur on the A605 and at junction 17 of the A1(M).- This point has been covered above.*

*- There are no proposals in the application related to traffic management and the impact on surrounding roads and communities. - These matters have been considered as set out above.*

*-The developer hopes that most of the traffic will exit via their spine road up to the A1139. To get this to happen from day one this road must be the obviously route to choose and be so attractive to the motorist that few think of going by any other route. PCC should press the developer to do this and to think of the wider solution such as linking into the Western Peripheral Road. - This point has been made by the Norman Cross Action Group and is covered above.*

*- If consent is given to this application could a condition be attached not to allow access onto the Old Great North Road until Great Haddon comes on stream (with its road layout changes).- It is not considered that there would be any valid reason for this approach. The Old Great North Road is an underutilised piece of infrastructure.*

*- The full impact of the proposal on traffic flows along the A1, north and south needs to be considered. The current works have taken into account some increase for the industrial section to the south bound carriageway but not the north. Represent some of the owners along the northern section who would be affected. If the council is minded to approve the application measures should be taken to upgrade the A1 north carriageway road and routes to the A605. - The impact of the development on the A1 is a consideration for Highways England. It has not raised any concerns about the impact of the development on the A1 more generally and has only requested a condition to deal with Junction 17 of the A1(M). As set this development results in less traffic than the consented employment development and it needs to be considered in this context. It should also be noted that Highway England did not raise any concerns in this respect in relation to the Great Haddon core area development.*

*- Apart from the loss of green fields, impacts on the local environment will include additional traffic on the old Great North Road (impacting on the junction with the A15 and the A1M), and westwards through Haddon village. It seems very unlikely that the development will be high in the priorities of the local monopoly bus service provider, and there is no existing public transport that could realistically serve the development.- This comments is noted. It is acknowledged the proposal does not include bus provision.*

Following an assessment of all of the highway matters this development is considered to be acceptable in the context of policy PP12 of the adopted Planning Policies DPD.

### **3. Ecological Impacts**

#### *Impact upon Orton Pit SSSI/SAC*

The Great Haddon urban extension lies next to Orton Pit SSSI/SAC designated for its populations of Great Crested Newts and stoneworts. The outline application for employment development was supported by a detailed analysis of the impact of locating employment development next to the SSSI/SAC. The main considerations were the potential for shading caused by the buildings, up to 15 metres in height, upon the stoneworts (which are susceptible to changes in water temperature) and measures to prevent access into the SAC, along with associated measures to translocate the newts on the site and provide suitable receptor habitats. The approved plans created a 30 metre buffer along the eastern side of the site with a water feature running through it. The edge of the buffer was enclosed with 2 metre high paladin fencing/ cat proof fencing to the south. All of these

measures were agreed with Natural England who raised no objection to the application.

A separate suite of access control measures has been agreed with Natural England in respect of the Great Haddon Core Area to the south. These include physical measures such as the creation of ditches and fencing along with a contribution towards additional wardening and an outreach education worker.

One of the key considerations for this application is the relationship to Orton Pit. Given that the maximum building height associated with the housing will be lower (three storeys or 12 metres maximum, most likely lower) shading is not considered to be an issue. The drainage strategy has also been designed so that attenuation is provided via a water course which is hydrologically distinct from the SAC. The main concerns therefore relate to increased recreation pressure from people living in the area and predication from cats.

This application is supported by a Revised Access Management Strategy. This proposes the retention of the access control measures which have already been provided and to expand upon these. The main additional measures proposed are:-

- Extension of the existing ditch along the eastern buffer including the creation of a new water body;-
- A cat proof fencing to form a continuous barrier with the SAC. To achieve this the fence will be sunk into the water where it meets the ditch. Cat proof fencing will also be installed along the eastern edge of Chamber's Dole;-
- A post and rail fence and hedge along the entire boundary between Chamber's Dole and Two Pond Coppice to establish a physically barrier between these woodlands;-
- A swale and planting along part of the north boundary that lies to the east of the spine road.

Having reviewed this information Natural England made a number of detailed comments on the proposed access control measures and also sought clarification on a number of points. A meeting was held with Natural England in order to clarify the matters it had raised and some additional detail has been submitted for consideration. Following an initial review of this information Natural England has raised no objection to the application. It has made a number of comments but has confirmed that these can be dealt with via conditions or at the detailed design stage.

Natural England has commented that the mitigation measures should be in place before the first occupation of the first dwelling. For the Great Haddon Core Area a condition was imposed requiring this, but allowing agreement of temporary mitigation measures in the event that the permanent measures were not complete prior to first occupation. It is recommended that the same condition be imposed upon this development. Natural England has confirmed its agreement to this.

#### *Appropriate Assessment*

As with the original Great Haddon employment area consent this application will need to be the subject of an 'Appropriate Assessment' (AA) under the Conservation of Habitats and Species Regulations 2010 to demonstrate that the development would not have an adverse impact upon the integrity of Orton Pit. The AA must consider both the direct and in direct impacts of the development along with any 'in combination' effects when the proposal is considered in the context of other development including policy documents. It is the Local Planning Authority's responsibility to complete the AA in consultation with Natural England as the 'Competent Authority'. A very high level of certainty is required for the AA to be passed. If the AA is not passed planning permission cannot be granted and the impacts of the development would need to be considered further.

The applicant has submitted a draft AA for consideration. Natural England has advised that it is satisfied that the draft AA includes sufficient evidence to demonstrate that the proposed development will not have an adverse impact upon the qualifying features of Orton Pit. This is subject to the mitigation measures being delivered through the S106/planning conditions.

Officers therefore ask that members delegate authority to them to complete the AA and to secure all necessary mitigation measures as maybe appropriate as part of this.

### *Wider Ecological Impacts*

In addition to an Access Management Strategy both the Great Haddon and Alwalton Hill employment applications were supported by a range of surveys and associated mitigation measures. Conditions were imposed requiring the submission and approval of Great Crested Newt Strategies and Biodiversity Enhancement Plans which were subsequently approved. Mitigation measures included the creation of new terrestrial habitat, receptor sites and tunnels under the access road with associated badger fencing. A number of these measures have been implemented on site including the creation of new newt ponds on the Alwalton Hill site and the creation of a new receptor area on the Great Haddon site. The applicant has also, under license, carried out newt translocation (over 2000 newts and been translocated) and newt fencing has been put in place.

This application is accompanied by a range of updated surveys including in respect of great crested newts, badgers, bats, invertebrates, reptiles, breeding birds, butterflies, water voles and otters. It also sets out a range of mitigation measures.

### Great Crested Newts

The application will have an adverse impact upon one pond where newts have been recorded, pond 15. This pond is located at the southern edge of the site and is being removed to accommodate the highway works. There will also be some adverse impact upon pond OS2 which needs to be drained to carry out the additional access control measures. There will be some associated loss of habitat.

Neither Natural England or the Council's Wildlife Officer has raised any objection to the loss of pond 15 subject to this being mitigated with replacement ponds. Neither is there any objection to the works to OS2, the impact upon which will be temporary. Natural England queried the loss of habitat which the applicant clarified at a subsequent meeting.

A Great Crested Newt tunnel will still be implemented on the southern part of the access road and monitoring of this will be required. As with the employment area application a condition requiring the submission and approval of a Great Crested Newt Strategy is recommended.

### Bats

The bat survey indicates that the trees with bat roosting potential will be retained. There is evidence of foraging across the site. The development will have some impact upon this, as the original employment scheme would have done. Hedging is recommended to the edges of part of the woodland to reduce light spilling and lighting itself will be considered at the detailed design stage. New bat boxes are also proposed. These can be secured via a condition as part of a biodiversity strategy.

### Breeding Birds

There is an existing barn owl box on site which will be retained. The surveys show other breeding birds using the site, including some schedule 1 species especially those associated with farm land. As with the original schemes the development will have an impact upon breeding birds. New bird boxes are proposed in mitigation. These can be secured via a condition as part of a biodiversity strategy.

### Other Species

The surveys indicates evidence of badger activity across the site. Measures will be required during the construction period to support badgers (which can be secured via condition) and connectivity will be maintained via the tunnel under the road.

A number of invertebrates and reptiles have been recorded on site. Habitat will be lost as part of this development as it was with the original employment scheme. New habitat including hibernaculas will be created as a result of the development.

There is evidence of Black Hairstreak and White Letter butterflies within the woodlands. The report

concludes that these should not be significantly adversely impacted upon given the retention of the woodland.

No otters or water voles have been found on site.

Having reviewed the submitted information the Council's Wildlife Officer has made a number of detailed comments about the content and conclusions of the surveys and the need to secure the key mitigation measures set out therein. In particular he has commented on the need for amphibian and badger fencing to be put in place along the section of road adjacent to where the tunnel will be located, in order to guide animals into the tunnel. This has been raised with the applicant who has agreed in principle to provide sections of fencing to guide badgers to the tunnels. The final detail will be secured as part of the detailed design of the road but it is anticipated that it will be in the region of 20-30 metres.

The Wildlife Officer has also commented on the importance of updating the Woodland Management Plans to protect the White Letter butterfly and the potential impact which opening up the woodland may have upon them, particularly Chamber's Dole which is a County Wildlife Site.

The Wildlife Officer has, however, raised no objections to the scheme subject to conditions requiring the submission and approval of a Biodiversity Strategy., updated Woodland Management Plans, a Biodiversity/Landscape Management Plan, Ecological Monitoring and Access Control Measures. All of these requests are considered reasonable and the relevant conditions will therefore be appended to any approval.

Subject to conditions therefore and the passing of an Appropriate Assessment it is considered that the development will comply with the provisions of the National Planning Policy Framework, policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

#### **4. Visual and Landscape Impacts**

##### *Visual Impacts*

The starting point for consideration of the visual impacts of the development has to be the approved employment schemes. Under the existing outline permission buildings of up to 20 metres can be built on the Alwalton Hill area and buildings up to 15 metres on the Great Haddon employment area. In addition, Yearleys have consent for a building of up to 35 metres on plot E2.1. In granting these permissions and allocating the sites for employment development the decision has been made to fundamentally change the character of this area.

This application is supported by an updated Visual Assessment. The application site and the surrounding area within which it sits, does not fall within nor is it adjacent to, any landscape areas afforded a high level of policy protection. Under the current application the maximum height would be 12 metres (three storey), so less than consented employment development. Much of the development is likely to be built out lower than this, at two storey (so about 8 metres in height). Given the location of the site and the character of the surrounding area, there would be views of the development, as there would be with the consented employment development, from outside the site including from Hampton, the top of the Old Great North Road, the village of Haddon and from the A605 where it would be most prominent. The Visual Assessment concludes that the proposal would not have any significant adverse visual impact.

##### **Impact upon Hampton**

Hampton is located approximately 1km to the west of the application site. It is considered that only a small number of properties within Hampton will have views of the application site. Where views exist these will be largely be of perimeter landscaping and the rooflines of the residential properties. This relationship is considered to be acceptable.

##### **Impacts to the South**

The village of Yaxley lies approximately 2km to the south of the site and is separated from the application site by woodlands and also what will be the Great Haddon Core Area. As such it is not

considered that there will be any significant views of the site from this location.

The existing properties at Norman Cross are set within large curtilages with generally mature vegetation. Views toward the application site will be largely precluded by this vegetation and existing woodland. In the longer term, the Great Haddon Core Area will also be developed further precluding any views of the site. There are a number of existing properties along the Old Great North Road but views of the application site from the road are limited, and the principle orientation of most of these properties is away from the site. The housing is unlikely to be significantly visible, especially given the existing vegetation.

Keeper's Cottage is the closest house to the site and sits just to the south of the application site. At present it has views across farm land. Its views would change with the redevelopment of the site for housing. However under the consented schemes it would have views of industrial buildings. The impact of the development on this property is therefore considered to be less than approved. It should also be noted that this property has now been abandoned and is no longer habitable.

#### Impact to the west

Properties to the west of the site off Haddon Road will have some views of the application site. However, they are separated from it by at least 200 metres (some 340 metres to the village itself) and the A1(M) forms a significant physical barrier. As such it is not considered that the development would have any significant adverse impact. The impact will also be less than with the consented employment development.

The most prominent view of the site will be from the A605, given the difference in levels, as it would be with the consented employment development. It is, however, considered that with the lower building heights and change in the form of development i.e. houses instead of larger warehouses, that the impact will still be less than has been previously approved.

There may be some views from other areas to the west of the site i.e. Malbourne but it is considered that these will be very limited given the separation distances, existing vegetation and change in building form.

#### Impact to the North

In the short term, there may be some views of the site from the Fletton Parkway although these would primarily be of the new landscaped bunds rather than the housing itself. As the remaining employment area is built out these views are likely to be obscured by the industrial buildings. Any views of the site from the Ortons will be very limited given the separation distance and the presence of the Parkway.

#### Summary

Given the context of the consented schemes, the lower building heights proposed by this application and the change in nature of the form of the development namely lots of individual properties rather than large warehouses, it is considered that the visual impact of this development will be less than already approved and that it is therefore acceptable.

#### *Landscape Impacts*

##### Impact upon Existing Landscaping

This application includes the Alwalton woodland, an area of new landscaping planted under the employment consents and Chamber's Dole which has been previously excluded from the employment site areas. Chamber's Dole is also a County Wildlife site. An updated Tree Survey and Arboricultural Impact Assessment has been submitted with this application based upon the Framework Plan.

The existing woodland will be retained and opened up as part of the on-site open space provision. The report sets out that the woodland will need to be managed for this and to ensure its long term retention.

With regard existing trees and hedges there are 10 individual trees, four of which are classed as being Category A, the classification which is used in accordance with the British Standards (BS5837). There are also 11 groups of trees/hedgerows, two of which are classed as being category A. Category A trees are worthy of retention and should therefore be viewed as a constraint to development.

The proposals require the removal of two groups of hedgerows to facilitate the construction of the access road and bunds, both are classed as low quality. Other sections are indicated for removal to create connectivity between land parcels. The extent of removal will be reviewed at the detailed design stage as layouts come forward. The existing boundary tree groups have been shown as retained largely within landscape buffer strips around the edge of the site. Two of the category A trees have been shown as retained with the play areas. The two other category A trees are shown as retained, along with other category B and C trees, within the landscaping strip between the access road and future development parcels. The submitted assessment also discusses tree protection and measures to protect or prevent the decline of retained trees.

The Council's Tree Officer has raised no objections to the submitted information and considers it to be an accurate record of the on-site trees. The Tree Officer is in agreement with the conclusions and recommendations of the report particularly the need for management of the woodland. He has recommended a condition requiring the submission and approval of Woodland Management Plans. This is also supported by the Wildlife Officer, particularly in respect of Chamber's Dole to ensure the long term protection of this County Wildlife Site. The Tree Officer has also advised that a condition should be imposed requiring tree protection measures and Arboricultural Impact Assessments/Method Statements for each area as it comes forward for development. It is agreed that these conditions are necessary and reasonable.

#### New Landscaping Proposals including the Bunds

The supporting ES sets out the broad landscaping proposals for the site including typical tree planting schedules. Detailed landscaping plans have been submitted for two new bunds which would be created, to separate the employment area from the new housing and approval of these is sought this stage.

The width of the bunds would be in the region of 80 metres. That to the west of where the new access road will be located will be some 260 metres long and that to the east some 480 metres long. The bunds would be approximately 8 metres tall with a gentler gradient on the residential side. They would be landscaped, include an area of ecological habitat and include swales. There would also be acoustic fencing along the top of them. The applicant has advised that the soil to create them would be moved from elsewhere on the site as a whole (i.e. the residential or employment side) as part of the changes to the levels being carried out.

The Council's Tree Officer has advised that the tree species selection referred to in the application is considered to be appropriate as is the native planting of the woodlands. As such he has raised no objections subject to conditions requiring the submission of detailed plans as the development progresses along with a Landscape Management Plan(s).

Natural England has raised no objections in principle to the landscaping details for the bunds. It has commented that it is not clear from the plans what the water depths are likely to be within the swales but that it would be a benefit to Great Crested Newts if they held water throughout the year in order to offer breeding habitat. However, it accepts that this may not be possible, given that they primarily have a drainage function. Long term management should, however take this into account. Natural England has also commented that the specification for the management of the wildflower grassland will be important for Great Crested Newts. It would therefore welcome early agreement on the detailed management plan.

The comments from Natural England are noted. A Landscape Management Plan will be secured through a condition which can address this point. The development will also be required to produce Great Crested Newt and Biodiversity Strategies which will give further consideration to these

matters.

Subject to conditions it is considered that the development will comply with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Core Strategy/

## **5. Layout and Amenity**

### *Relationship to existing residents*

The visual impact on the development and the traffic impacts of the scheme have been considered under sections 4 and 2 above. These matters are, therefore, not commented on further under this section.

Given the separation distances to neighbouring properties it is not considered that the proposal would have any adverse impact upon neighbour amenity in terms of overbearing impact/overshadowing etc. As such the proposal is considered to accord with policy PP3 of the adopted Planning Policies DPD.

There are no listed buildings in close proximity to the site or Conservation Areas.

The Norman Cross Schedule Ancient Monument (SAM) is located to the south west of the site at the junction with the A15 adjacent to the Great Haddon Housing area. Historic England were consulted in respect of this application. It has raised no objections commenting that the development should be determined in accordance with local policy. Given the separation distance to the site and the presence of the Great Haddon Core Area it is not considered that there would be any adverse impact. The Council's Conservation Officer has not raised any objections to the application. The proposal is therefore considered to comply with the provisions of the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

### *Neighbour Representation*

One of the neighbour representations has queried the relationship of the development to the SAM and the provision of a buffer zone. As set above, no objections have been received from Historic England. This development does not need to provide a buffer given the separation distance. For clarity the Great Haddon Core Area does include a buffer to the SAM as it will be located around it.

### *Layout*

As indicated under Section 1 above this application seeks to reserve all matters apart from part of the structural landscaping for detailed consideration at a later date. The application is supported by a parameters plan which shows the location of the residential parcels, school and open space. An illustrative layout plan has also been submitted in support of the application to demonstrate that the site can accommodate 610 units whilst the Design and Access Statement sets out a number of design principles. Given the nature of the outline application this illustrative layout is not for consideration now. It contains a number of design features which would not be supported at the detailed design stage. Similarly, not all of the design/layout principles in the Design and Access Statement would be supported. However, the submitted information does satisfactorily demonstrate that up to 610 units could be accommodated on the site. Conditions requiring the development to accord with the parameter plan and limiting the number of unit to up to 610 are recommended. The Design and Access Statement will not form one of the approved documents.

No information has been submitted in respect of phasing at this stage except that the new access road and bunds would be constructed first, and it is not known whether the site would be built out by single or multiple housing builders. A condition requiring the submission and approval of a phasing plan is therefore recommended. The timing of the delivery of the primary school will be controlled and agreed through the S106.

Policy CS8 of the adopted Core Strategy requirements new developments to provide 30% affordable housing, 20% life time homes and 2% wheelchair housing (on sites of over 50 dwellings). Affordable housing provision is dealt with under section 7 below following assessment

of the applicant's viability appraisal. With regard to the requirements for life time homes and wheel chair housing, these can be secured via a condition if permission is granted.

### *Representations*

One of the representations has commented that the housing density proposed (31 dwelling per hectare) is acceptable, another than it is too high. There are no longer any set density requirements although there is a requirement to make efficient use of land. The number of units proposed is considered to be acceptable for the site and the illustrative layout plan shows that 610 units could be reasonably accommodated.

One of the neighbour representations has commented that the site should follow the design principles of the Development Corporation. It is not clear what principles are specifically being referred. The detailed layout will be considered in line with current design advice as and when it is built out.

Another representation has commented that the parking looks dubious and that cars parked on the street can cause problems. As indicated the layout is illustrative only at this stage and parking will be considered in detail in accordance with Local Plan policy as and when detailed layouts come forward for consideration.

### *School/Community Provision*

The application includes 2.2 hectares of land for a new primary school. The development itself only gives rise to a requirement for 1 form of entry. As such the site will provide additional capacity for primary school places. Given the scale of the development no stand-alone community facilities are proposed although it is envisaged that some community use will be accommodated in the new primary school.

This is commented on further along with secondary school provision under section 7 below.

The Civic Society has commented that the proposal shows no community facilities to serve the 610 houses apart from a primary school and it needs to demonstrate how it will function in a viable and sustainable way within the surrounding area and other approved developments nearby, i.e. the Greater Haddon proposal. The comments from the Civic Society are noted. The proposal does not include community facilities as indicated above following a viability assessment, but there will be opportunities to secure community use of the new school. In terms of the wider site, whilst it is acknowledged that it will be quite isolated in the short term, the character of the whole area to the south will change with the Great Haddon core area and there will be opportunities to link into leisure routes being proposed as part of the core area and in turn with the green wheel. These links can be secured through planning conditions.

### *Amenity of New Residents*

Although the layout plan is illustrative only, it is considered that the development could in principle provide the occupiers a satisfactory level of amenity in terms of factors such as layout, sunlight and private amenity space. Although the bunds proposed to the north of the site will be some 8 metres in height, the submitted plans indicate that they will be graduated on the housing side (they will be steeper on the employment side). Given this it is considered that an acceptable relationship with the housing can in principle be achieved.

Whilst it is acknowledged that the new road through the site will be substantial the housing would be located away from this and on the east side shielded by the bridleway which will provide a further off set and separation. It is therefore considered that an acceptable relationship can in principle be achieved.

### *Noise*

The original employment applications were accompanied by a Noise Assessment. On the advice of Environmental Health Officers a condition was imposed setting an overall noise limit for the development during the day and night at the nearest noise sensitive premises to the site, although



flexibility was built in to potentially allow higher noise levels on some parcels depending upon the overall final design of the site (as some buildings could potentially act as noise barriers for others). The permission which has been granted for the Yearsley development confirms the noise levels and requires, as each phase of the development is built out, confirmation as to how these will be achieved and if necessary, for additional mitigation measures to be put in place.

This application would not change the relationship in terms of noise to residential properties outside of the application site area. The main consideration is the amenity of the new residential development within the site in terms of its relationship to the consented employment area and also the A1(M) which is the other main noise source. The application is supported by a Noise Assessment as part of the Environmental Statement.

#### *Noise from the A1(M)*

Noise from the A1(M) is an issue for the houses lying on the western part of the site. The proposal has been assessed on the basis of the buffer shown on the illustrative layout plan but even with this, the Noise Assessment concludes that without further mitigation internal and external noise levels would be above acceptable limits. The Assessment therefore concludes that a further noise assessment will need to be submitted at the detailed design stage, once the final position of the houses is known, and that consideration will need to be given to acoustic fencing to protect any areas of exposed gardens, to the use of suitable glazing, to the positioning of non-habitable rooms toward the A1(M) and to the use of mechanical ventilation.

#### *Relationship to the Employment Area*

The application includes a landscape bund which will separate the residential and employment areas of the site. The Noise Assessment concludes that this bund will provide some 14-17dB attenuation, depending upon where the noise measurement is taken. Notwithstanding this, it concludes that further mitigation will be required.

It considers the relationship of the houses to the consented Yearsleys scheme and concludes that predicted noise levels for the Yearsleys site are likely to exceed noise criteria for their impact upon residential properties. However, the noise criteria referred to above, were set with a view to controlling cumulative impact. In light of this, further mitigation may be required to the employment plots. This can be delivered in principle, given that Roxhill has control over the employment area. At this stage the overall layout of the employment area is not yet known so additional mitigation may be provided by other buildings. The positioning of residential development closer to the employment development does represent a constraint to it, however, as indicated above all of the land is in Roxhill's control so the constraint is not being placed upon a separate third party.

With regard to the residential development the Noise Assessment concludes that a further noise assessment should be carried out once the detailed design is known. As with the housing proposed adjacent to the A1(M) it recommends mitigation in the form of building positions, the location of habitable rooms, the use of suitable glazing specifications and mechanical ventilation.

Having reviewed the application, the Council's Environmental Health Officer has raised no objection in principle. He has commented that mitigation will need to be considered at the detailed design stage and recommends that development does not commence until mitigation measures are agreed. He has also commented that acoustic trickle ventilators will not provide adequate ventilation and that 'whole house' systems will be needed. A condition will be imposed as requested by Environmental Health requiring detailed noise assessments to be submitted at the reserved matters stage to ensure that noise is considered at the outset of the detailed design. The applicant has been made aware of the comment in respect of the ventilation system but this can be addressed as part of the detailed design work.

Hampton Parish Council has commented that the noise controls over the Yearsleys development were assessed based on the proximity of Hampton and Ortons. These need to be reviewed if this development is to proceed as it is within the unacceptable noise band for residential development. This comment is noted and has been considered above. Additional noise mitigation will be required

for the new housing but this is deliverable through the detailed design. There is also scope to include more mitigation within the employment area if required.

### *School*

The assessment gives initial consideration to the amenity of the proposed new school including its playing fields. It concludes that whilst natural ventilation may be possible to administrative areas of the school building mechanical ventilation is likely to be required to the class rooms to achieve suitable internal noise levels within these areas. It also concludes that mitigation may be needed to the playing fields to achieve a suitable noise level for these outdoor areas.

The Council's Environmental Health Officer has raised no objections to these conclusions. A detailed noise assessment will need to be submitted with the school application once the final design has been developed and this can be secured by a condition. It is, however, considered that a suitable noise environment for the school can in principle be achieved.

Subject to conditions therefore it is considered that the development can provide an acceptable level of residential amenity for the new occupants in accordance with policy PP4 of the adopted Planning Policies DPD.

### *Sustainability*

The supporting Design and Access Statement refers to a number of ways in which sustainability could be incorporated into the development such as arrange of the building to maximise solar gain, opportunities for home working, high standards of installation and glazing, potential for renewables etc. but does not made any clear proposals. In order to ensure that the development contributes toward the Council's Environmental Capital objectives it is recommended that a condition be imposed requiring that the development achieve an energy efficiency equivalent to 10% above the Building Regulations standards or in accordance with any other alternative scheme of measures as maybe agreed. This is the same approach which has been taken in respect of the employment areas and the Great Haddon Core Area. Subject to this condition it is considered that the development will comply with policy CS10 of the adopted Core Strategy.

### *Open Space*

The application proposes some 41 .5 hectares of open space which equates to some 63% of the site. This includes existing woodland areas, the new bunds, structural landscaping adjacent to the A1(M) along with open space and play areas within the site including one Neighbourhood Equipped Area of Play (NEAP), one Locally Equipped Area of Play (LEAP) and 2 Local Areas of Play (LAPs) along with a community playing field co-located with the new primary school. The open space provision proposed by this application is considered to be sufficient to meet its open space requirements, under policy PP14 of the adopted Planning Policies DPD.

## **6. Other matters**

### *Contamination*

The original employment outline applications were accompanied by ground conditions surveys. These did not indicate any significant contamination potential. Conditions in respect of unsuspected contamination were imposed for the avoidance of doubt. The ground conditions surveys have been resubmitted in respect of this application. A condition in respect of unsuspected contamination is recommended if this application is permitted.

### *Drainage*

The original employment area applications were supported by a Flood Risk Assessment and Drainage Strategy. A revised strategy has been submitted in support of this application. Having reviewed this the Council's Drainage Team have raised no objection in principle subject to conditions requiring more detailed assessment as and when the scheme progresses to the reserved matters stage. Anglian Water and the Environment Agency have not made any comments in respect of surface water drainage.

With regard to foul drainage Anglian Water has commented that the development will lead to

unacceptable flooding downstream and as such a drainage strategy needs to be prepared in conjunction with Anglian Water. It has therefore recommended that a condition be imposed requiring the agreement of a foul drainage scheme. The Environment Agency has raised no objection subject to the imposition of a condition dealing with foul water drainage. A condition in respect of foul drainage is therefore recommended.

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

#### *Archaeology*

The land falling within the Alwalton Hill employment area has been subject to archaeological assessment and a final report is awaited for archiving and deposition. With regard to the Great Haddon land, whilst a Written Scheme of Investigation was submitted for approval the further assessment work required under this has not yet been carried out. A condition requiring further assessment of the land falling within the Great Haddon area is therefore recommended. Subject to this the development is considered to comply with policy CS17 of the adopted Core Strategy.

#### *Construction Management*

There is a requirement under the employment schemes for a Construction Management Plan. Given the scale of this development it is recommended that the requirement for the submission and approval of a Construction Management Plan for each phase of the development be approved. As with the employment area it is recommended that this specifically prohibits construction access from being taken via the Old Great North Road. Cross reference will need to be made within this plan to appropriate ecological mitigation measures such as for the control of dust, in relation to badgers (covering holes at night) etc.

#### *Air Quality*

The original applications were supported by an Air Quality Assessment which concluded that the proposal would not have any significant adverse impact. An updated Assessment has been submitted with this application. This concludes that potential impacts during the construction phase can be controlled through the Construction Management Plan and that no exceedance of air quality standards is expected during the operational phase, the impact of the development being negligible. Indeed it concludes that there maybe a slight improvement compared to the approved scheme which would have resulted in more lorry movements.

The Council's Environmental Health Section has raised no objections to this conclusion.

#### *Red Edge*

Two areas of land have been specially excluded from the site boundary of this application. The first relates to an area adjacent to pond 15 and the other a linear strip between the access road and the bridleway. The applicant has shown that, in respect of the linear strip, the diversion of the bridleway can be accommodated. As such, whilst it would be desirable for both of these areas to be included, particularly the linear strip, the scheme is not considered unacceptable without them.

#### *Relationship to the Consented Employment Scheme*

Implementation of this permission will mean that the amount of employment land remaining is reduced and also that changes are need to a number of the already approved plans and strategies associated with the employment area permissions because the residential development will mean that they cannot be implemented in their entirety or because the residential development changes or supercedes details within them. For instance approval of the residential scheme changes the previously approved Access Management Strategy and details of the drainage scheme. As such, and in order to ensure that the two developments tie up a condition will be imposed which prevents the implementation of this permission from taking place, until various strategies associated with the employment area have been updated. This may take the form of the submission of Section 73 applications, new condition discharge applications or non-material amendments applications or a combination of all three. The applicant has been made aware of this requirement.

### *Minerals and Waste*

The Minerals and Waste Core Strategy proposals map identifies the site as a mineral safeguarding area. The purpose of mineral safeguarding areas (MSA) is to ensure that mineral resources are adequately taken into account in all land use planning applications. The presence of a MSA does not preclude other forms of development taking place, but flags up the presence of minerals so that this can be considered and minerals usage not unknowingly or needlessly sterilised. Policy CS26 of the Minerals and Waste Core Strategy does not require the Minerals and Waste Authority to be notified of planning applications in certain circumstances, including where the application is for development on land which is allocated in other adopted local development plan documents. Where the Minerals and Waste Authority is notified of an application in respect of an MSA it will consider a number of factors including economic circumstances and the need for the development.

In this instance, land at Great Haddon is allocated, with the precise boundaries being secured by the Site Allocations DPD. The site also benefits from a planning permission which could be implemented. Given this, no further consideration of this matter is necessary as part of this application.

The Great Haddon employment area is also within the search area for a new householder recycling centre. Under the employment consent an area of land has to be safeguarded for 5 years for potential purchase by the Council. This provision will remain in place under the existing S106 Agreement. It is not considered that approval of the current application would prejudice this as sufficient land remains available within the employment area to provide this.

As a result of the previous consent for mineral extraction, part of the site was identified as a Regionally Important Geological Site (RIGS). RIGS do not have the same statutory protection as other designations such as SSSIs etc. but Local Planning Authorities are encouraged to protect them through the planning process. Geo Peterborough the local body which comments on applications affecting RIGS sites has asked for a condition to be imposed requiring that access be given to Geo-Peterborough to record and sample temporary excavations associated with the development. It is not considered reasonable to impose a condition but an informative will be put on any permission encouraging the developer to allow Geo-Peterborough access for recording purposes.

### *Fire Hydrants*

Cambridgeshire Fire and Rescue has asked that adequate provision be made for fire hydrants either through the S106 or by way of planning conditions. Whilst this request is noted, fire hydrants are dealt with through other legislation. It is not therefore considered necessary to require their provision through the planning process.

### *Other Representations*

One of the representations received has asked that the map be updated as it must be 10 years old. Half of Hampton is missing including Nature's Way which is very important in this case. The objector has not specified which map they are referring to but it maybe the map associated with the Council's Uniform programme. Whilst this comment is noted this is a separate matter and not relevant to the determination of the current planning application.

Another representation has commented that they gather the number of houses has now risen to 630. The application is for up to 610 units and the overall quantum of development will be secured by a condition. If the applicant ever wanted to increase the number of units then they would need to make a new application.

## **7. S106 Agreement**

This application has been the subject of an open book Viability Appraisal and negotiation with the applicant. An updated appraisal is currently being reviewed. This offers the following S106 package:-

- 15% on site affordable housing (70% shared equity and 30% affordable rent)
- 2.2 hectares of land for a new primary school

- A contribution of £3.3 million toward the building of a 1FE primary school

As set out this development only requires a 1FE primary school. Land is being given to the Council for a 2FE. The value of this extra land therefore has to be taken into consideration within the overall appraisal. It has been agreed that this value will be off set against the secondary school contribution that Officers were seeking to secure (of £1.4 million). No separate secondary school contribution will therefore be paid.

Under the original S106 for the employment area £3.3 million was secured toward the cost of the widening works to Fletton Parkway between junction 17 of the A1(M) and junction 1 of the Fletton Parkway. As set out under the transport section above, this development has less traffic impact than the consented scheme. The applicant could, therefore, justifiably seek to reduce the level of contribution towards these works but has agreed to keep it the same. This 'credit' does, however, have to be taken into consideration as part of the overall viability assessment and the Council has, therefore, agreed not to seek a contribution toward bus service provision. Discussion is ongoing with the applicant as to how the Fletton Parkway widening contribution is secured as the triggers in the original S106 will not be hit given the reduction in the amount of employment land being provided. Members are therefore asked to delegate authority to officers to agree an appropriate approach with any necessary changes to the existing S106 Agreement.

This development will not make a specific contribution toward community facilities as a result of the viability of the scheme. However, it will have a community playing field and there is scope to secure community use within the new primary school.

#### *Representations*

A letter of representation has been received from the Great Haddon Consortium, the owners of the Great Haddon Core Area. This does not object to the application but comments that the application fails to recognise that the introduction of additional dwellings will have more impact on the planned environmental/community/highways improvements and or mitigation required both on and off site. It is of the view that this development should make a proportional contribution to the Great Haddon infrastructure, to be secured through the S106 including towards the provision of highways infrastructure including Fletton Parkway works, including J17 of the A1(M) and J1, Great North Road improvement and bus subsidy/travel plan, a pro rata contribution toward the Great Haddon community hub, cemetery and gypsy pitches, a pro rata contribution towards an additional part time warden for Orton Pit nature reserve and a pro rata contribution towards an outreach worker.

Whilst the comments are noted it is considered that this application does consider the impacts arising from the scheme. In terms of contributions and as set out above, this development is providing its own primary school and therefore meets its requirements in this respect. The position in respect of the secondary school contribution is set out above. Notwithstanding the viability issue the Director of Growth and Regeneration has advised if any money were secured it will be directed toward Ormiston Bushfield as the Great Haddon Secondary school will not come forward for a significant period of time (the trigger will be set out in the S106 for the core area).

In terms of the community centre contribution the position is as set out above, namely there is no money available for this, other matters having been prioritised. Notwithstanding this, there will be scope for community use of the new primary school.

In terms of highways matters, the applicant is making a significant contribution towards Fletton Parkway widening (greater than the Great Haddon Consortium) and they have agreed to keep the level of contribution the same even though residential development will result in less impact. This wider benefit has to be acknowledged and no bus contribution is therefore being sought. In terms of junction 1 a scheme of works will be secured by condition. This application has no impact upon junction 2 so not no works could reasonably be secured. With regard to the Old Great North Road, the traffic impact is reduced, so again a contribution could not reasonably be secured. As noted under the Highways Section above, a revised Framework Travel Plan and Final Travel Plan(s) will be secured by condition/through the S106.

With regard to a contribution towards cemeteries or gypsy/ travellers pitches the viability appraisal shows that these cannot be paid unless the payment toward other things are reduced. The other contributions have been prioritised.

Finally with regard to the comment about funding a warden for Orton Pit this requirement came from Natural England in relation to the core area application. Natural England has not said that it is required to make the current scheme acceptable. A contribution in this respect has not therefore been requested. Even if it were it would have to be balanced against the other competing demands.

It should also be noted that this scheme has some benefits to the Great Haddon core area as the existing woodlands will be opened up and brought into use. These will be available to the new residents of the core area, especially earlier on the development when less on site open space is available.

Hampton Parish Council has raised a concern regarding the lack of secondary school provision given that both Hampton College and the proposed new secondary school with Hampton Gardens are oversubscribed. It is also concerned about the lack of social housing commenting that all areas should be required to have some form of social housing rather than leaving some areas such as Hampton Vale with problems and issues.

With regard to secondary school provision a development of this size does not give rise to a need for a new school and it is simply not viable to require a school with only 1 or 2 forms. The appropriate mechanism is therefore the payment of a financial contribution. In this case, the contribution is being offset by the additional land being secured for primary school provision. In terms of affordable housing 15% on site provision is proposed. Government guidance is clear that where it is demonstrated that there are viability issues that the affordable housing provision should be reviewed. Hampton Vale which the Parish Council refer to was built out in very different circumstances.

In light of the viability appraisal the S106 contributions from the development are considered to be acceptable in accordance with policy CS13 of the adopted Core Strategy. Members are asked to delegate authority to officers to finalised negotiations on the S106 (including adding any new Heads of Terms of these are subsequently required) and to complete the agreement.

## **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 weighting against relevant policies of the development plans and specifically:-

- Whilst this application would reduce the amount of employment land, that which remains would not be insubstantial and will be able to ensure the creation of new jobs. Government policy sets out that allocations should be regularly reviewed and the Local Plan is currently being reviewed. The building of housing on this site instead of employment development will help meet the housing needs of the city and ensure that it has a five year housing supply. The principle of development is therefore considered to be acceptable.
- The transport information submitted with the application shows that it would not have any unacceptable impact upon the highway network and indeed would have less impact than the consented employment scheme. Subject to conditions relating the works to junction 17 of the A1(M), junction 1 of the Fletton Parkway and in respect of a provision of a link to the Old Great North Road the development is considered to comply with policy PP12 of the adopted Core Strategy. An updated Framework Travel Plan and full Travel Plan(s) can be secured through the S106 or conditions. Walking/cycling links to the Great Haddon core area can also be secured by condition. Subject to this it is considered that the development

will accord with policy CS14 of the adopted Core Strategy.

- The development will change the nature of the existing site but it will have less visual impact than the consented employment scheme. It is therefore considered to comply with policy CS16 of the adopted Core Strategy.
- The potential impacts of the development on Orton Pit SSSI/SAC can be acceptably mitigated via the access control measures proposed. The development is, therefore, considered to be acceptable in accordance with policy CS21 of the adopted Core Strategy and the National Planning Policy Framework.
- Other ecological impacts of the development can also be acceptably mitigated so the development accords with policy CS21 of the adopted Core Strategy and the National Planning Policy Framework.
- The impact of the development on existing trees and hedgerows within the site is considered to be acceptable subject to the imposition of conditions requiring more detailed assessment as development comes forward and protection measures. New landscaping will also be planted, including the provision of new hedgerows. The development is, therefore, considered to be acceptable in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.
- Following review of all aspects of the development the impact of the development on the amenity of neighbouring residents is considered to be acceptable in accordance with policy PP3 of the Planning Policies DPD.
- Subject to detailed design it is considered that the development will be able to afford future residents an acceptable level of amenity in accordance with policy PP4 of the adopted Planning Policies DPD.
- Further archaeological assessment will be required by condition as the development progresses. It is therefore considered to accord with the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy PP17 of the Planning Policies DPD.
- Following assessment of the submitted information it is considered that the site can in principle be drained. Subject to the imposition requiring the submission and approval of more detailed drainage information the development is considered to comply with policy CS22 of the adopted Core Strategy and the National Planning Policy Framework;
- Via the imposition of a condition it is considered that the development will make a contribution towards the Council's Environment Capital objectives in accordance with policy CS10 of the adopted Core Strategy.
- Subject to the Viability Assessment and the completion of a S106 Agreement it is considered that the development will make sufficient contribution towards the infrastructure requirements arising from it. It therefore accords with policies CS12 and CS13 of the adopted Core Strategy.

## **7 Recommendation**

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

- 1) relevant conditions and authority being delegated to officers to make any necessary or appropriate adjustments to these including the imposition of new conditions;
- 2) the completion of a S106 Agreement including a mechanism to deal with the Fletton Parkway Contribution and;
- 3) the passing of an Appropriate Assessment with authority being delegated to officers to

complete this and agree any necessary additional mitigation measures if required.

- C 1 Approval of details of the access, appearance, landscaping, layout and scale (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

- C 2 Plans and particulars of the reserved matters referred to in condition 1 above, relating to the access, appearance, landscaping, layout and scale shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

- C 3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- C 4 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- C5 The development hereby approved shall be carried out in accordance with the approved framework plan reference 6261-L-01 Rev T.

Reason: To restrict the development to that applied for and for which the environmental, transport and infrastructure impacts have been assessed and to ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance

- C6 Not more than 610 dwellings shall be built pursuant to this outline planning permission. Building heights shall not exceed 12 metres (measures from existing grounds levels).

Reason: In order to comply with the provisions of the outline planning permission including the assessment of the transport issues and environmental impacts of the development and to meet housing need in accordance with policies CS1, CS5, CS16 and CS21 of the Adopted Core Strategy and policies PP3, PP4, PP12 and PP16 of the adopted Planning Policies DPD.

- C7 Prior to the commencement any development (other than archaeological assessment, biodiversity/ecological surveys) a phasing plan for the development of the site including the phasing of the main access road, drainage scheme, strategic landscaping, open space and play areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be built out in accordance with the approved phasing plan.



Reason: To allow consideration of the impacts of the development and to ensure the timely delivery of the necessary infrastructure needed to support the housing development in accordance with polices CS5, CS16, C21 and CS22 of the adopted Core Strategy and policies PP4, PP12, PP14 and PP16 of the adopted Planning Polices DPD. This is a pre-commencement condition as the phasing of the site needs to be understood and agreed at the outset in order to ensure the timely and appropriate delivery of key infrastructure.

- C8 20% of all dwellings shall be constructed as life time homes and 2% as wheelchair housing. The plans and particulars of each reserved matters application for housing shall set out the provision to be made for life time homes and wheel chair housing and demonstrate compliance with these standards (namely those set by the Joseph Rowntree Foundation or any standards/guidance superseding this).

Reason: In order to ensure that the development meets housing need in accordance with policy CS8 of the adopted Core Strategy.

- C9 Plans and particulars to be submitted as reserved matters for each parcel of land or part thereof shall include details of existing and proposed site levels including the finished floor levels of all new dwellings/ buildings and any associated parking. The development shall thereafter be carried out in accordance with the approved details.

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

- C10 Notwithstanding the submitted information, the development shall achieve as a minimum an energy efficiency of 10% above the Building Regulations standard in place at the time of reserved matters submission, unless this requires a zero carbon development. Prior to the first occupation of any dwelling/building within each tranche a statement/assessment which demonstrates how this has be achieved shall be submitted to and approved in writing by the Local Planning Authority.

As an alternative to the above energy efficiency requirement, a proposal which exceeds other requirements in Policies CS10 and 11 of the Adopted Core Strategy and which is considered by the Local Planning Authority to be of greater benefit in achieving those policy objectives may be submitted to the Local Planning Authority for consideration as part of each reserved matters application.

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

Reason: In order to deliver energy efficiencies in accordance with policies CS10 and CS11 of the Adopted Core Strategy.

- C11 Prior to the commencement of any development within any phase or part thereof, including the construction of the landscaped bunds, (other than archaeological investigation and biodiversity/ecological surveys a Stage 2 Flood Risk Assessment (FRA) including a surface water drainage strategy incorporating SuDS for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. The Stage Two FRA and Sustainable Drainage Strategy shall include timings, or a phasing plan, for the implementation of works identified by that FRA and shall accord with the approved Outline Drainage Scheme prepared by THDA, reference '14-0677 Peterborough Gateway'. The approved Stage Two FRA and any works identified by this shall be implemented in accordance with the approved timings or phasing plan.

Reason: In order to ensure that the site can be adequately drained in accordance with policy CS22 of the adopted Core Strategy. This is a pre-commencement condition as the surface water drainage needs to be agreed at the outset of the development

- C12 Prior to the commencement of development (other than archaeological investigation and biodiversity/ ecological surveys) within any phase or part thereof a detailed scheme of sustainable surface drainage for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. The SuDS scheme shall include details of the following:-
- Full and up to date design details of the proposed drainage systems for this development should be forwarded for approval
  - Detailed specifications of any drainage elements including any proposed attenuation or infiltration
  - Calculations demonstrating the attenuation requirements according to the given discharge rates
- Details of ownership/ maintenance for the lifetime of the development including any information relating to asset adoption
- Overland flood flow routes in the event of exceedance, in particular to demonstrate that the neighbouring properties will not be impacted
- Confirmation that development complies with the outline FRA.  
The development shall thereafter be carried out in accordance with the approved details before the area of development which it will serve is occupied or brought into use.

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

- C13 Monitoring of the quality of the water from the development entering existing water courses (principally the Stanground Lode, its northern tributary and Beeby's Lakes) shall be carried out in accordance with a methodology to be submitted to and approved in writing by the Local Planning Authority.

An initial survey, the methodology of which shall be agreed in writing by the Local Planning Authority, shall be undertaken prior to any connection into the Stanground Lode or its northern tributary being made from the site, in order to establish a base line, the results of which shall be submitted to and agreed in writing by the Local Planning Authority.

Monitoring shall be carried out on an annual basis for the first five years following the first occupation of any building. The applicant shall submit a single annual monitoring report for the site to the Local Planning Authority for written approval. The timing of the monitoring and the submission of the monitoring report shall thereafter be reviewed and agreed in writing by the Local Planning Authority.

Provision shall be made to enable the Local Planning Authority to consider if any remedial measures are necessary as a result of evaluating the submitted monitoring results, including a provision for the Local Planning Authority to serve notice on the applicant requiring a scheme of remedial measures. The remedial measures shall be fairly and reasonably related in scale and kind to the proposed development. Within two months of receiving such written notice, the applicant shall submit such a scheme of remedial measures (including a timeframe for implementation) and the approved remedial measures shall be implemented in accordance with the approved scheme and programme.

Reason: In order to protect the quality of water in existing watercourses in accordance with policy CS21 of the Adopted Core Strategy, and to satisfy the EU Directive 2000/60/EC: the Water Framework Directive.

- C14 Prior to the commencement of development (other than archaeological investigation and biodiversity/ ecological surveys) within any phase or part thereof a detailed scheme of foul drainage for that phase or part thereof including the details of any phasing or off site connections/infrastructure improvements shall be submitted to and approved in writing by

the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details before the building or dwelling to which it relates is first occupied.

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

- C15 Prior to the first occupation of any dwelling the access control measures set out on the Ecological Mitigation and Access Plan reference 6261-E-02 Rev G and the associated Section of Fencing Mitigation Plan reference 6261-L-10 shall be implemented in their entirety. No lighting shall be erected within these areas.

The monitoring and management of these areas and features shall thereafter be carried out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any dwelling, along with any other maintenance which maybe required on an ad hoc basis in perpetuity.

In the event that the access management measures have not been completed in their entirety prior to the first occupation of any dwelling or building a progress review shall be carried out. This review shall include as appropriate other temporary access management measures along with a timetable for their implementation and subsequent removal. The conclusions of the review and details of any temporary measures shall be submitted to and agreed in writing by the Local Planning Authority. The temporary measures shall thereafter be maintained and monitored until the permanent access management measures are fully completed. These monitoring and management measures shall be agreed in writing by the Local Planning Authority as part of the progress review. If the above measures are not to the satisfaction of the Local Planning Authority development shall cease on site until such time as the permanent access management measures are completed.

Reason: In order to minimise the effects on habitats and species in, and to prevent unauthorised public access into, Orton Pit SSSI/SAC in order to protect the integrity of the site, in accordance with the Conservation of Habitat and Species Regulations 2010, policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

- C16 Prior to the commencement of development (other than archaeological investigation and biodiversity/ecological strategies) an overarching Great Crested Newt Strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall include a time schedule for the works. The plans and particulars submitted for each relevant reserved matters application/ discharge of condition application shall demonstrate compliance with the Strategy and include where appropriate specific measures within individual tranches. Development shall thereafter be carried out in accordance with the approved plans and specific measures.

Monitoring of the strategy and the mitigation measures therein, including the specific measures within individual tranches shall be carried out during the build out of the development and for five years thereafter. The applicant shall submit a single annual monitoring report for the site, to include the individual development tranches, to the Local Planning Authority for written approval for the first five years following the commencement of development. The timing of the monitoring and the submission of the monitoring report shall thereafter be reviewed and agreed in writing by the Local Planning Authority.

If after evaluating the submitted monitoring results the Local Planning Authority considers remedial measures are necessary it will serve notice on the applicant requiring a scheme of remedial measures. The remedial measures shall be fairly and reasonably related in scale and kind to the proposed development. Within one month of receiving such written notice, the applicant shall submit such a scheme of remedial measures (including a timeframe for

implementation) and the approved remedial measures shall be implemented in accordance with the approved scheme and programme.

Reason: In order to safeguard, enhance and manage the ecological interests of the site and to inform the translocation, protection of species and habitat creation/enhancement in accordance with the Conservation of Habitat and Species Regulations 2010, National Planning Policy Framework and policy CS21 of the Adopted Core Strategy. This is a pre-commencement condition in order to ensure that Great Crested Newts are protected from the outset of development.

C17 Prior to the commencement of development (other than archaeological investigation or biodiversity/ecological strategies), an overarching Biodiversity Strategy shall be submitted to and approved in writing by the Local Planning Authority which shall include a timetable for the works. The plans and particulars submitted for each reserved matters application/appropriate discharge of condition applications shall demonstrate compliance with the Strategy and include specific measures set out within individual tranches.

The overarching Strategy shall include but not be limited to details of the following:

- a) appointment of a suitably qualified Ecological Clerk of Works and details of ecological supervision;
- b) details of phasing of habitat creation and clearance;
- c) details of habitat and species protection measures during the construction and operational phases of the development especially for badgers;
- d) details of habitat creation and enhancement, including: measures to ensure connectivity of habitat where appropriate that avoids conflict with new roads and fences; the phasing of delivery, the management/maintenance regime for these areas particularly areas of new habitat creation and measures to individual development plots to enhance biodiversity.
- e) areas of habitat creation and enhancement shall provide opportunities for great created newts, reptiles, badgers, bats, water voles, brown hares, otters, butterflies including black hairstreak and white letter, breeding birds including owls, Stoneworts, aquatic and terrestrial invertebrates and (aquatic) plants;
- f) Proposals for the translocation of any protected species that may be subsequently identified;
- g) A methodology and strategy for the submission and approval of updated survey work during the build out of the development including specific measures in relation to bats;
- h) A scheme of monitoring for the retained/ enhanced areas of habitat creation and wider biodiversity measures within the scheme, including any specific measures set out within individual development tranches. The monitoring period shall be not less than the build out period of the development and five years thereafter. The applicant shall submit a single monitoring report, to include individual development tranches, annually for the first five years following commencement of development and thereafter reviewed with appropriate report monitoring periods agreed in writing by the Local Planning Authority;
- i) A provision shall be made to enable the Local Planning Authority to consider if any remedial measures are necessary as a result of evaluating the submitted monitoring results, including a provision for the Local Planning Authority to serve notice on the applicant requiring a scheme of remedial measures. The remedial measures shall be fairly and reasonably related in scale and kind to the proposed development. Within one month of receiving such written notice, the applicant shall submit such a scheme of remedial

measures (including a timeframe for implementation) and the approved remedial measures shall be implemented in accordance with the approved scheme and programme.

The above is not expected to duplicate the Access Management Strategy or the Great Crested Newt Strategy but should make cross-reference to these documents where appropriate.

Reason: To safeguard, enhance and manage the ecological interests of the site and to inform the translocation, protection of species, habitat creation, remedial measures and to promote the biodiversity of the site in accordance with supporting Environmental Statement, policy CS21 of the Adopted Core Strategy and the Conservation of Habitat and Species Regulations 2010. This is a pre-commencement strategy as an overriding Biodiversity Strategy needs to be in place from the outset of development to ensure that species are protected on site.

- C18 In the event that development within a phase or part thereof has not commenced within two years from the date of this permission then updated surveys for that phase or part thereof shall be undertaken prior to the commencement of development within that phase or part thereof and include details of appropriate ecological avoidance and mitigation measures. The scope of the survey to be undertaken (including the phase or phases to be covered) and the methodologies to be used shall first be agreed in writing with the Local Planning Authority. The results of the surveys shall thereafter be submitted to and approved in writing by the Local Planning Authority within eight weeks of them being undertaken unless a longer period for submission is agreed. The development shall thereafter be carried out in accordance with the updated surveys and the conclusions therein.

Reason: In order to ensure the protection of protected species in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

- C19 Prior to the first occupation of any dwelling, a scheme to monitor Nitrogen Oxide (NOx) concentrations and nitrogen deposition within Orton Pit SSSI/SAC, shall be submitted to and approved in writing by the Local Planning Authority. Unless an alternative timetable is agreed in writing by the Local Planning Authority, the monitoring shall commence no later than 3 months after the first occupation (to enable the collection of baseline data) and continue for a period of 5 years after the complete build out of the development. All monitoring shall be carried out in accordance with the approved scheme and submitted in the form of a single report at intervals to be agreed with the Local Planning Authority. Should the Local Planning Authority consider that any remedial measures are necessary as a result of evaluating the submitted monitoring results; the Local Planning Authority will serve notice on the developer requiring a scheme of remediation. Within one month of receiving such written notice, a scheme of remediation, including a programme for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The remedial measures shall be implemented in accordance with the approved scheme unless any alternative scheme is subsequently agreed in writing with the Local Planning Authority.

Reason: To validate predictions regarding nitrogen deposition made in the Environmental Statement and to ensure the integrity of Orton Pit SSSI/SAC is protected in accordance with Planning Policy Statement 9 (Biodiversity and Geological Conservation) and the Conservation of Habitat and Species Regulations 2010.

- C20 Trees, Hedgerow and Woodland shall be retained in accordance with the Arboricultural Assessment August 2015 including tree retention plans 6261-A-04 Rev D and 05 Rev D unless it is agreed through the plans and particulars to be submitted under C1 at the reserved matters and via a further Arboricultural Assessment that further removals can take place take place.

If any retained tree as shown on the approved drawings is damaged or removed during a development phase, a replacement planting scheme and implementation timetable shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter take place in accordance with the approved details.

Reason: To secure the retention of trees, hedges and woodland as identified in the Environmental Statement in accordance with policy CS21 of the Adopted Core Strategy and policy PP16 of the Planning Policies DPD.

C21 Prior to the commencement of development (other than archaeological investigation and biodiversity/ecological surveys) within each phase an overarching Landscape Management Strategy, including details of phasing for the strategic landscape areas and play areas within that phase shall be submitted to and approved in writing by the Local Planning Authority. The plans and particulars submitted for each reserved matters application which include public landscaping shall demonstrate compliance with the Strategy and include specific measures set out within individual tranches. The Strategy shall include the following details:

- Long term design objectives for the course of the development and 5 years thereafter;
- Management responsibilities for the course of the development and 5 years thereafter;
- Maintenance schedules including replacement planting for any trees/shrubs which fail for the course of the development and 5 years thereafter;
- Cross reference to the Woodland Management Plans where appropriate

The Landscape Management Strategy shall be implemented in accordance with a timetable contained therein.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies PP16 of the Planning Policies DPD and policy CS21 of the Adopted Core Strategy. This is a pre-commencement condition in order to ensure that the phasing of the landscaping and its management is in place from the outset of development.

C22 Prior to the commencement of any works within or to either the Alwalton Woodland or Chambers Dole a Woodland Management Plan for that woodland shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of tree works, replacement planting, a mechanism for review of the condition of the woodland, mitigation measures if its condition deteriorates as a result of public access and a timetable for implementation of the plan. The woodlands shall thereafter be managed in accordance with the submitted plan(s).

Reason: In order to ensure that the existing woodland is appropriately managed in the future in accordance with policy PP16 of the adopted Planning Policies DPD.

C23 The plans and particulars for each reserved matters application or any discharge of condition application for those tranches containing and/or located adjacent to any retained trees/hedgerows (including outside of the application site) shall include:

- An arboricultural method statement (to be carried out in accordance with section 6.1 of British Standard 5837:2012 or any subsequent revision to this);
- An arboricultural impact assessment (to be carried in accordance with section 5.4 of BS 5837: 2012 or any subsequent revision to this);
- A tree/hedgerow protection plan (to be carried out in accordance with section 5.1 of BS 5837: 2012)

The above shall include an assessment of the impact of buildings, hard standings, drainage infrastructure and any other utilities.

The tree/hedgerow protection measures shall be erected prior to the commencement of any works including site clearance and thereafter retained until construction work are completed unless the written consent of the Local Planning Authority is given to their removal.

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

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policy PP16 of the Planning Policies DPD and policy CS21 of the Adopted Core Strategy.

C24 The hard landscaping scheme to be submitted for each phase or part thereof as plans and particulars under condition 1 shall include the following details

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

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

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

C25 The soft landscaping scheme for front gardens, shared communal open spaces (not private rear gardens) etc shall be submitted for each phase or part thereof plans and particulars under condition 1 shall include the following details

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

The development within that phase or part thereof shall thereafter be carried out in accordance with the approved details no later than first available planting/seeding season following first occupation or in accordance with any alternative timeframe as maybe agreed in writing by the Local Planning Authority.

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

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

C26 No part of the development shall be occupied or brought into use until the roads/footways and cycle ways linking that part of the development to the existing public highway have been implemented in accordance with the approved details. Nor shall any dwelling/unit be occupied or brought into use until its access and parking have been laid out in accordance with the approved details. These areas shall thereafter be retained for the purpose of parking/turning and not used for any other purpose.

Reason; In the interests of providing a safe means of access to the development which does not prejudice the safety of the users of the existing public highway in accordance with Policy CS14 of the Adopted Core Strategy and polices PP12 and PP13 of the Planning Policies DPD.

C27 No more than 54 two way trips between 8am and 9am are to leave or arrive from or to Forli Strada unless and until the highway improvements to J17 of the A1(M) have been constructed, opened to traffic and certified as such in accordance with the approved scheme. The scheme of works shall comply in full with the Design Manual for Roads and Bridges and be carried out in accordance with the following approved details:-

- \* 24545/140/100/07 Rev A General Arrangement
- \* 24545/140/200/01 Rev B Site Clearance
- \* 24545/140/400/01 Rev B Road Restraint System
- \* 24545/140/100/08 Rev A Contours and Flows
- \* 24545/140/1200/01 Rev C Traffic Signals
- \* 24545/140/1200/03 Rev C Detailed Traffic Signal Design
- \* 24545/140/1200/04 Rev B Details Traffic Signal Design
- \* 24545/140/1200/05 Rev C Detailed Traffic Signal Design
- \* 24545/140/1200/06 Rev C Detailed Traffic Signal Design
- \* 24545/140/1200/02 Rev B Road Markings
- \* 24545/140/1300/01 Rev B Street Lighting
- \* 24545/140/1100/01 Rev B Kerbing and Paved Areas
- \* 24545/140/100/03 Rev B Utility Constraints Plan
- \* 24545/140/600/01 Rev B Earthworks
- \* 24545/140/700/01 Rev C Pavement
- \* 24545/140/500/01 Rev B Highway Drainage
- \* 24545/140/100/04 Rev C Swept Path Analysis 1 of 6
- \* 24545/140/100/05 Rev D Swept Path Analysis 2 of 6
- \* 24545/140/100/15 Rev A Swept Path Analysis 3 of 6
- \* 24545/140/100/16 Rev A Swept Path Analysis 4 of 6
- \* 24545/140/100/17 Rev A Swept Path Analysis 5 of 6
- \* 24545/140/100/18 Rev A Swept Path Analysis 6 of 6
- \* 24545/140/1200/07 Service Ducting and Movement Joint
- \* Pavement Specification May 2012
- \* Appendix 12/5 Project Specific Comments

Reason: To ensure that the Strategic Road Network can continue to operate as part of the national system of routes for through traffic in accordance with section 4 of the National Planning Policy Framework, policy CS14 of the Adopted Core Strategy, policy PP12 of the adopted Peterborough Planning Policies DPD and Section 10(2) of the Highways Act 1980 and to satisfy the reasonable requirements of safety of traffic on the strategic road network.

C28 No more than 54 two way vehicle trips between 8am and 9am are to leave or arrive from or to Forli Strada unless and until the highway improvement works to junction 1 of the Fletton Parkway have been constructed, opened to traffic and certified as such by the Local Planning Authority in accordance with the approved scheme. The scheme of works shall be carried out in accordance with the following approved details:-

- \*24545/130/100/01E General Arrangement
- \*24545/130/100/02C Contour and Flow Arrows
- \*24545/130/100/03C Utility Constraints Plan
- \*24545/130/100/05C Swept Path Analysis
- \*24545/130/100/07B Section 278 Agreement
- \* 24545/130/500/01C Highway Drainage
- \* 24545/130/600/01D Earthworks
- \* 24545/130/700/01D Pavement
- \* 24545/130/1100/01C Kerbing and Paved Areas



- \* 24545/130/1200/01D Traffic Signs
- \* 24545/130/1200/02D Road Markings
- \*24545/130/1200/03E Detailed Traffic Signal Design
- \*24545/130/1200/04E Detailed Traffic Signal Design
- \*24545/130/1200/05E Detailed Traffic Signal Design
- \*24545/130/1200/06F Detailed Traffic Signals Schedules
- \*24545/130/1200/07A Jointing Chamber and Duct Loop Junction Box
- \*24545/130/1200/08A Traffic Signals Detector Junction Box
- \*24545/130/1200/09C Detailed Traffic Signals Design
- \*24545/130/1200/10C Detailed Traffic Signals Design
- \* 24545/130/1300/01D Street Lighting

Reason: In the interests of providing a safe means of access to the development which does not prejudice the safety of the users of the existing public highway in accordance with section 4 of the National Planning Policy Framework (2012), policy CS14 of the Adopted Core Strategy and policy PP12 of the adopted Peterborough Planning Policies DPD.

- C29 The plans and particulars to be submitted under condition 1 for the new access road to serve the development shall include measures to prevent HGV access from the employment area onto the Old Great North Road along with a timetable for the delivery of the road in its entirety (along with the associated diversion of the bridleway) including the link onto the Old Great North Road. This timetable shall include a timescale for the removal of any interim measures along with details of permanent measures to prevent HGV access. The development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: In order to ensure that the development complies with the already consented scheme and associated traffic modelling in accordance with policy PP12 of the adopted Planning Policies DPD.

- C30 The vehicle movements on Forli Strada from junction 1 of the Fletton Parkway to the north and subsequently onto the Old Great North Road to the south shall be monitored in accordance with a scheme which shall include the details and location of any physical measures such as traffic counters to be submitted to and approved in writing by the Local Planning Authority before the first occupation of any dwelling. Monitoring shall take place at least three times per calendar year. The two way vehicle trips on the access road shall be averaged over a week during the school term times for the am peak hour. These vehicle movements shall be set out and reported in writing in the month following observation to the Local Planning Authority.

Reason: In order to allow the volume of traffic entering and leaving the site to be monitored to ensure that other conditions are being complied with/ to ascertain when the trigger point for the improvement works to J1 of the Fletton Parkway and J17 of the A1(M) is reached in accordance with policy PP12 of the adopted Planning Policies DPD and the Highway Act 1980.

- C31 Notwithstanding the approved plans, prior to the submission of the first reserved matters application for any roads or housing a plan showing footpath/cycle way links from the site to the Great Haddon core area/Green Wheel shall be submitted to and approved in writing by the Local Planning Authority, along with a timetable for their implementation. The development shall thereafter take place in accordance with the approved details and timetable.

Reason: In order to connect the site to the Great Haddon core area in the interests of sustainable travel in accordance with policy CS14 of the adopted Core Strategy.

- C32 Prior to the commencement of development within any phase or part thereof (other than archaeological investigation and biodiversity/ecological surveys) a Construction Management Plan shall be submitted to and approved in writing by the Local Planning

Authority. The Construction Management Plan shall include but not be limited to the following:

a) a scheme for the monitoring, reporting and control of construction noise and vibration, including hours of working and scope for remedial action identified as a result of any monitoring, of construction noise, vibration and dust emanating from the site during the construction phase;

b) a scheme for the control of dust;

c) a scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways. The vehicles cleansing system shall be a static system that is capable of washing the wheels and underside of the chassis. The access roads shall be hard surfaced between the cleaning facility and the highway and must be kept free of mud/debris at all times.

d) a contingency plan including, if necessary, the temporary cessation of all construction operations, to be implemented in the event that the approved vehicle cleansing scheme fails to be effective for any reason;

e) a scheme of working hours for construction and other site works including deliveries.

f) a routing agreement for construction traffic.

g) a scheme of HGV haul routes into and through the main development sites and construction accesses from the existing local highway network including the method of segregating construction traffic from general core area traffic/pedestrians and cyclists.

h) Means of protecting the water environment from sediment and pollution from drainage, ground works, construction vehicles and oil/chemicals;

i) Appointment of a suitably qualified Ecological Clerk of works and details of ecological supervision;

j) Scheme for dealing with complaints.

k) Construction access including details of the measures to ensure that all construction vehicles can enter the site immediately upon arrival and also the method of segregating construction traffic from general traffic/pedestrians and cyclists (as required).

l) A scheme for parking of contractor's vehicles and details of the location of contractor's welfare/site office facilities.

m) A scheme for access and deliveries showing adequate space for vehicles to park, turn, load and unload clear of the public highway or the main employment area access roads.

n) details of the location and layout of all materials storage and plant storage compounds.

o) details of the means of enclosure of the application site for the construction phase, including details of all types of fencing proposed and a plan showing the location of all the fencing;

The above shall be prepared in conjunction with and make reference to the Great Crested Newt and Biodiversity Strategies for the site and the tree protection details as appropriate.

There shall be no construction access via the Old Great North Road.

The development shall thereafter be carried out in accordance with the approved Construction Management Plans at all times.

Reason: In order to protect the amenity of neighbouring residents; in the interests of highway safety and convenience; and to protect the ecological interest of the site including Orton Pit SAC/SSSI, in accordance with the National Planning Policy Framework and policies CS14 and CS21 of the adopted Core Strategy.

- C33 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, unless otherwise agreed in writing by the Local Planning Authority..

A competent assessment must be undertaken, 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. 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: In order to deal the impacts of unsuspected contamination in order to protect human health and Controlled Waters, in accordance with Planning Policy Guidance 23 (Planning and Pollution Control).

- C34 Notwithstanding the submitted Noise Assessment, the plans and particulars to be submitted under condition 1 for a phase of the development or part thereof shall include a detailed noise mitigation strategy along with associated calculations to how acceptable noise levels will be achieved. The development shall thereafter be constructed in accordance with the approved details and the mitigation measures put in place prior to the first occupation of the dwelling to which they relate.

Reason: In order to ensure a satisfactory level of amenity in accordance with condition CS16 of the adopted Core Strategy and policy PP4 of the adopted Planning Policies DPD..

- C35 Notwithstanding the submitted Noise Assessment, the plans and particulars to be submitted under condition 1 in respect of the proposed primary school shall include a detailed Noise Assessment and mitigation strategy. This shall include details of the noise levels of any plant and measures to protect the nearest noise sensitive properties. The school shall thereafter be constructed in accordance with the approved details.

Reason: To protect the amenities and privacy of the adjoining properties in accordance with Policy PP3 of the Adopted Planning Policies DPD.

- C36 All ventilation of any steam and cooking fumes to the atmosphere from the school buildings shall be suitably filtered to avoid nuisance from smell, grease or smoke to persons in neighbouring or nearby properties. Details of the nature and location of such filtration equipment shall be submitted to and agreed in writing by the Local Planning Authority before installation and shall be installed in accordance with the approved details before those uses commence, and shall thereafter be maintained.

Reason: In order to protect and safeguard the amenity of the area, in accordance with policy PP3 of the adopted Planning Policies DPD.

- C37 Notwithstanding the submitted information, no development above foundation level shall take place until an updated Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter, prior to the first occupation of any dwelling within any phase or part thereof, a full Travel Plan for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. The full Travel Plan shall include SMART targets and set out how it will comply with the Framework

Travel Plan, including mechanisms for monitoring and review.

Reason: In the interests of encouraging travel by sustainable modes in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

- C38 Prior to the first opening of the new school a School Travel Plan and a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall contain SMART targets to encourage the use of non-car modes of transport to access the school including proposed measures to be implemented to achieve the targets and also hard/soft measures to mitigate the effects of the additional pupils/staff and to reduce car mode share. The Travel Plan shall thereafter be implemented and monitored as agreed. The Parking Management Plan shall set out in detail the methodology which the school will use to control and manage staff parking within the site and also to control parent parking in the vicinity of the site. The development shall thereafter operate in accordance with the approved plans.

Reason: In the interests of encouraging travel by sustainable modes in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

- C39 No demolition, development or other work within a phase or part thereof shall commence until an archaeological mitigation strategy, including a Written Scheme of Investigation (WSI), has been submitted to, and approved by, the Local Planning Authority in writing for that phase or part thereof. Thereafter, the development shall take place in complete accordance with the approved strategy. The approved strategy shall be implemented in full. The mitigation strategy shall include a WSI detailing a programme of archaeological work which shall at least include the following elements:

- i. Details of archaeological strategy to undertake fieldwork and/or preservation *in situ* of archaeological remains with timetable for undertaking such work, including any phasing of works
- ii. If excavation is undertaken a post-excavation assessment and report; and
- iii. Post-excavation analysis report, preparation of site archive ready for deposition at a store (approved by the Local Planning Authority), completion of an archive report, and submission of a publication report

The post excavation assessment and report (ii above) for each phase or part thereof shall be submitted to the Local Planning Authority within 2 months of the completion of the fieldwork. The post excavation analysis report etc. (iii above) shall be submitted to the Local Planning Authority within one year of the completion of the fieldwork. This condition shall only be fully discharged when each required element as set out above has been approved in writing by the Local Planning Authority.

Reason: To secure the requirement of the planning applicant or developer to mitigate the impact of their scheme on the historic environment, and to ensure the proper and timely preservation and/or investigation, recording, reporting and presentation of archaeological heritage assets affected by their scheme, in accordance with paragraphs 128 and 141 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).

- C40 Notwithstanding the submitted information, prior to the commencement of the construction of the landscape bunds full cross sections/ levels and drainage details shall be submitted to and approved in writing by the Local Planning Authority. The bunds shall thereafter be constructed in accordance with the approved details.

Reason: In order to confirm their levels and the drainage details of the swales in accordance with policies CS16 and CS22 of the adopted Core Strategy.

- C41 No development above foundation level within a phase or part thereof shall take place until details or samples (walls, roofing, cladding or render) of the materials and finishes to be used in the construction of the external surfaces of the dwellings/buildings have been

submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development within that phase or part thereof shall thereafter not be carried out except 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 Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C42 Within one month of the commencement of development (other than archaeological investigation and ecological/ biodiversity strategies) within each phase or part there of details of all external lighting for that phase or part there of shall be submitted to and approved in writing by the Local Planning Authority. Details shall include lighting to both adoptable and private areas, any flood lighting design of the lighting columns and lux levels. Any flood lighting details shall also include hours of use. The development shall thereafter after be carried out in accordance with the approved details prior to the first occupation of the area to which the lighting relates.

Reason: In the interests of general and residential amenity in accordance with policy CS16 of the adopted Core Strategy and policy PP3 of the adopted Planning Polices DPD.

- C43 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) there shall be no permitted change from dwellings falling within Use Class C3 (Dwelling Houses) to C4 (Houses in Multiple Occupation) unless expressly authorised through a new planning application.

Reason: In order to protect the amenity of the future residents and to allow the impact of any houses in multiple occupation to be fully assessed in accordance with policies PP3, PP4 and PP13 of the adopted Planning Policies DPD.

- C44 Notwithstanding the submitted information development shall not commence unless or until the following plans and strategies for the retained employment area have been received and updated as appropriate:-

- Framework Plans
- Foul/ Surface Water Drainage
- Ecological Management Plan/Great Crested Newt/Biodiversity Strategy
- Access Management Strategy
- Arb Method Statement and Landscape Management Plan (including a Woodland Management Plan)
- Tree Protection
- Noise
- Travel Plan

Reason; In order to ensure that this development continues to tie up with the approved employment area development for the avoidance of any doubt.

- C45 The development hereby approved shall be carried out in accordance with the following approved plans and particulars:-

- Location Plan 6261-L-08 Rev C
- Development Framework Plan 6261-L-01 Rev t
- Ecological Mitigation and Access Plan 6261-E-02 Rev G
- Ecological Mitigation and Access Management Strategy August 2015
- Section of Fencing Mitigation 6261-LO-10
- Arboricultural Assessment August 2015
- Tree Retention Plans 61261-A-04 Rev D and 05 Rev D
- Framework Travel Plan February 2016

- Landscape Species Schedule 01 Rev B
- Landscape Proposals 05 Rev B (as relates to the bund only)
- Landscape Proposals 06 Rev B (as relates to the bund only)
- Landscape Proposals 07 Rev B (as relates to the bund only)
- Highways Technical Note dated 9 December
- Highways Technical Note dated 29 June 2015
- Ecological Surveys
- Outline Drainage Scheme 14-0677
- \* 24545/140/100/07 Rev A General Arrangement
- \* 24545/140/200/01 Rev B Site Clearance
- \* 24545/140/400/01 Rev B Road Restraint System
- \* 24545/140/100/08 Rev A Contours and Flows
- \* 24545/140/1200/01 Rev C Traffic Signals
- \* 24545/140/1200/03 Rev C Detailed Traffic Signal Design
- \* 24545/140/1200/04 Rev B Details Traffic Signal Design
- \* 24545/140/1200/05 Rev C Detailed Traffic Signal Design
- \* 24545/140/1200/06 Rev C Detailed Traffic Signal Design
- \* 24545/140/1200/02 Rev B Road Markings
- \* 24545/140/1300/01 Rev B Street Lighting
- \* 24545/140/1100/01 Rev B Kerbing and Paved Areas
- \* 24545/140/100/03 Rev B Utility Constraints Plan
- \* 24545/140/600/01 Rev B Earthworks
- \* 24545/140/700/01 Rev C Pavement
- \* 24545/140/500/01 Rev B Highway Drainage
- \* 24545/140/100/04 Rev C Swept Path Analysis 1 of 6
- \* 24545/140/100/05 Rev D Swept Path Analysis 2 of 6
- \* 24545/140/100/15 Rev A Swept Path Analysis 3 of 6
- \* 24545/140/100/16 Rev A Swept Path Analysis 4 of 6
- \* 24545/140/100/17 Rev A Swept Path Analysis 5 of 6
- \* 24545/140/100/18 Rev A Swept Path Analysis 6 of 6
- \* 24545/140/1200/07 Service Ducting and Movement Joint
- \* Pavement Specification May 2012
- \* Appendix 12/5 Project Specific Comments
- \*24545/130/100/01E General Arrangement
- \*24545/130/100/02C Contour and Flow Arrows
- \*24545/130/100/03C Utility Constraints Plan
- \*24545/130/100/05C Swept Path Analysis
- \*24545/130/100/07B Section 278 Agreement
- \* 24545/130/500/01C Highway Drainage
- \* 24545/130/600/01D Earthworks
- \* 24545/130/700/01D Pavement
- \* 24545/130/1100/01C Kerbing and Paved Areas
- \* 24545/130/1200/01D Traffic Signs
- \* 24545/130/1200/02D Road Markings
- \*24545/130/1200/03E Detailed Traffic Signal Design
- \*24545/130/1200/04E Detailed Traffic Signal Design
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- \*24545/130/1200/06F Detailed Traffic Signals Schedules
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- \*24545/130/1200/08A Traffic Signals Detector Junction Box
- \*24545/130/1200/09C Detailed Traffic Signals Design
- \*24545/130/1200/10C Detailed Traffic Signals Design
- \* 24545/130/1300/01D Street Lighting

Reason: In order to ensure that the development which has been applied for and assessed through the Environmental Statement.

Copies to Councillors: S Scott, D Seaton, and N North