

Application Ref: 09/01368/OUT

Proposal: Development of an urban extension comprising up to 5350 residential dwellings; a District Centre (with up to 9200 square metres (99031 sq.ft) retail floor space) and two Neighbourhood Centres (with up to 2300 square metres (24758 sq.ft) retail floor space) comprising district/neighbourhood retail (A1-A5); community and health (C2, D1); leisure(D2); residential (C3) and commercial (B1) uses. Provision for education facilities (sites for three primary and one secondary school); sports and recreational facilities; a range of strategic open spaces including new landscaping, woodland and allotments; and cemetery provision. Associated highway infrastructure (including pedestrian, bridleway and cycle routes), public transport infrastructure and car parking for all uses. Utilities and renewable energy infrastructure; foul and surface water drainage networks (including suds and lakes)

Site: At land to the north of Norman Cross, east of the A1(M) and west of London Road (A15) Peterborough

Applicant: O & H Properties Ltd, Marlborough Oasis Ltd, Barrett Strategic (The Great Haddon Consortium)

Referred by: Director of Growth and Regeneration

Reason: Major Strategic Application

Case Officers: Lee Collins and Vicky Hurrell

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Recommendation: The Director of Growth and Regeneration recommends that the application be approved subject to (a) conditions (b) the satisfactory completion of an obligation under the provisions of Section 106 of the Town and Country Planning Act 1990 and (c) any changes to conditions relating to Orton Pit SSSI/SAC which maybe requested by Natural England during S106 discussions.

1 UPDATE

This application was tabled to Members of the Planning and Environmental Protection Committee on 19 March 2013. Members resolved to approve the application subject to:-

- a) A further report back to Committee to agree the finer detail and design of the Yaxley loop road
- b) A report back to Committee to agree the review mechanism for the S106
- c) The conditions as set out in the original report and the Update Report

Further information has now been submitted by the applicant and Officers are able to provide the following update to Members. In addition to the information set out below a number of small amendments have been made to the proposed Framework Plan and the associated Parameter Plans to reflect land ownership boundaries. There is no change to the amount of development proposed or the access points. Neither is there any change to the environmental impacts of the development.

a) Further detail on the function of the Yaxley Loop Road

In response to the resolution by Members the applicant has provided a drawing showing the design details of the Yaxley loop road, an illustrative sketch showing a typical cross section of the loop road and perspectives and wording for a suggested draft condition which would govern the design principles of the road (similar to what has been done with the Central Boulevard, another key road within the layout).

Consultation

Consultation has been carried out on the updated information with the Local Highway Authority, Highways Agency, Cambridgeshire County Council, Huntingdonshire District Council, Hampton Parish Council, the Norman Cross Action Group and all the individual Parish Councils/other

bodies which form part of the Action Group. The responses received in relation to this are set out below. Any further responses received in advance of Committee will be tabled to Members in the Update Report.

Huntingdonshire District Council (HDC)

The District Council's position on the design of the loop road has not changed from that stated in our original letter (see summary comments under section 5 below). Despite a healthy debate at Committee on 19 March 2013 HDC's position was not supported and the alignment of the loop road was agreed as part of the outline planning permission albeit with the caveat that the applicant should provide additional design detail. HDC's objection was essentially based on the principle of the design and location of the loop road in relation to the range of different uses that will be served directly from it and adjoining it. It is still not evident that the detail now submitted by the applicant achieves any enhancement of what HDC considered to be a flawed design approach for this important interface between Great Haddon and Peterborough.

One additional consideration relates to the proposed location of the secondary school and residential development adjacent to the realigned A15. This will still be a very busy road and the City Council may wish to re-consider potential air quality impacts on new residents and students deriving from the location of the school and new homes along the proposed road.

Norman Cross Action Group (NXAG) and Stilton Parish Council

(As previously advised the Norman Cross Action Group comprises representatives from several Parish Council's including Yaxley, Farcet, Stilton, Folksworth, Haddon and Chesterton)

The NXAG is pleased to have the opportunity to respond. However, it is perplexed about this latest application as it appears little changed from the proposals that went to the Peterborough City Council Planning Committee in March 2013, which requested more detailed proposals. This being the case the Group would welcome being informed as to the purpose of this application and why this application was necessary.

The Group understands that Cambridgeshire County Council has not been advised of this latest planning application

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

However there are a number of matters that still give The Group major concerns.

- **The "Yaxley A15 loop"**. The Group recognizes that these proposals contain minor changes. However, the proposals for the "loop" remain completely inadequate as a means of taking away traffic from the current A15 in the direction of the Yaxley Broadway junction. Traffic will continue to use the old A15 route as it is more direct and convenient.
 - There are too many junctions on the loop, all with traffic lights causing tail-backs to traffic at peak times.
 - It is inappropriate, under the proposals, for the A15 flow of traffic to be directed past the site for a secondary school and past junctions a district/commercial centre/schools and to residential areas.
 - The Group wish to point out recent research that highlights the effects of traffic pollution on children and recommendations that where possible roads should be directed away from schools.
 - The villagers of Yaxley will be seriously inconvenienced by any proposed traffic calming measures on the A15 and the intended direction of traffic at the Broadway/A15 junction.
 - The Group proposes that the western junction of the A15 and the Yaxley loop coincides with the junction with Waterslade Lane and that Waterslade Lane become two way. This

will support traffic flow to the lower part of Yaxley (Main Street) and the village of Holme. The Group requests that the PCC highways team liaise with CCC in order to discuss this specific proposal.

- **A15 junction to the Old Great North Road, adjacent to Junction 16 A1(M).** The Group remains most concerned at the proposals for this junction, which is only 100m from the grade separated junction (junction 16) to the A1(M). Traffic tail back onto the A1(M) system will have serious consequences. In the proposals it states that the area will need careful monitoring before making any changes. The Group would welcome knowing for how long the monitoring will continue or whether it is to be related to the number of houses as they are built on Great Haddon.
- **A15 junction to the main Great Haddon boulevard.** The traffic lights will cause traffic to back up along the A15 to wards A1(M) junction 16 at peak times, as it does at the moment from the Yaxley Broadway traffic lights. This junction reduces further the environmental buffer and mature trees will be removed. The original Peterborough Development Corporation proposals for a Southern Township proposed an overhead roundabout on at an A15 junction. The Group continue to support this approach.
- **Access points from the A15 on the Great Haddon Development.** Residents in Stilton, Folksworth and Haddon villages will be greatly inconvenienced by the proposed A15 road system. Many residents depend on Yaxley for the Doctors surgery, library, shopping and sport/leisure facilities. Many first visit Yaxley before moving on the Hampton along the A15.
- **Peterborough's Aspiration to become the Environment Capital of the UK.** The Great North Road and Haddon Road are currently part of the prestigious National Cycleways and Leisure routes (the N12 and N21). These all link into Peterborough's Millenium Green Wheel. The plans now shown are from 2009. These show the Great North Road being diverted into the development. Have all these changes with respect to width of cycle lane, pedestrian, pushchairs space been checked for safety against Local Transport Note 2/08 and Sustrans?

The Group were previously reassured at a Peterborough Planning and Environmental Committee meeting that there would be no HGV access between the Commercial Site (Gateway) and Great North Road and that cars were restricted to 120/day

The Group would prefer that there were no access points from the residential development onto the Old Great North Road. However, failing that the Group would only recommend the southern most one. The other is too near existing residential properties.

It is for these reasons that the Group wishes to object to the current planning application relating to Great Haddon.

The Group urge Peterborough City Council to, at all times, account for the lessons learnt in the Hampton development, with particular respect to traffic management, the impact of traffic lights at major junctions and provision for parking.

Surface Water Management. The Group would appreciate being reassured that the impact of the Great Haddon development is accounted for in the PCC Flood Management Strategy Plans that are currently being updated.

Yaxley Parish Council

Yaxley Parish Council raises the following concerns in respect of the design of the Yaxley loop road:-

- the junction at Waterslade Lane ought to be re-aligned with the entrance to Great Haddon to aid traffic movement to and from Holme;
- concerns over the number of exits to A15;

- what will the traffic calming measures be along the A15 through Yaxley as this will be used as an alternative route – traffic management issues need to be addressed now and not left until after the loop road is in situ;
- not convinced that the junction arrangements on the A15 at Yaxley will work sufficiently well to allow the smooth operation of traffic from Yaxley, what measures will there be to stop a general through flow of traffic wishing to avoid the loop road?;
- what measures will be in place if there is a road traffic incident that closes or reduces the flows on the A1M ?

Mr Allin, Orton Longville Parish Councillor

The A15 is a major English road and should not be diverted through a shopping centre with at least 5 sets of traffic lights. The Peterborough Development Corporation design for the Southern Township had the A15 going from J3 on the A1139 down to Norman Cross with no junctions, only overhead roundabouts were required. This could not be done now, but the A15 could be taken down the central boulevard from J2 on the A1139 to Norman Cross once again with overhead roundabouts where necessary. Another better proposal would be to bring the A15 from the roundabout at Parnwell down the A1139 and round the south to J17 on the A1(M). The part of the A15 going through the centre of Peterborough and down to Norman Cross could then be re-numbered as a 'B' road.

Neighbours

Although no formal neighbour consultation has been carried out 1 additional letter of representation have been received. This raises the following issues:-

- Concerns regarding the design of the Yaxley loop road. It seems obvious that providing controlled access to the already busy A15 London Road is going to cause enormous traffic problems. This will also result in disruption of public transport towards Norman Cross and Stilton and onwards towards Huntingdon and Cambridgeshire. The existing road infrastructure is simply not capable of carrying the traffic resulting from this fantasy project, not to mention further planned development at Hampton and nearby.

Comment on Additional Information

Members confirmed at Planning and Environmental Protection Committee in March 2013 that they were happy with the alignment of the Yaxley loop road and its relationship to the associated land uses but wanted further information on the design details.

The submitted information shows the intended carriageway widths of the road, primarily single carriageway, with two lanes at appropriate locations to facilitate turning movements with footways including a 3m wide footpath/cycleway on one side. It is intended that the footways would be wider around the school and district centre to facilitate pedestrian movements. Verges may be included where they incorporate SUDS and the number of access points from the residential tranches minimised.

Officers consider the submitted information to be sufficient and in line with what they had envisaged. It is recommended that condition 39 be updated to incorporate the bullet points provided by the applicant which will enable further control over the design of the road at the reserved matters stage.

As set out in the original report below the design of the loop road has to be considered in the context of the development as a whole. When it is built out there will be a number of routes into and out of Great Haddon and traffic is likely to disperse along these. Traffic to and from the development will not need to go through Yaxley. The loop road will be in place from very early on within the development build out. The traffic calming in Yaxley will work as a deterrent and with the widening of Fletton Parkway the A1(M)/Fletton Parkway route (currently underway) is likely to become a much more attractive route for through traffic into and out of Peterborough.

Response to Representations Received

Huntingdonshire District Council

The comments from HDC are noted, but it is considered that these relate to the principle and alignment of the Yaxley loop road rather than the details of the design requested by Members. Therefore, they cannot be considered further.

With regard to the comment about air quality of the school and housing adjacent to the loop road it is assumed that this has been made in light of recent reports about air quality. An air quality assessment was carried out as part of this application and it was concluded that there would be no unacceptable impact. It would, also, at this late stage be unreasonable to require changes to the framework plan on this basis. The Government is looking at the overall issue of air quality and measures to deal with this issue will be put in place by it, outside of the planning system.

Norman Cross Action Group

The NXAG has commented that the proposal appears to have changed little from the previous scheme and it is therefore unclear on why it has been reconsulted. As set out above, this reconsultation relates to the additional information received in respect of the details of the Yaxley loop road only. Members did not raise any other issues with the scheme which would require any other aspect to be amended. The additional information has been shared with the relevant Highway Authorities and Norman Cross Action Group only to allow for final comment on the design of the loop road in advance of the Committee meeting. It is also confirmed that Cambridge County Council has been reconsulted on the application.

With regard to the NXAG comments on the loop road Members agreed at Planning and Environmental Protection Committee on 19 March 2013 that they were happy with the alignment of the road (and relationship to associated land uses) but wanted further details of its form which have now been provided. As set out above the loop road has to be considered in the context of the development as a whole. When it is built out there will be a number of routes into and out of Great Haddon and traffic is likely to disperse along these. Traffic to and from the development will not need to go through Yaxley. The loop road will be in place from very early on within the development build out. With the widening of Fletton Parkway the A1(M)/Fletton Parkway is also likely to become a much more attractive route for through traffic into and out of Peterborough.

With regard to the comment about air pollution this has been covered above under HDC comments.

The NXAG has commented that Yaxley residents will be inconvenienced by the traffic calming measures. Whilst this comment is noted traffic calming is proposed to reduce the potential traffic impacts of the development on Yaxley. It would not be reasonable for a development such as this not to have connections to the A15 and this again is not a matter which Members raised.

With regard to the comment that the junction of the loop road with Waterslade Road become two way this is not an issue which was raised by either Huntingdonshire District Council or Cambridgeshire County Council who are the relevant Highway Authority during the course of the highways discussions on the application. It is not considered necessary to make the scheme acceptable and is not proposed. However, if the County Council consider that there would be merit in this they can review and implement as the appropriate Highway Authority.

With regard to comments in respect of the A15 junction with the Old Great North Road Members did not raise any issues with this aspect of the proposal. It is not for reconsideration here therefore. To confirm, it is proposed to widen the section of the A15 between the Old Great North Road junction and junction 16 of the A1(M). Condition 42 sets out that the widening works would be done prior to the occupation of the 3500th dwelling but requires monitoring of the situation in advance of this in order that if an issue is identified the trigger point can be brought forward.

With regard to the Central Boulevard junction with the A15, Members again did not raise any issues with this aspect of the proposal. It is not for reconsideration here therefore. To confirm the traffic impacts of the development were subject to detailed modelling work and no issues were raised at the time by either Cambridgeshire County Council or the Highways Agency (in terms of potential impact on junction 16).

With regard comments about access points onto the A15 from the Great Haddon development it is not clear what access points are being referred to. There will only be a single access point from the development onto the A15 (the Central Boulevard junction referred to above).

With regard to the comments about Peterborough's aspirations to become Environment Capital, this again is not an issue about which Members raised any issues. It is not for reconsideration here therefore. To confirm, alterations will be needed to the Old Great North Road in order to slow vehicle speeds to 30mph. One way of achieving this would be changes to the alignment of the road at the new junctions and an indicative plan showing this was submitted as part of the previous application package. The final scheme of traffic calming will, however, be determined at a later date via a condition. With regard to the use of the Old Great North Road it is confirmed that there would be no HGV access between it and the employment site to the north. However, there would be no limit on the number of cars which could use the road as this could not be controlled in practical terms and is not necessary in capacity terms (this matter was covered in the main body of the report below). With regard to the number of access points (2) this matter was again covered in the main body of the report and Members did not raise any issues with this. The number of access points is not for reconsideration therefore.

Finally with regard to surface water management this again is not a matter upon which Members raised any issues and is not for reconsideration here therefore. To confirm, and as set out in the main body of the report below the outline drainage proposals were discussed in detail with the Environment Agency who raise no objection to the scheme. Further drainage details will be required via the conditions and these will be agreed at the time with the relevant drainage bodies.

Yaxley Parish Council

With regard to the comments from Yaxley Parish Council the first two points have been covered above under the responses to the NXAG comments.

With regard to the detail of the traffic calming it was agreed with Cambridgeshire County Council that it would be more appropriate to wait until the loop road is in to design a traffic calming scheme as this will enable the impacts of the development to be properly assessed. If a detailed scheme was put forward now it is likely that it would not be the right one. The approach agreed is, therefore, appropriate in this instance.

With regard to the comment about traffic wanting to avoid the loop road, the design and signal timings for the junctions will be important here as will the traffic calming scheme within Yaxley itself. As set out in the main body of the report, it is also anticipated that once the Fletton Parkway widening works are complete that this will become a much more attractive route to drivers wishing to access Peterborough.

Finally with regard to measures in the event of accident or closure on the A1(M) this is not for this application to determine or an issue which the applicant can reasonably be asked to consider. Neither is it a matter which Members raised in their previous consideration of the application.

Mr Allin, Orton Longville Parish Councillor

As set out above Members raised no issues with the alignment of the Yaxley loop road at Committee on 19 March 2013 and this is not for further consideration therefore. The Central Boulevard itself will provide a connection between junction 2 of the Fletton Parkway and the A15. With regard to the final comment it is not entirely clear what is being suggested but it is not necessary to make the current development acceptable which is all that can be taken into consideration here.

Neighbour Representations

As has already been set out Members approved the alignment of the Yaxley loop road at the previous Committee meeting. The development has been subject to detailed traffic modelling works which looked at capacity issues and any necessary works identified, as referred to in the main body of the report. This is not a matter which Members raised issues with and is not for reconsideration here therefore.

b) Review Mechanism for the S106

As set out under Section 6, Part 12 below, following a viability appraisal a £75 million S106 package has been agreed, resulting in the provision of 7.5% affordable housing. The intention, therefore, was to agree an escalator mechanism under which profits from sales above an agreed level would be shared with the Council until such time as the scheme became policy compliant in terms of affordable housing (i.e. it achieved 30% as per Policy CS8 of the adopted Core Strategy). Committee resolved to approve the application subject to details of this escalator/review mechanism.

Further to the Committee resolution the applicant has undertaken further viability work with a view to setting and agreeing the trigger for uplift. The applicant has advised as a result of this work that even if a trigger mechanism were to be agreed there is a real risk that values are unlikely to generate a significant uplift in affordable housing provision above 7.5%. Despite some improvements in the market it is still fairly fragile and sales levels are still not at pre-cash levels. Additionally, any increase in sales values is being matched and in some cases outstripped by build cost inflation. This presented a risk to both the Council and the applicant in terms of overall lack of delivery of affordable housing and also uncertainty over levels of future provision in any one development area and phase.

As such the applicant entered into discussion with the Director of Growth and Regeneration with a view to agreeing an alternative proposal which commits both the Great Haddon Consortium and the Council to a fixed percentage and tenure split for the life of the planning permission. Following a series of meetings and review by the Council's S106 Officer of the applicant's additional viability works, the following has been agreed:-

- a) A fixed rate of affordable housing of 16% to be set out in the S106 Agreement
- b) A tenure split of 60 (affordable rented) / 40 (intermediate housing).

Members are, therefore, asked to consider whether this alternative approach, which would not result in any change to the S106 package is acceptable or if they wish to revert to the original proposed with a review mechanism taking into account the risks set out above.

c) Conditions

The conditions set out under section 8 below have been updated to take on board the comments in the original Update Report

Condition 39 has been updated to reference the design bullet points for the Yaxley loop road which are set out in Appendix 5.

The plan numbers referred to in the conditions have been updated to reflect the updated drawings received.

There are no other updates and the remaining sections below are the original report tabled to Members on 19 March 2013. This report should be read in conjunction with the original Update Report which is attached at Appendix 6 for the avoidance of any doubt.

Other Matters

Since this application was tabled to Members discussion has taken place with Natural England, in the context of other applications, regarding the nature of the access management measures to Orton Pit SSSI/SAC. It is anticipated that Natural England may wish to review the measures previously agreed as part of this application when S106 discussions taken place. The Director of Growth and Regeneration therefore asks that in this event authority be delegated to him to make any necessary changes to the wording of conditions relating to Orton Pit SSSI/SAC.

2 DESCRIPTION OF THE SITE AND SURROUNDINGS/ SUMMARY OF THE PROPOSAL

The Site and Surroundings

The application site is some 305.58 hectares in size and located on the western edge of the administrative area of Peterborough.

To the north east the site adjoins Orton Pit Special Site of Scientific Interest (SSSI)/ Special Area of Conservation (SAC), a site of international ecological importance for its populations of Great Crested Newts and Stoneworts (aquatic invertebrates). Adjacent to this is Haddon Lake and further to the north east the existing development of Hampton.

To the North West immediately adjoining the application site is a wooded area known as 'Two Pond Coppice' and 'Chamber's Dole'. This woodland is within private ownership and does not form part of the proposed Great Haddon urban extension. Beyond the woodland is the Great Haddon employment area which has consent for a mix of B1 (office and light industry), B2 (general industrial) and B8 uses (warehousing and storage) (see planning permission 09/01369/OUT). Further to the north west is Alwalton Hill which has a detailed permission for up to 172 000 square metres of B8 development with ancillary offices in 5 buildings (applications 06/00346/OUT and 09/00725/REM refer).

To the east is the village of Yaxley and the A15 which also adjoins the southern boundary of the site. Further south beyond the A15 is the open landscape of the Fens. The south west corner of the application site adjoins a Scheduled Ancient Monument (SAM) (reference CB268) containing the remains of a Napoleonic Prisoner of War Camp. Adjacent to the SAM is the settlement of Norman Cross. Two of the houses within Norman Cross are Listed (the former house of the camp Commandant now known as Norman House and the old Governor's House including the Barrack Master's Lodge). Three other Listed structures are located to the south and west of the application site; these comprise the Eagle Monument (moved from its original location to the west of the application site) and two mile posts (one on the A15 and one on the Old Great North Road). There are three groups of trees covered by Tree Preservation Orders (TPO) located within the gardens of existing dwellings (Norman House (TPO 9.90), Norman Cottage (TPO 22.90) and the Barrack Master's Lodge (TPO 176). All the Listed buildings and TPO trees are located within Huntingdonshire District.

To the west of the application site is the Old Great North Road which has a number of existing properties along it. Further west is the A1(M). Beyond the A1(M) to the south west are the villages of Stilton and Folksworth whilst to the north west is the village of Haddon which is accessed via the Old Great North Road.

The site is largely in agricultural use and contains two farmsteads. A number of footpaths/bridleways (footpath numbers 12 and 14, bridleways 2 and 11 (which is part of the Green Wheel)) cross it.

The Stanground Lode and its northern tributary flow through the site along with other drainage channels which form part of the current field drainage system.

Also within the site area are two areas of existing woodland (known as the Yaxley Woodland and Madam White's Covent), a number of individual trees (not covered by TPOs) and hedges mainly associated with the existing field boundaries, and several small ponds.

Summary of the Proposal

Two outline planning applications, with all matters reserved for detailed consideration at a later stage, were submitted in December 2009 for a new urban extension known as Great Haddon. The employment area was approved in May 2011 (see application reference 09/01369/OUT).

This application relates to what is termed the 'core area'. The main elements of the proposal can be summarised as follows:-

- Construction of up to 5350 dwellings;
- A new district centre with up to 9200 square metres of retail floor space and provision for community uses (C2/D1) , leisure (D2) and offices (B1);
- Two local centres with up to 1150 square metres of retail floor space and provision for community uses (C2/D1) , leisure (D2) and office uses (B1);
- Three primary schools- one of 3FE and 2 of 2FE;
- Secondary school of 7FE and 245 pupil sixth form;
- A range of open space including sports and recreational facilities;
- Highways infrastructure including a new road through the site connecting to the consented Western Peripheral Road at the north (see 04/01204/FUL and 04/01900/FUL) and the A15 to the south, a new loop road from the A15, and two new junctions onto the Old Great North Road.

- Diversion of existing footpaths and bridleways within the site;
- A mix of building heights to a maximum of 15 metres within the District Centre;
- A range of measures to prevent unauthorised access into Orton Pit SSSI/SAC;
- Areas of ecological mitigation and habitat enhancement;
- The creation of a buffer area some 90-100 metres in depth to the Schedule Ancient Monument;
- The creation of a buffer some 35-40 metres in depth to the A15;
- A buffer some 15-20 metres in depth to the Old Great North Road.;
- Buffer planting some 15-20 metres wide to Norman Cross;
- Associated attenuations ponds and surface water drainage;
- Associated foul drainage infrastructure.

The application is supported by the following documentation:

- Design and Access Statement;
- Planning Statement;
- Environmental Statement;
- Access Management Strategy for Orton Pit SSSI/SAC;
- Transport Assessment and Travel Plan;
- Flood Risk Assessment;
- Retail Impact Assessment;
- Viability Appraisal

With the exception of the Transport Assessment, Travel Plan and Retail Assessment the supporting information submitted relates to both the employment area and core area. The applications were progressed in tandem until December 2010 when Roxhill (Peterborough) Limited purchased the employment area.

The application originally included provision for five gypsy and traveller pitches which were subsequently removed from the scheme (see section 5 part 1 below).

The application site lies wholly within Peterborough. Land immediately to the south and west, including the village of Yaxley, the A15 until the north of Yaxley, the Old Great North Road, the SAM and listed buildings are within Huntingdonshire District. Cambridgeshire County Council is the relevant highway authority for the roads within Huntingdonshire District.

3 PLANNING HISTORY

The following applications are listed as being of most relevance and with reference being made to them elsewhere in this report.

Application Number	Description	Date	Decision
09/01369/OUT	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)	31.05.2011	Conditional Approval
09/00725/REM	Details of siting, design and external appearance of the warehouse buildings (5 individual units with maximum of 172,000 sq metres floor space) with ancillary offices, car parking and service yards and the landscaping of the site including strategic landscaping, new woodland lakes and ponds the provision of public art (Reserved Matters to application 06/00346/OUT)	16.10.2009	Conditional approval
06/00346/OUT	Development of warehouse and distribution units (max of 5 individual units with a max of 172,000 square metres floorspace) with ancillary office space, together with access road, car parking, service yards, new woodland, landscaping, lake, ponds and screen bunding	08.09.2006	Conditional approval

04/01900/FUL	Construction of new highway link (the Western Peripheral Road) stages 2 and 3 and associated infrastructure (as amended) Land at Hampton Vale West, Hampton	29.08.2008	Conditional approval
04/01204/FUL	New highway link between Hargate Way and junction 2 of the Fletton Parkway	22.02.2005	Condition approval
91P556/ 91/0815	Development of a township (Hampton) to include approximately 5200 houses together with community, educational, social, industrial and commercial areas with associated open space, road and infrastructure	09.03.2001	Conditional approval

4 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

National Planning Policy Framework (NPPF) 2012

The following key policies are of relevance:-

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

Retail Development Outside Town Centres- A sequential test should be applied to applications (except in relation to applications for small scale rural offices or other development). Proposals which fail the sequential test or would have an adverse impact should be refused.

Retail, Leisure and Office Development Outside Town Centres- Should be subject to an Impact Assessment on existing, committed and planning public/private investment in a centre(s) and on town centre vitality and viability. If there is no local threshold, 2,500 sq m will apply. Proposals which would have an adverse impact should be refused.

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.

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.

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.

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.

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.

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

Development within or outside a Site of Special Scientific Interest or other specified sites should not normally be permitted where an adverse effect on the site's notified special interest features is likely. An exception should only be made where the benefits clearly outweigh the impacts. The presumption in favour of sustainable development does not apply where development requiring Appropriate Assessment under the Birds or Habitats Directives is being considered or determined.

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.

Conservation of Heritage Assets- Account should be taken of the desirability of sustaining/ enhancing heritage assets; the positive contribution that they can make to sustainable communities including economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation.

Planning permission should be refused for development which would lead to substantial harm to or total loss of significance unless this is necessary to achieve public benefits that outweigh the harm/ loss. In such cases all reasonable steps should be taken to ensure the new development will proceed after the harm/ loss has occurred.

Peterborough Core Strategy DPD (2011)

The following key policies are relevant to this application:-

CS1- The Settlement Hierarchy- Ranks settlements according to their size and range of services and therefore capacity for growth. New development should primarily be focused within the city of Peterborough including the proposed urban extensions.

CS2- Spatial Strategy for the Location of Residential Development- sets of the broad distribution and number of new dwellings within each element of the settlement hierarchy.

CS3- Spatial Strategy for the Location of Employment Development- Sets out the key locations for new employment development including the Great Haddon employment area (65 Ha).

CS5- 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.

CS8- 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.

CS11 Renewable Energy- Opportunities to deliver on site or decentralised renewable or low carbon energy systems will be supported on appropriate sites where there are no unacceptable impacts .

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 residents.

CS15 Retail- Development should accord with the Retail Strategy which seeks to promote the City Centre and where appropriate the district and local centres. The loss of village shops will only be accepted subject to certain conditions being met.

CS16 Urban Design and the Public Realm- Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS17 The Historic Environment- Development should protect, conserve and enhance the historic environment including non scheduled nationally important features and buildings of local importance.

CS19 Open Space and Green Infrastructure- New residential development should make provision for/improve public green space, sports and play facilities. Loss of open space will only be permitted if no deficiency would result.

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

Site Allocations Development Plan Document (DPD)

SA1- Urban Extensions

Allocates Great Haddon as an urban extension in accordance with policy CS5 of the Adopted Core Strategy for up to 5350 houses.

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, daylight, opportunities for crime and disorder, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution.

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.

PP09- Development for Retail and Leisure Uses

A sequential approach will be applied to retail and leisure development. Retail development outside Primary Shopping Areas or leisure development outside any centre will be refused unless the requirements of Policy CS15 of the Core Strategy have been satisfied or compliance with the sequential approach has been demonstrated.

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.

PP17 – Heritage Assets

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

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.

PP20 - Development on Land affected by Contamination

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

Peterborough and Cambridgeshire Minerals and Waste Core Strategy

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.

Community Infrastructure Levy (CIL) Regulations 2010

Requests for planning obligations whether a CIL tariff has been adopted or not by a local authority are only lawful where they meet the following legal 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.

It is also good practice to ensure that any obligation is also relevant to planning and 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.

5. CONSULTATIONS/REPRESENTATIONS

There has been ongoing consultation throughout the application process. Officers have been working closely with a number of statutory/technical consultees to resolve the technical issues. Key statutory consultees have recently been reconsulted on the application, in order to ensure that an up to date position can be tabled to Members. This consultation was also extended to Parish Councils, the Norman Cross Action Group and Peterborough Ward Councillors in order to give them the opportunity to make final comments on the application.

Two separate rounds of much wider formal consultation have also been undertaken. The first consultation period commenced on the 8 December 2010 and lasted for 6 weeks to the 19 January 2011. The statutory requirement is 3 weeks. Representations received after the deadline continued to be accepted and taken into consideration. The second round of consultation ran from the 23 February to the 25 March 2011. As before, representations received after the deadline have continued to be accepted. Any further representations received after the despatch of this report will be tabled to Members in the Update Report. A more detailed summary of all the consultation undertaken is included in Appendix 1.

The comments set out below are the final responses received from both public and technical/statutory consultees, unless otherwise stated, and reflect the negotiation which has taken place with the applicant and consultees. Both the core area and employment area applications were consulted on at the same time, apart from the recent reconsultation which related solely to this application. As a result, most of the responses received cover both applications. Only the comments which are relevant to the core area are reported below. Comments which related to the employment area were dealt with when that application was considered by the Planning and Environmental Protection Committee.

The representations are discussed under the relevant topic headings in Section 5 of this report.

INTERNAL

Local Highway Authority – No objections. The impact of the development on the Council's highway network is considered to be acceptable subject to conditions/ provisions in the S106 Agreement in respect of highway improvements, construction management, the provision of a Travel Plan and contributions towards a new bus service.

Rights of Way Officer - No objections in principle. Welcomes the retention of the Green Wheel on its current alignment until it diverts under the Central Boulevard.

Environmental Engineering Team (Drainage) – No objections in light of the discussion which has taken place with the Environment Agency.

Landscape Officer – No objections in principle. An Arboricultural Impact Assessment will need to be submitted to allow an assessment of the impact of the development on retained trees within the site and those adjoining it, as each tranche comes forward. A Woodland Management Plan will be required in respect of the retained and new woodland planting. Tree protection measures will also be required during the construction period. Conditions recommended.

Landscape Architect - *No comments received in relation to the second period of consultation. Originally commented as follows:-*

The proposal is generally well thought out and considered.

Wildlife Officer - No objections. Considers the revised proposal to be acceptable subject to the imposition of appropriate conditions. Access Management issues are addressed by Natural England.

Archaeological Officer – No objections subject to a condition requiring the agreement of a scheme of archaeological investigation.

Minerals and Waste Officer - No objections. Recommends that GeoPeterborough be notified of any works involving the excavation of deep holes for the purposes of recording the geological interest in the RIGS (Regionally Important Geological Site)

Environmental Health Pollution Control Section - Recommends conditions in respect of construction management, contaminated land, noise and ventilation of fumes. The findings of the additional Air Quality Assessment in Hoylake Drive are noted and accepted.

EXTERNAL

Anglian Water - No objections. Anglian Water is obligated under the Water Industry Act 1991 to provide water and waste water infrastructure for domestic purposes. There is sufficient water resource capacity to supply the development. Foul drainage can also be accommodated.

English Heritage - No objection following the discussion which has taken place including the supplementary archaeological information. Reference should, however, be made to previous comments with regard to the size, nature and extent of the monument's proposed buffer area and the status of sports pitches. Wording of the condition in respect of the Scheduled Ancient Monument is acceptable.

Police Architectural Liaison Officer - No objections to this outline proposal.

Highways Agency - No objections following negotiations, subject to the imposition of the conditions referred to in its TR110 and a travel plan being secured via a S106 Agreement.

Natural England- No objections following negotiation subject to conditions as specified. Natural England accepts the conclusions of the updated information submitted.

Natural Networks Partnership - *Note:-The Natural Networks Partnership (NNP) no longer responds to planning applications and therefore an updated consultation response has not been submitted. Individual responses have instead been submitted by its members.* The NNP objected to the development after the initial consultation raising concerns about the potential adverse effects on Orton Pit SSSI/SAC and the exclusion of Chambers Dole woodland from the development area.

Environment Agency - Has withdrawn its objection subject to the imposition of the specified/agreed conditions and the satisfactory completion of the S106 Agreement as it relates to the issue of long term ownership of the drainage within Great Haddon and the ownership of the attenuation ponds within Hampton, including the wording in the David Lock Associates Briefing Note of 27 April 2012.

Middle Level Commissioners – No objections in principle. The Commissioners should be consulted on any phases of the development which encroach into their catchment to ensure that their systems are not detrimentally affected by the proposals.

Cambridgeshire County Council - *A final updated consultation response is awaited. This will be set out to members in the Update Report.*

Huntingdonshire District Council - Having considered the updated information comments as follows:-

1. The revisions to the master plan to reduce the number of vehicular access points from the main development area onto the A15 are welcomed. These appear to accord with comments made previously.
2. Still have some concerns about the traffic management issues related to potential rat running through the country lanes via Haddon and other villages, which would be unacceptable. A real concern is the potential for this to happen should there be a road traffic incident that closes or reduces the flows on the A1(M). Traffic management issues need to be addressed in this respect.

3. Equally, there are concerns about the ability of the HCV restriction at the southern end of the employment area to effectively restrict HCV access. We note that other vehicle types appear not to be restricted from making access to the employment area from the 'Old A1' and this is still a cause for concern as there could be considerable general traffic flows northwards via this route.
4. We maintain real concern about the configuration and design of the loop road from the A15 at Yaxley, via the proposed built up area which includes residential uses, the new secondary school, and the district centre. Our view, as previously stated, is that this will not work well especially in terms of creating a good 'place' in the vicinity of the road.
5. We are not yet convinced that the traffic calming and junction arrangements on the A15 at Yaxley will work sufficiently well to allow the smooth operation of traffic from Yaxley, and to prevent a general through flow of traffic wishing to avoid the loop road described in point 5 above.
6. The additions and alterations to the configurations of the green space in the area between Yaxley and Great Haddon are welcomed.

Opportunity Peterborough - No comments received.

Government Office for the East of England - *This body no longer exists. It did not make any comments on the application.*

Campaign for Protection of Rural England (Peterborough and Cambridgeshire) – Objects to the application. The close proximity to the village of Yaxley undermines the principle of preventing coalescence between urban and rural areas. This is supported by Huntingdonshire District Council in its adopted Core Strategy. Peterborough's Core Strategy also supports the integrity of villages. Suggest that separation could be ensured by the adoption of a 'green wedge'. CPRE has reservations about the protection of the Norman Cross Scheduled Ancient Monument and feels more effort could be made to promote this locally important site. CPRE also has objections to the 'reconfiguration' of the Yaxley bypass, originally part of the 1993 S106 Agreement for Hampton.

The Ramblers Association - No response received.

The British Horse Society - No objections in principle. Supports the bridleway link to the livery stables in Yaxley. Support the general principles relating to the Green Wheel and Green Grid. Requests that Green Grid routes be formalised on the definitive map as bridleway or restrictive byway status and if possible that a bridleway status link to the west of Yaxley join the planned Green Grid route. Requests that any cycleway routes be upgraded to bridleway status. Requests that if feasible a bridleway status link be created to the Country Park.

Sport England - No objections in principle. It has made a number of detailed comments regarding sporting provision within the development. *Note- consultation with Sport England is non- statutory in this instance.*

East of England Regional Assembly - *Note: This body no longer exists and could not, therefore, be reconsulted.* It was consulted following the original submission of the application at which point it noted the link to the emerging Core Strategy but expressed some concerns regarding the transport implications of the development and potential impacts upon Orton Pit SAC. Subject to these matters being addressed it considered that the proposal would accord with the growth identified in the RSS.

Cambridgeshire Bat Group - No response received.

Plantlife - No response received.

Buglife - No response received.

Froglife - No response received.

The British Herpetological Society - No comments received.
Note: Herpetology is concerned with the study of reptiles and amphibians.

Herpetological Conservation Trust - No comments received.

Wildlife Trust - Welcomes the additional information provided on management of access to Orton Pit SAC/SSSI and on the predicted nitrogen levels. Does not object to the application on these grounds provided that planning conditions are included to ensure the access strategy is implemented and nitrogen monitoring undertaken. Do however still have the following comments/concerns:-

- Chamber's Dole and Two Pond Coppice County Wildlife Site will be surrounded by development. Measures should be put in place to stop unauthorised access. This is not included within the Access Management Strategy.
- Whilst the measures included within the application go some way toward meeting the objectives of CS10, concern that they should be improved. The creation of additional green space, wildlife areas and better consideration of Chambers Dole and Two Pond Coppice would demonstrate a much stronger commitment to Peterborough's Environmental Capital aspirations.

RSPB - No response received.

British Telecom - No response received.

EDF Energy - No response received.

E.ON UK PLC - No response received.

National Grid - No response received.

Cambridgeshire Fire and Rescue - Adequate provision should be made via a S106 Agreement or condition for the provision of fire hydrants.

Peterborough Environment City Trust - Note: *No response received in relation to the second consultation. Commented as follows originally:-*

Of the view that the proposal includes positive aspects but concerned that a number of these are stated as being 'subject to S106 negotiations'.

Greater Peterborough Partnership - *No response received in relation to the second consultation. Commented as follows originally:-*

Concerned that there is an over reliance on the S106 to deliver the aims of the Sustainability Statement.

Peterborough Civic Society - *No response received in relation to the second consultation. Commented as follows originally:-*

The master plan is well considered but further thought needs to be given to the 'place' which would be created to give it a distinct identity. Disappointed that the scheme does not include a Park and Ride. Links to other settlements are poor. Disappointed that the energy proposals are not firmer/clearer.

Peterborough Local Access Forum - Make the following objections to the application:-

- Unhappy with the use of the main dual carriageway acting as the Yaxley bypass also being used as the main access to the District Centre. Feel that the heavy traffic use anticipated and the use of two carriageways would make pedestrian/cycle access difficult across this physical barrier. Would challenge the developers view on the boulevard. Cars always dominate over pedestrians and cyclists unless clearly prevented from doing so. Feel this would be a retrograde step putting cars above pedestrians and cyclists and be contrary to the hierarchy in the Local Transport Plan. Consider a rethink of the road is necessary,
- Yaxley was promised a bypass in 1993 to reduce through traffic not to increase it.
- The diversion of the Green Wheel from the current alignment adjacent to Haddon Lake through a new underpass under the Western Peripheral Road is questioned. The only logical reason to move it seems to be to remove possible obstructions to the free flow of traffic across the site.
- Concerns about the dominance of planning for vehicle movement rather than more sustainable travel in the overall scheme and this could damage the city's aspirations to become Environment Capital.

Sustrans - Objects to the application. Do not believe that the proposal is compatible with policy CS14 of the Core Strategy and it should, therefore, be rejected. The application fails to address sustainable

transport seriously, in particular there needs to be clear high quality routes leading to crossing points. The site is isolated from Hampton by the SAC and Haddon Lake with the Green Wheel providing an indirect link. Hampton itself has inadequate links to the city centre and these need improving. The site suffers from having a major road through it with a result that the car is the natural choice. Other barriers are the A15, A1, Fletton Parkway and the railway line. To overcome these there need to be clear walking/cycling routes and crossing points. Cycle parking needs to match City Council standards, car parking should be kept to a minimum, the whole area should be 20mph. Concerned about the impact on the national cycleway network, particularly through Haddon village. Support the objections made by Peterborough Cycle Forum. New development in this area needs to seek to minimise use of the car via a range of measures. Recommend that London Road is made a true public transport corridor by reinstating the bus gate within Yaxley, removing the road link with junction 2 of the Fletton Parkway, completing the direct national cycle network route between Yaxley and Peterborough city centre.

Peterborough Cycling Forum - Object to the application as it fails to address cycling seriously in light of the Council's Environment Capital policy. The Transport Assessment gives very low projections for cycle use which are not accepted. Expect higher levels of cycling to be achieved.

There is a need for the creation of high quality cycle links. The associated documentation shows poor connectivity.

- Linkage between the residential and employment area is indirect. More direct links are needed.
- There are no details about cycle provision along the major road link with junction 2. This is a clear desire line for cyclists who will use it to get to Hampton.
- The new link into the south of Hampton is welcomed but the suggestion that this should be a stone path and have no direct link with the main boulevard and the main road is unacceptable. Surfaces should be machine laid bitmac to ensure cycling and links need to be direct and convenient.
- There appears to be no clear provision for cyclists along the Old Great North Road and on the minor road under the A1 to Haddon.
- Cycling provision along the A15 from junction 16 of the A1(M) is unclear. There is a need to link the existing route from Stilton with the new development and with Yaxley but part of the path is to be lost to road realignment. If the proposed route for cyclists and walkers is to be along the north side of the A15 this needs to be clearly set out with a widened path and high quality road crossings.
- The map shows several links i.e. the new cycle bridge between Hampton and the Ortons, the potential route between Crown Lakes Country Park and the city centre via south bank, the links with Church Street and Main Street, Yaxley.
- Have strong reservations about any new development with a major road running through it although the boulevard idea is an interesting way to address this. Strongly object to the idea that walking and cycling can be addressed by a 3 metre wide footpath/cycleway along each side of the boulevard. This is contrary to current good practice. A much better solution could include hybrid cycle lanes on road. Also object to what looks like conventional major junctions which would be difficult to cross for pedestrians and cyclists.
- There should be 20 mph speed limits on the roads
- The removal of the bus gate on the A15 is a backward step to the detriment of those living in the vicinity. Wish to see more detail on how motor traffic will be restricted from using this alignment which should be made into an attractive option for cyclists.
- There is no indication that cycle parking is being properly addressed. Object to the suggestion that the cycle parking guidance should be applied pragmatically. The standard should be a minimum provision.

Parish Councils

Hampton Parish Council - *Updated comments are awaited from the Parish Council and will be set out to members in the Update Report.* To date Hampton Parish Council has raised the following concerns:-

- The potential additional traffic on local roads which are already congested with local Hampton traffic (and parked cars) if the new Great Haddon/Fletton Parkway link road (extension of Natures Way) was not completed prior to construction of the planned residential and industrial units.
- The impact upon Hampton Schools which are already oversubscribed if the Great Haddon schools are not completed at the same time or prior to the completion of residential dwellings.

Yaxley Parish Council - Has the following concerns:-

- Villagers of Yaxley would like to retain their identity.
- A bypass for Yaxley was agreed in the Section 106 Agreement for the development of Hampton. This bypass has not materialised and the Parish Council still wishes to see this bypass in place in line with the S106 Agreement.
- The proposed A15 diversionary route is not fit for purpose as it diverts main A15 traffic into an urbanised area there being also being a secondary school and district centre along the suggested route. This does not constitute a bypass. The proposed traffic calming measures on the A15 (that replace the bus gate) are, therefore, unlikely to stop the flow of traffic through Yaxley.
- The traffic flow from Hampton Leys has not been addressed. There are still 3400 homes to be built on this site and the impact of the flow of traffic through to the A1 from this development will have a profound effect of the village of Yaxley. The proposed diversionary route would not be used by this traffic as it would be a slower option.
- The pedestrian and cyclepaths between Yaxley and the secondary school and the district centre need to be resolved. They need to be more attractive and easier to use.
- The visual impact of the development along the A15 from the south should be reduced. The buffer zone proposed is not deep enough. The visual impact of the development will be seen from the Great Fen project and there should be a larger area of tree belt to minimise the impact.
- There are too many additional proposed access points from the development onto the A15. These will affect its character.
- Children from Yaxley would not be able to attend the new secondary school.
- Support the comments made by the Norman Cross Action Group and Huntingdonshire District Council.

Orton Waterville Parish Council - No response received

Norman Cross Action Group (NXAG), Folksworth and Washingley Parish Council, Farcet Parish Council, Stilton Parish Council and the Haddon and Local Residents Action Group – *The NXAG has indicated that it proposes to make further representations in advance of the Committee date. Any further comments received will be set out to Members in the Update Report. Original comments are set out here.*

Object to the application. Separate letters of objection have been submitted by some of the Parish Councils which are members of the group but contain much of the same text. They have, therefore, been summarised together rather than being repeated.

- Lack of a master plan and an ill conceived set of plans that do not produce a coherent picture.
- The development is on prime agricultural land when there are many acres of brownfield land left in the city to be used which already has planning consent but has remained dormant.
- Expect the site to be developed from the 'village centre' outwards in accordance with best design principles.
- Housing density is too high. There needs to be proper segregation between the development and Yaxley, the A15, and the Old Great North Road. Good design would afford not only a natural tree and landscape extending at least 75 metres from these roads but also very low density housing on the fringes becoming greater nearer to the centre. This would preserve most of the existing bucolic appearance of the A15 and the Old Great North Road whilst preventing the coalescence of what is essentially a new town with the village of Yaxley. Furthermore, it is logical and right that the same treatment should be incorporated in the northern boundary given the rural nature of the bridleway and Green Wheel which currently passes through open fields.
- The traffic generation from the proposed number of houses (and the employment area) will be significant and the present plans do not demonstrate that the problems can be addressed adequately. The development is likely to give rise to in the region of 8000 cars. One way of addressing this issue would be to reduce the number of houses. Accordingly, the number of houses should be reduced to between 2500 and 3000, roughly the size of Yaxley.
- It is doubtful if this would result in a shortfall in the number of houses actually delivered over the City Council's recently approved Strategic Plan period as the current average build rate over either five or ten years would not have delivered the planned number of houses i.e. 5350. If the

Planning Authority is concerned about a theoretical shortfall then they will be able, nearer to the end of the plan period, to bring forward sites identified for the next plan period by way of a Supplemental Development Plan. This matter alone renders the proposed development unnecessary.

- Object to the excessive number of junctions onto the A15 and the Old Great North Road. There are 6 traffic light controlled junctions proposed on the A15 plus the extra junctions of the Yaxley bypass. During the evening rush hour traffic is already backed up to junction 16 of the A1(M). There is the probability of increased shunt accidents because of an adverse effect on traffic choosing it rather than London Road Yaxley. There are also too many different proposed speed limits.
- With regard to Stilton, villagers use the A1(M) junction as the major access point. The slowdown in traffic flows caused by the lights on the A1(M) and the traffic lights on the A15 will increase journey times, increase the risk of accidents and general inconvenience. The village will suffer demonstrable harm from the development as presently envisaged and could return the village to the historic 'rat run' experience which was almost totally alleviated by the construction of the A1(M) and junction 16. The same argument applies to the village of Folksworth.
- With regard to the Old Great North Road, there appear to be 6 junctions including that from the employment area. None of the proposed junction designs prevent a right turn for those exiting the development driving down the country lane, through Haddon and thence via the Bullock Road and others to Northamptonshire and westwards. Given the difficulty with the A1(M) junction and the A605 running at above design capacity, regular closures due to accidents on the A1, traffic rat running will be common. This represents demonstrable harm to the residents of Haddon and those living beside Bullock Road and on the Old Great North Road. The current experience in Wansford whenever there is a problem on the A1 must be avoided.
- An outer ring road should be created within the development. This could run behind the extended tree belt increasing the separation distance from existing developments. This would run from the employment site proposed entry to the Old Great North Road to the spine road through the development and thence to a slightly realigned Yaxley bypass. There would be a junction here representing the only access to the A15 but would serve to give access both north and south of Yaxley. The Yaxley bypass should be realigned so that it runs east of the proposed development on the bypass. This would obviate the need for people to cross the bypass to get to development parcels DC7 or R20 and R36 getting to D3 etc. It would also make the bypass less of an internal spine road and more of a bypass and thus the route of choice for through users of the A15.
- At the detailed stage, there will be a need to ensure that the parents are not able to access the proposed secondary school from the Yaxley bypass.
- Residential site R37 should be deleted and become part of the green buffer. The site coalesces/links the development directly with Yaxley and traffic will enter London Road and add to the congestion.
- It is noted that the open space around the Scheduled Ancient Monument, which appears to contain war graves, is still shown as football pitches. This is a desecration and one presumes that the applicant would not wish such desecration of its own war dead. At the very least it shows disrespect for the ancient monument.
- There should be no access/egress during the construction phase of construction vehicles of any type (including cars) via the A15 or Old Great North Road. The hours of working on and deliveries to the site should be restricted to 8am to 6pm Monday to Friday and 9am to 1pm Saturday. There shall be no Sunday or Bank Holiday working. This is to reduce noise impact on residents.
- Before any building works are commenced the Yaxley Bypass must be constructed.
- Concerned at the confusing range of plans and maps presented at recent public consultation.
- The timescale for consideration of the proposals was completely inadequate given the extent of the documentation.
- Folksworth and Washingley Parish Council/NXAG do not wish the village of Folksworth to be part of any further urbanisation.
- Any conditions approved should also be approved by Huntingdonshire District Council, Cambridgeshire County Council and Yaxley PC as a minimum.
- Object to the use of the name Great Haddon.

Note: The Norman Cross Action Group formed after the initial round of consultation and 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 Councillors (Councillor Matt McQuire and Nick Guyatt (also a District Councillor)). A copy of the full representation from the NXAG is appended for information in Appendix 2.

Alwalton Parish Council - Objects to the application. The Parish Council has many concerns about the development all of which are embodied in the letter from the NXAG (see above). The Council endorses the letter and also places strong emphasis on the matter of projected traffic flow, especially from the A1 southbound through Alwalton.

Haddon Parish Meeting - No separate letter of objection received but is part of the Norman Cross Action Group.

Chesterton Parish Council - No separate letter of objection received but is part of the Norman Cross Action Group.

Stilton Parish Council - *Has advised that it intends to comment further on the application before the Committee date. Any further representations received will be set out in the update report.* The Parish Council is part of the Norman Cross Action Group and its original comments form part of the above representation.

Norman Cross Area Road Safety Committee -- Objects to the application. Concerned about existing and future traffic flows along the A15 between Norman Cross and Peterborough. The condition of the existing road is deplorable which has in part been caused by allowing planning applications without adequate control. The planning permission for Hampton was conditional on the provision of a bypass but this has not been enforced. The Committee strongly recommends that the A15 become a dual carriageway from Norman Cross to link with the existing dual carriageway leading to Fletton Parkway. All existing and proposed junctions on the A15 should be graded interchanges with all existing traffic lights and roundabouts being removed. The new A15 route should incorporate a bypass for Yaxley. The whole A15 improvement scheme should be secured via a S106 Agreement. Consideration should also be given to introducing a park and ride facility to reduce traffic flows into and out of the city.

NEIGHBOURS

With regard to the first round of public consultation, 1541 individual letters were sent out to properties surrounding the Great Haddon site. 24 site notices were displayed. Two public events were also held, one at Yaxley (on 7 January 2010 from 2pm to 8pm) which some 60 people attended and the other at Serpentine Green (on 12 January 2010 from 2pm to 8pm) attended by some 150 people.

A summary of all the representations submitted relating to this application following the first round of public consultation is set out in Appendix 3 attached to this report.

With regard to the second round of public consultation 4721 letters were sent out. This included letters to all residents of Yaxley. 46 site notices were displayed. A press release was provided to the Evening Telegraph. In addition, two public consultation events were held again, one at Serpentine Green on 28 February and one in Yaxley on 1 March 2011. To advertise these events a note was added to all of the public consultation letters, 5000 flyers were sent out with the Yaxley Gazette and an article was placed in the Stilton news letter. The events were also advertised on the "Your Hampton" website.

In total, approximately, 180 people attended the Serpentine Green event and 250 the Yaxley event.

1447 letters have been received in respect of the second round of consultation. Of these 753 are copies of a standard letter albeit additional text has been added in a number of instances. The majority of the letters relate to both the employment and core area. Only comments relevant to the core area are reported below. For ease of reference the objections have been divided into topic areas.

Principle of development

- Brownfield land should be developed before greenfield land (as proposed) in line with Central Government policies
- Loss of Greenfield land.

- Development should not be allowed on greenbelt.
- Loss of prime agricultural land and impact on food production.
- Overdevelopment.
- Size and scale of the development is too large.
- There is no need for the development given that Hampton Leys is available.
- Design of the whole scheme does not accord with Central and Local Government Policy (including Core Strategy) .
- Housing density is too high, the number of dwellings should be low.
- Development is in the open countryside.
- Poor design/Lack of a Master Plan.
- The application should not be approved and the needs of the city reviewed in 5-10 years time.
- Reasoned objections of countless people have been ignored.
- Development is being driven by the misguided notion that a bigger Peterborough is a better Peterborough. Great Haddon will join a long list of sprawling and problematic residential development.
- The proposed scheme demonstrates the worst practice in contemporary urban design and planning thinking and will serve as another out of town commuter estate.
- Question the need for 5350 additional houses.
- Houses should be built elsewhere.
- There are some 2300 dwellings which have not been built yet at Hampton Leys.
- This urban extension should reflect the area and be a village of some 2500 dwellings rather than a township of 5300.
- History shows that building 500 dwellings per annum (as specified in the Core Strategy) is not possible. The development might be able to build up to 2500 by 2025 so this should be the target.
- The houses that are being built are the slums of tomorrow.
- Development should be limited to 50-100 houses.
- Why is development being located here? Why not in the north west quadrant of Peterborough?
- Need houses and jobs, we have a growing population.
- There isn't the retail capacity or parking at Serpentine Green to cope with this level of housing (including finishing of Vale and build out of Leys).
- Development is economically unsustainable. There are insufficient jobs for the additional population.

Highways implications

- Revised plans have not taken into consideration the impact on traffic and road infrastructure.
- The proposed 'Yaxley loop/bypass' is not designed to encourage car users to use it and therefore ever increasing amount of traffic will tend to use the current London Road A15.
- Effect of the additional traffic on the A15, particularly at peak times. Backlogs already occur from the Yaxley traffic lights and frequently go back to the A1(M) causing serious congestion which would be added to.
- The proposal would make access to the city centre either via the A15 or the A1139 Fletton Parkway more difficult.
- The development is not acceptable without a bypass.
- The proposed Yaxley loop/bypass is not viable and will not fulfil the function of a proper bypass. It has too many connecting roads and variable speed limits plus the close proximity of a school.
- Yaxley loop should be constructed before any building work is commenced. Management of construction traffic should be achieved through the use of appropriate planning conditions.
- The loop road which would be part of the A15 acting as a Yaxley bypass goes too far west. It goes past a school and through the District Centre. This is unacceptable. It should be moved further east and not have houses on the east side thus providing an effective cushion between Yaxley and the new development.
- The Yaxley loop road is not fit for purpose as it has too many traffic lights and it passes through a built up area and a school. The traffic during school run times will cause severe congestion.
- Now that the bus gate on London Road has been removed no provision appears to have been made to stop heavy haulage lorries going down the A15 towards London Road from the Cross Road traffic lights towards Peterborough. If the loop road is to be A15 the cross roads should be

reclassified and become a 'B' road. Should this be the case traffic calming should be introduced especially along the residential area.

- No relief for the extra congestion on the A15 and B1091 from the cross roads (Yaxley) to and from Peterborough at peak periods.
- Plans appear to show secondary school entrances on the loop road. Dropping off and picking up children outside the school gates will be very dangerous on a major road.
- There would be too much of an impact on the A15 and Great North Road.
- The proposed traffic light controlled junction of the A15 and Great North Road/Norman Cross is dangerous and ill conceived.
- Removal of the bus gate is welcomed but deflects from the issue of 5350 houses worth of cars being introduced onto the A15 in both directions.
- Any access onto the A15 should be for pedestrians, cycles and emergency vehicles only, otherwise there will be misery for all Yaxley residents.
- Reduction in speed limit along the A15 to 40mph together with increased traffic will be detrimental to Yaxley residents.
- Concerns will result in additional journey times for Yaxley residents.
- The development would encourage people to cut through Fernadale increasing traffic.
- The proposed junction at the top of Waterslade Road (Yaxley) is ludicrous and would make exiting the village at this point a nightmare and cause congestion at peak periods. It would be better to install a roundabout at this point and restore vehicular access to Waterslade Road which is a two way street. This would improve access to villagers who live in Main Street and the southern end of the village and relieve traffic at the Yaxley cross road.
- Proposal would create traffic gridlock for Yaxley residents. Traffic already backs up from the Tesco roundabout onto the Frank Perkins or Nene Parkways on school days and at peak times. In the run up to Christmas the road approaching Serpentine Green shops are backed up and this is before Hampton Vale is completed or Hampton Leys built out.
- Object to the replacement traffic calming measures onto the Yaxley stretch of London Road. The traffic issues would not exist if the development were thrown out or reduced in scale. No to speed humps.
- Insufficient capacity on the existing road network to accommodate the development, particularly on Old Great North Road which is substandard for the proposed usage.
- Lack of infrastructure to accommodate the development particularly at peak times makes the proposal unsound unless the number of dwellings is reduced to 2500.
- Concern that traffic will queue back as a result of the new junctions on the A15 onto the A1(M)
- Increased congestion on A15.
- A15 should be dualled all the way to Serpentine Green.
- A15 is increasingly being used as a 'rat run' from the A1(M).
- Proposals for traffic lights on the A15 would result in traffic tailing back.
- Variable speed limits along the A15 will result in traffic congestion.
- The layouts for this 'new town' are dreadful and local people can see how the proposals will lead to huge traffic problems from the A1(M) junction 16 right through the A15 into Peterborough Town Centre.
- Design of Old Great North Road/A15 junction will result in accidents.
- Consider the traffic survey volumes to be an underestimate of the normal present figures as there are noticeably fewer vehicles on the road due to increased fuel costs.
- If the development gains permission number of recommendations for the A15 need to be included such as the rerouting of the A15 into the new township centre, minimal traffic lights to be installed, there should be no traffic calming on the A15 the money should be held in reserve until a full appraisal has been undertaken of the new routes once fully operational. All road systems should be installed in advance of any other development, Waterslade Road should be opened to two way traffic, the road system should not resemble Hempsted.
- The growing Hampton Hargate development has greatly increased traffic volumes on the A15. Access/egress to London Road is becoming more difficult and there have been a number of minor accidents. Completion of Hampton Leys, Vale and Hargate will increase the problem as would the developer's proposal to insert a direct link (the Western Peripheral Road) between the A15 London Road and junction 2 of the A1139. That link would become a 'rat run' for all traffic (including HGV movements) between the new developments and the A1(M) south of Peterborough.

- A solution which avoids potential safety issues and addresses the existing residents concerns is to move the access junction to the development away from the A1(M) and design all vehicle routes on roads within the site boundary.
- Any traffic calming on the Old Great North Road other than road width restriction would adversely affect the quality of life of both existing and new residents.
- No road should join the Old Great North Road. This would be feasible if the number of dwellings were reduced.
- Serious highways issues on Old Great North Road as a result of the proposed link through the Employment Area from Fletton Parkway – junctions and blind bends will become more dangerous as a result of increased traffic.
- Proposed road link through the Employment Area from Fletton Parkway to Old Great North Road will create a ‘rat run.’
- Significant increase in traffic through smaller villages as a result of ‘rat-running’.
- No need has been established for a road link between the Employment Area and Old Great North Road.
- Under application reference 09/00725/REM and in 1990 residents were assured by Planning Services that no link would be allowed onto Old Great North Road.
- Old Great North Road currently acts as a noise buffer for existing residents – this will be lost as a result of noise generated by increased traffic.
- Inadequate provision for commercial traffic on Fletton Parkway.
- Increased congestion on the A1(M) as a result of the proposed signals.
- Potential for queuing back onto motorway slip roads.
- There should be no access roads from the old A1 onto the new residential development.
- There should be no traffic lights at the junction of the A15 and the old A1 and this junction should be given careful planning consideration due to its proximity to the A1(M) junction 16.
- Full and appropriate measures should be undertaken to prevent the villages of Stilton, Folksworth, Morbourne, Haddon, Alwalton, Yaxley and Farcet becoming rat runs.
- Application does not provide any calculations of existing and proposed traffic volumes.
- Construction traffic routes will harm the safety of users of the Green Wheel.
- There should be no HGV access on the Old Great North Road.
- Will result in damage to the surrounding roads i.e. pot holes from increased lorry usage
- No integrated Transport Plan for the development as a whole (employment and residential)
- Lack of sustainable travel solutions.
- Buses should not be the only method of public transport – rail and tram systems are absent from the proposal.
- Disruption to public footpaths, rights of way, bridleways and cycle routes.
- Traffic calming on Old Great North Road is unwanted by local residents it would be expensive, difficult, unpopular and detrimental to the area.
- There should be no construction access/egress during the construction phase of construction vehicles of any type (including cars) via the A15 or Old Great North Road.
- Combined impact of Great Haddon and Alwalton Hill permission has not been taken into consideration.
- Concern regarding provision of dual carriageway to rear of Hampton Vale (the Western Peripheral Road). Believed the road would be single carriageway.
- Allocated private parking as indicated causes congestion and highway safety is compromised just as Hampton residents are suffering.
- Creation of dangerous junctions.
- Development would result in additional traffic.
- Creation of parking problems.
- Would it not be more appropriate to direct the bulk of traffic through the planned business park further west.
- Impact of construction vehicles which will have a detrimental impact on road.
- Density of housing likely to result in parking problems.
- Development would result in additional ‘wear and tear’ to the roads.
- Traffic will increase if Yaxley children are not able to go to school here.
- The road layout and road adoption rate in Hampton is unacceptable. Existing problems should be sorted before new developments are granted.

- Footpath/cycle provision including impact on the Green Wheel appears to be an after thought. Under the proposal they will go through urban sprawl.
- Impact on Farcet. It already suffers an enormous volume of massive lorries through it. The weight restrictions are impossible to enforce.
- There is no integrated transport plan for the development. The assumption that the majority of residents will not use their cars but instead use the bus at peak times is naïve and the analysis inconsistent with reality.
- A detailed analysis of the cross section of target residents and their likely employment/working areas needs to be undertaken rather than using generalised software models.
- The development offers no alternative to using cars as their primary transport.
- Peterborough in the long term needs to move the main railway out of the town centre to avoid commuter congestion. A light rail link to Hampton, Yaxley and Great Haddon would revolutionise the transport system and avoid the need for bus lanes.
- There does not appear to be a Cycle Risk Assessment. Best practice would look at improving walking/cycling links.
- With careful planning the access road could be built where a post development road would be needed.
- Some of the best public footpaths will lose their identity in this development.
- The developers insist on saying the A15 is a major route into Peterborough but they have left part of the A15 by the ridge half dug up and covered in traffic cones for a long time. Surely this is a sign of a lack of consideration or lack of money.
- Struggle to get out of drive on London Road at the moment. What will it be like with an additional 5000 homes.
- Question how a bus gate can be dismissed when as yet the level of traffic is unknown.
- There is an issue not only with the size of lorries allowed to travel down London Road but also their speed.
- No apparent dedicated link through to Peterborough railway station for residents. As most residents will be employed out of Peterborough this will place increased reliance on car commuting with subsequent capacity issues on the road network.
- The whole A15 improvement scheme should be a major part of a Section 106 Agreement.
- Consideration should be given to the introduction of a park and ride to reduce traffic flows in and out of the city and also as an alternative to car sharing which has not proved successful.

Residential Amenity

- Impact of the proposal upon existing residents has been overlooked – increased levels of noise, dirt, petrol fumes and other pollution.
- Old Great North Road currently acts as a noise buffer for existing residents – this will be lost as a result of noise generated by increased traffic.
- Construction traffic routes will harm the safety of users of the Green Wheel.
- Loss of quality of life for neighbouring residents.
- Any proposal should not adversely affect existing communities.
- Noise impacts.
- The Great North Road is designed as a buffer to the A1(M). More people using it would have noise impacts.
- There must be a zero gain in noise pollution from the development.
- Noise protection to the development could be provided by upgrading fencing to the A1(M). The fencing is in need of renovation and does not provide the protection originally intended
- Potential for light pollution on the village of Stilton and surrounding area.
- Adverse impact on Yaxley shops.
- Adverse impact upon the people living in the western part of Hampton. Has the impact on these properties been assessed. Will there be sufficient screening to prevent excessive noise levels and visual disturbance for these existing dwellings.
- Tranche R37 adjacent to Yaxley should be removed.
- Environment around Yaxley, Norman Cross would be destroyed. Would also affect Stilton and Yaxley.
- Any problems of this development in the future will not affect the residents of Yaxley.

- Creation of social problems given the intensive housing. This will affect all of the surrounding areas.
- The hours of working on and deliveries to the site shall be limited to 8am to 6pm Monday to Friday and 9am to 1pm on Saturday. There shall be no Sunday or Bank Holiday working. This is to reduce noise impact on residents in the area.
- Construction activities will be disruptive.
- There should be zero impact on resident's quality of life.
- Loss of visual amenity. The desktop assessment was dismissive and wrong. At present have views across fields to Yaxley. There are also views along the Old Great North Road.

Landscape and Visual Amenity

- The green fields which give Yaxley a rural village and community feel will be lost. There is insufficient green buffer zones.
- Lack of buffer to existing London Road properties.
- Question why the development has to be so close to the A15 and village of Yaxley. Surely a few houses could be removed to create an adequate buffer.
- Insufficient landscaping and green barriers along the A15, also along the Old Great North Road.
- The coalescence created would be contrary to Huntingdonshire Core Strategy policies.
- The green space between the loop road and London Road should be kept as a nature habitat and walk as it has been for the last 50 years.
- Development proposed on the inside of the loop road should be removed.
- Combined impact of Great Haddon and Alwalton Hill permission has not been taken into consideration.
- Adverse impact on a conservation area.
- Adverse impact on landscape and trees.
- Loss of open space.
- Development would have a big impact upon the village of Yaxley.
- Yaxley would be consumed into the new development.
- This development will change the character of the surrounding area and its communities for ever.
- There is inadequate green buffer and protected space between the development and the ancient monument. Whilst the monument is protected it is thought that there are graves in adjacent fields and it is inappropriate to develop these areas, even with recreational facilities.
- Intend to inform the Archaeological Association that should this development go ahead the fields in the surrounding area should undergo a full archaeological survey and be treated as 'war graves' for those soldiers who died there.
- Impact on historical landscape.
- Playing fields in the buffer zone are no guarantee of protection.
- Risk of disturbing war graves has not been adequately considered. The French Authorities do not appear to have been consulted for their views.
- Development is inappropriate given proximity to ancient monument.
- An adequate buffer zone is required between the boundaries of the development and houses in it. This width should be between 75 and 100 metres. This could be achieved if the number of dwellings was reduced to 2500.
- Ancient villages which are centuries old will lose their character and identity forever.
- Some of the best, most pleasant public footpaths and cycleways will lose their nature as instead of crossing beautiful countryside they will be lost in the new development.
- The proposed development is too large to be accommodated within these existing communities without compromising and destroying their wellbeing.
- Only thing which should be able to see are additional new trees and green spaces. Current proposals place new development including houses, shops and schools much too close to existing communities.
- Stilton will lose its appeal as a village.
- Norman Cross must not lose its identity.

Ecology

- Displacement and loss of habitat for wildlife.
- Adverse effect on wildlife and protected species.

- There is no reference to how the established rookeries around the A15/A1(M) are to be protected.
- Wildlife is certain to be displaced or killed.
- Overall impact on many existing ecosystems will be pronounced. The measures such as owl boxes are likely to be short term with no guarantee of success. Some impacts such as that on sky larks are essentially ignored in the reports. It is suggested the sky larks will move elsewhere however, it is known that populations are declining due to decreased availability of habitat.

Drainage and Flood Risk

- Question the impact of the development on water supplies.
- Low specification scheme, risks underestimated.
- Risk based implementation strategy not in place.
- No credible plan.
- Existing water table is high. Need to ensure that there is no adverse impact on existing residents.
- Concerned that there is insufficient capacity for the initial phases of the development during storm conditions.
- Question who is responsible when the system does not perform and adjacent properties suffer damage. Suggest if PCC approve these schemes they indemnify the existing residents against loss and blight from flooding for a minimum of 50 years.
- Do not consider a 1 in 100 year provision to be acceptable. The Association of British Insurers suggest a more conservative 1 in 200 year event.
- Stanground Lode is already at capacity and surcharges when discharge into the Nene is restricted. It is essential that the development is engineered to restrict all storm water discharge to agricultural rates. The sole reliance of 'living' roofs to restrict storm water discharge is questionable in the long term as there is a high reliance on private maintenance being undertaken.

Community

- The senior school should have accepted allotted spaces for Cambridgeshire children.
- Yaxley children are already overlooked with regard to secondary school yet the proposed development ignores needs again.
- Crime and security problems.
- Public disorder issues.
- Current infrastructure including the new hospital cannot cope, how it will cope with more houses.
- The plans refer to schools but not other community facilities.
- Consider that 30% social housing is not acceptable, 15% is a more realistic target.
- Development would benefit from swimming pool and gym. This would be in line with government targets to reduce obesity and improve the fitness of the population. There is no other swimming pool close by.
- Need medical centres and dentists etc.
- Consideration should be given to the provision of a community centre so that all in the area have a contact point to enjoy clubs, events and celebrations.
- Local resources are already stretched.
- Yaxley residents do not benefit from any amenities built in new developments. Yaxley should have its amenities updated.
- The new school is unlikely to be open from the outset this will affect the ability of Yaxley residents to get their children into nearby schools.
- Why isn't more time being spent on developing a secondary school for Yaxley.
- Yaxley is a forgotten village. It is about time the County Council did something about this.
- Young people may be able to afford a house.
- Council should concentrate on existing villages, not keep expanding
- Impact on existing infrastructure and services.
- Yaxley schools have had to take children from Hampton. The same will happen with this development.
- Local amenities such as the new City Hospital will be unable to cope with the additional population.

- If this application is approved the district and local centres should be constructed first before any houses are built so that Yaxley residents are not deprived of their own services and facilities.
- Concerned that Peterborough City Council have not honoured their commitment to Hampton to provide community facilities.

Energy and Sustainability

- The development is a major opportunity to apply some world class low energy/low carbon design. However, the proposal does not reflect a practical approach to the Government commitments on Climate Change.
- There is no explanation as to how the developer is to meet the requirements of Building Regulations in terms of carbon reductions.
- Development as a whole (employment and residential) is unsustainable.
- Development with junctions would result in increased exhaust gas emissions and pollution along this short section of road.
- Development is contrary to Peterborough's aspirations to be Environment Capital.
- Great Haddon is not sustainable in the long term and can only develop into a future regeneration policy project costing millions as in Bretton and Ravensthorpe.
- Development should offer local communities the first ever truly Green Environmental Eco Visual Development Project in the country.
- Impact on carbon footprints.
- No sustainable energy policy.
- No details on what is going to be delivered.

Other considerations

- Documents and drawings are unclear as to the true intentions of the scheme, therefore the application is unsound.
- Submission is difficult to analyse because of its format referring back to original documents not included in the submission.
- Application should be rejected as it is unsound.
- The submitted documents are fragmented, confused, incomplete, misleading, inconsistent and totally overambitious.
- Insufficient consultation.
- Concern that Peterborough Councillors will be making a decision affecting Huntingdonshire District Council residents.
- Peterborough should stop interfering with Huntingdonshire.
- A referendum should be held with a binding result.
- Many elements of the design are not in accordance with Central and Local Government policy. It appears more like a starting point for another series of negotiations.
- Loss of arable land for food production.
- Adverse impact on house prices.
- Very little changed in the revised material.
- Impact on civil and human Rights.
- Will of the people has been ignored.
- Potential house buyers in the area cannot presently raise the necessary mortgages to buy existing property for sale so how are 5350 new houses going to be sold.
- Conditions should be approved by the relevant local authorities as a minimum Huntingdonshire District Council, Cambridgeshire County Council and Yaxley Parish Council.
- Adverse impact on local businesses that may already be struggling in the current economic climate.
- The developer did not update the web site at all during 2010. If they don't care now, how caring will they be during construction.
- Development by O & H at Hampton has been an unmitigated disaster. The roads and paths have not yet been adopted by the City Council, the site has not been fully completed at Vale or Hargate, the plans for schools have been miscalculated and extensions are underway to correct this, promises have not been fulfilled, the list is endless.
- Object to the removal of application H130 in Site Allocations DPD.

DPP on behalf of Tesco at Serpentine Green- Object to the retail element on the following basis:-

- a) The proposed quantum of retail floorspace is over and above that required to support and address the local shopping needs of the new residents in Great Haddon;
- b) The scale of retail proposed is premature to the population being established and should be phased.
- c) The scale of the retail proposed fails to take into account existing facilities within the catchment area and a sequential assessment should be undertaken in accordance with PPS4.

A more appropriate solution to address additional demand for larger scale retail facilities deriving from the Great Haddon development and other planning housing developments in southern Peterborough, would be for such facilities to be directed to the nearby Hampton District Centre (Serpentine Green). Should the Council be minded to approve the retail proposals at Great Haddon recommend that such facilities be linked in scale by conditions to the number of dwelling completions that are achieved.

ELECTED REPRESENTATIVES

Comments received from **Shalish Vara MP** in connection with the first round of public consultation are set out in Appendix 3 at the end of report.

No formal representations have been received from Peterborough City Council Councillors.

Councillor Mark Oliver (Yaxley and Farcet Ward)- has raised the following objections and concerns:-

- It is of great importance to Yaxley and its residents that it keeps its identify as one of the largest Fenland villages;
- The Yaxley loop road (as it has now been named) is still of great concern and not fit for purpose as a means of taking traffic away from Yaxley and giving a viable useable through route to traffic. Traffic is still likely to use the A15 route through Yaxley as this is quicker and a more straight forward direct route to travel.
- The design of the new A15 central boulevard appears to reduce the buffer zone with the loss of many trees. This is of great concern as it was the hope of Yaxley village to increase the buffer zone and reduce the visual impact of the development and help to maintain the identify of Yaxley.
- It would be greatly appreciated if Peterborough City Council could keep the village and its Parish Council informed at every stage of the planning process as this development will have a massive effect on the village and its parishioners as the nearest community most affected by this development.

Former Councillor John Watt, a Huntingdonshire District Councillor, has sent in an individual letter of objection raising the following issues:-

- Wish to retain the village identity of Yaxley.
- Suggest that this could be partially achieved by re-locating the loop road further to the east to form a buffer area between Yaxley and Great Haddon. All new housing and the district centre should be located to the west of the loop road. In addition, one junction onto this loop and signal controlled from the district centre would prove to be an acceptable road safety compromise. The benefits of this would be a traffic friendly A15 which would serve traffic needs and would be a preferred route to the existing A15 which would transform the existing loop to a fit for purpose and possibly worthy of the description, as opposed to attempting to move large volumes of traffic in close proximity to a secondary school and on through a shopping area.
- Appreciates the options offered to the bus gate and the improved road layout at the southern end of the A15.
- Values the preservation of the established wooded area at OS22.
- Recommendations that Haddon Community be protected by a no through road north of Haddon junction on the Old Great North Road.
- Endorses the response from Yaxley Parish Council, the Norman Cross Action Group, Stilton Parish Council, Folksworth Parish Council, Haddon Community Council and the Norman Cross Road Safety Group.
- It is a longstanding planning policy to develop brownfield land where it is available before resorting to Greenfield. Hampton Leys site to the east of the A15 should therefore be developed

first. It is a shame this Greenfield site was commandeered to be included in the Peterborough Core Strategy.

- If the site had not been included within the Core Strategy would have objected to the application as being premature and propose that it be delayed until 75% of Hampton Leys is developed which would have been in the spirit of developing brownfield first.

Councillor Maddie Banerjee, a Huntingdonshire District Councillor, submitted an individual representation following the first round of consultation on the application, see Appendix 3).

6. ASSESSMENT OF THE PLANNING ISSUES

1) The Principle of Development

Policy Context

The adopted Core Strategy sets out a strategic vision for the city until 2026. Table 1 (page 36) of the Core Strategy outlines a requirement for an additional 25,450 dwellings in the administrative area over the plan period. In order to achieve this level of growth the Core Strategy states that there is a need for urban extensions. Great Haddon, with a provision of approximately 5350 houses, along with Norwood are identified in Table 1 and policies CS1 and 2 as strategic locations of new residential development. Policy CS5 relates specifically to the urban extensions and sets out that they should be developed in accordance with all other development plan policies.

Policy SA1 of the adopted Site Allocations DPD, which has been adopted since the outline planning application for Great Haddon was submitted, sets out that it should accommodate some 5350 dwellings. The proposals map includes the boundaries of the site which are consistent with the planning application.

In light of the adoption of the Core Strategy and the Site Allocations DPD Great Haddon is now an allocated urban extension site. The principle of development is therefore acceptable, subject to an assessment of the detailed impacts of the scheme which are discussed below.

Loss of Agricultural/Greenfield land and Development of Brownfield Sites

A number of objectors have raised concerns about the loss of agricultural land, including impact on food production, and the development of greenfield land stating that this site should not come forward until other brownfield sites within the city particularly Hampton Leys, which has an existing planning permission for some 3195 dwellings, have been built out.

The issues around the loss of agricultural land and the development of greenfield sites were considered as part of the evidence base for the Core Strategy and found to be acceptable. Given that Great Haddon is now an allocated site these matters cannot be revisited in the determination of this planning application.

The issue of a phased approach to development (i.e. brownfield land to be built out first) was also considered during the Core Strategy process and rejected. In addition, it is not within the remit of officers to decline to deal with or to recommend the refusal of a planning application on the basis that land elsewhere in the city remains vacant or has an existing planning permission in the case of Hampton Leys. Each planning application has to be considered on its own merits and it would not be lawful to impose a condition or a S106 clause seeking to prevent a development from being built out until such time as other permissions have been implemented. The current application cannot, therefore, be resisted on these grounds.

Some objectors have referred to development on Green Belt land. It should be noted that Peterborough does not have a Green Belt although the Development Plan does allocate a number of green wedges, the purposes of which is to separate areas of development. The requirement for a green wedge between Great Haddon and Yaxley was considered by the Inspector during the recent examination of the Site Allocations DPD and rejected. A green wedge is not, therefore, necessary for the development to be supported.

Some objectors have commented that the proposal would result in the loss of green space for recreation. The application site is not designed as green space for recreation and the principle of development is already established through the policy context. It cannot therefore be revisited here.

Need for the Development/Housing Density/Location of the Development/Jobs

A number of objectors have commented that the development is not wanted, that reasoned objections are not being listened to and have questioned the need for it. As indicated above, Great Haddon is now an allocated urban extension site. The Core Strategy clearly sets out the justification for the housing provision which the city needs to deliver over the plan period. The allocation has been made following due process including examination by an independent Inspector. Associated with this process have been a number of opportunities to make formal representations. As an allocated site these matters of principle cannot be revisited through the determination of this planning application.

It has also been commented that given the slow down in build out rates the proposed housing provision for Great Haddon should be reduced to approximately 2500 dwellings. Whilst the build out rate has slowed in the current climate, this does not alter the requirement for the Local Planning Authority to ensure that a supply of housing land is available over the plan period. This is clearly set out within the National Planning Policy Framework (NPPF). The Government has also made it clear that new housing is required. The current economic conditions do not, therefore, justify a lower housing provision being considered at Great Haddon.

It has been questioned why the development is located here and not elsewhere in the city. The location of the new urban extensions was considered as part of the evidence base for the Core Strategy which considered a range of sites with Great Haddon and Norwood being identified as the most appropriate locations with the allocation being reinforced through the Site Allocations DPD. The principle is, therefore, established and cannot be revisited in respect of this application.

It has been suggested that the application will not ensure that Peterborough grows in the right way. As set out above, the need for proposal is established. The application proposes a mixed use development with a range of facilities to meet the needs of the future occupiers. It is also located adjacent to an area of employment development. As such the proposal is considered to be consistent with Government policy set out in the NPPF.

It has been commented that the proposal is not sustainable as there are insufficient jobs within the city. As set out above the principle of development is established via the formal allocation of the site and cannot be revisited through this application. Notwithstanding this, the development will itself create employment opportunities through the creation of both construction jobs and also jobs within the new district/local centre and schools which will help support the local economy. The site is also located adjacent to a new employment area.

Over Development/Density

Concerns have been raised by objectors that the proposal would result in over development of the site as densities are too high thereby reinforcing the view that Peterborough provides relatively cheap housing as a result of which highly qualified and skilled people working in the city will continue to choose the villages and market towns of Huntingdonshire, east Northamptonshire, Rutland and Lincolnshire.

The application seeks permission for up to 5350 dwellings and proposes a range of densities across the site from 10 dwellings per hectare (dph) in more sensitive parts to 70 dph in the District Centre where a higher density would be expected. The average density for much of the site would be 35dph. On the basis of the supporting parameter plans it is considered that this number of dwellings could in principle be accommodated without resulting in overdevelopment of the site. It should be noted that some 40% of the application area is intended as open space. As such the application is considered to make efficient use of land as required by policy CS5 and the overall housing number accords with the figures in the Core Strategy and Site Allocations DPD.

A number of comments have been made regarding the relationship between Great Haddon and Yaxley. These are considered under part 4 below.

Removal of Gypsy and Traveller Pitches

The application originally included 5 gypsy and traveller pitches. A number of objections were received in relation to this provision.

The decision by the Government to abolish the Regional Spatial Strategy gave the Council the opportunity to consider whether it would continue to seek the provision for Gypsy and Traveller pitches in accordance with the provisions of the Regional Spatial Strategy (RSS) Single Issue Review Document for Gypsy and Travellers. The Council announced in June 2010 (statement from the Leader) that it wished to review these requirements. Following this the requirement to provide pitches at Great Haddon as part of the urban extension was removed. Policy CS5 of the Core Strategy now requires a contribution towards the provision of a transit site.

A number of the original representations raised concerns about the inclusion of a site for Gypsies and Travellers. With the removal of the site these concerns have been addressed. They are not, therefore, discussed further in this report.

Lack of Master Plan

It has been commented that the application is not acceptable because it is not supported by a master plan as result of which there is not a coherent picture of the proposed development. The application is supported by a framework plan which sets out the location of the key roads and land use parcels. This framework plan is in turn supported by a number of other plans which set out the location of key open space parcels, building densities and building heights. Given that this is an outline application with all matters reserved it is considered that a sufficient level of information is available at this stage. It should also be noted that the Government has recently amended the requirements for outline applications reducing the level of detail/information which needs to be submitted. As such this application now provides more detailed information than could be required if it were submitted today.

Notwithstanding this, if planning permission is granted, there will be a requirement on the developer to produce more detailed information in the form of 'Development Briefs' as areas come forward for development. These will need to be approved by the Council as Local Planning Authority before any detailed applications can be submitted.

2. Highways Impacts

Background

The application is supported by a substantial amount of technical modelling information. This is summarised in the Transport Assessment and associated appendices. A separate Framework Travel Plan has also been produced.

The modelling has been undertaken using the City Council's own transport model (the Peterborough Transport Model or PTM) and assesses the predicted traffic impacts of the development on the surrounding highway network. Included within the base model is development already committed, such as Alwalton Hill and Hampton, in order that the cumulative impacts of committed development and the proposed development are assessed in an integrated way. The modelling runs also take into consideration the impact of the employment area which already benefits from planning permission. Certain aspects of the scheme have also been assessed using other more detailed modelling tools.

The application site is solely within the Peterborough unitary area as is A1139 Fletton Parkway to the north. The Highways Agency has control over the A1(M) including junction 16 which connects to the A15 and Junction 17 which connects to Fletton Parkway (the strategic network). Cambridgeshire County Council has control over 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 site. This part of the A15 is within the boundary of the administrative area covered by Huntingdonshire District Council.

Highways officers from Cambridgeshire County Council (CCC), Huntingdonshire District Council (HDC) and the Highways Agency have been involved throughout the application process since submission in December 2009 and have worked closely with Peterborough City Council officers.

The predicted impacts of the development on each part of the highway network are set out below.

Key Impacts

1) Impact on Peterborough's Highway Network

(a) Impact on the A1139 Fletton Parkway including junctions 1 and 2

The section of Fletton Parkway between junction 2 and junction 17 of the A1(M), particularly that between junctions 1 and 2 currently operates close to its theoretical capacity during the morning peak period (8-9am). In order to accommodate the level of housing and employment growth set out in the Core Strategy improvement/widening works between these junctions will be necessary. The need for these works was identified in the Council's Infrastructure Development Programme (IDP) which forms part of the Core Strategy evidence base.

The modelling information shows that drivers travelling westbound (i.e. towards the A1(M)) between junctions 3 and 1 of the Parkway currently experience delays to their journey in the region of 1 and a half minutes during the morning peak hour.

In order to limit the traffic impacts from the Great Haddon employment area on the Fletton Parkway, a cap on development was imposed, namely that not more than 50% of the B1 floorspace, 66% of the B2 and 100% of the B8 can be built out until such time as the Fletton Parkway is widened. Using this cap it is predicted that the potential delay on the Parkway will be limited to not more than an additional minute, thereby taking the overall delay between junctions 3 and 1 to approximately two and a half minutes. Officers considered this delay to be within acceptable limits when taking into consideration the wider objectives of the city in terms of growth and job creation opportunities. Members shared this view in approving the scheme.

A similar approach is recommended for the core area. Using the same form of analysis the applicant has proposed a cap of 1700 dwellings (to be secured by a condition). It has been calculated by the applicant's transport consultants that this cap would result in some 36-48 seconds additional delay thereby taking the overall delay to just under three and a half minutes.

The City Council is currently drawing up plans to widen the Parkway between junctions 17 and 2, with money being set aside for the works in the Council's budget. It is proposed to commence works in early 2014. The Council has received provisional funding through the Growing Places Fund and further external funding is being actively sought to help fund the scheme. Developer contributions will also be secured through the S106 process (including from this application, see part 12 below). In light of this, it is unlikely in reality that the cap on development will be reached before the Parkway is widened and therefore that the predicted delays will not actually occur. Given this situation, in conjunction with the Council's overall growth agenda, officers consider the proposed cap on development to be acceptable.

The development has the potential to impact upon junction 2 when the Central Boulevard is completed (see part b below). Works to improve this junction will, therefore, be carried out at the same time as the Central Boulevard is built, namely prior to the occupation of the 3500th dwelling. This can be secured via a condition.

The permission for the employment area requires a scheme of works to junction 1 at a very early stage of the build out. It is not considered necessary to condition these works as part of this application because if the employment area development were not to happen for any reason then there would be no physical link between the core area and this junction and, therefore, no potential impact upon it.

(b) The Central Boulevard

It is proposed to create what has been termed a 'central boulevard' running through the core area. The boulevard will connect into the already consented Western Peripheral Road at the north and the A15 to the south thereby creating a through route from the A15 to junction 2 of the Fletton Parkway.

The traffic assessment sets out that although two lanes (in each direction) are not required along the length of the road for capacity purposes, they are needed at junctions to facilitate movement. In light of

this, to avoid 'bulges' at each junction, it has been agreed by officers that the road should be designed as a boulevard with two lanes in each direction for its entire length. In light of officer concerns and those raised by objectors, about the appearance of this road and its potential to separate the new community at Great Haddon further design work has been undertaken by the applicant. This sets out that it would be designed with a 3 metre wide footpath/cycleway on each side and a central median. Formal crossing points for pedestrians and cyclists will be provided at the junctions along with informal crossing points along the length of the road. Discussions have been had with Highway officers regarding the need to minimise the size of the junctions and associated signage/clutter. High quality materials will also be required. A condition setting out a detailed specification for the design of the road is recommended.

In discussion with the relevant highway authorities it has been agreed that the central boulevard should be put in place prior to the occupation of 3500 houses. The detailed design of the road will need to be agreed in advance of this.

2. Impact on the Strategic Network (A1(M) including Junctions 16 and 17)

Following detailed technical discussion and assessment of the information the Highways Agency has removed its holding direction which prevented the Council from determining the application. In order to protect the function and movement of the traffic on its strategic network the Agency has directed that a number of conditions be imposed upon any planning permission which maybe granted. It has also requested that a Travel Plan be secured (by condition or S106- see Sustainable Travel section below).

The first of these conditions requires the approval and implementation of a detailed scheme of works to junction 17 of the A1(M) comprising signalisation of the junction (including the introduction of signals on the A605 approach road), based upon a draft scheme which has been assessed at this stage. The condition will require these works to be done before the first occupation of any part of the scheme. This condition is the same as that which was imposed upon the Great Haddon employment area as both schemes have the potential to impact on this junction. Should the works be done by the developers of the employment then there would be no requirement for the developers of the core area to carry out any works to this junction.

The second condition requires the installation of cameras to identify any queues between junctions 17 of the A1(M) to junction 3 of the Fletton Parkway along with an associated speed restriction of 60mph. These measures are proposed to reduce the potential for queuing back onto the A1(M) and associated risk of accidents. These schemes will need to be operational before the first occupations of any dwellings.

The Agency's third condition requires an amended merge arrangement (know as a type c merge) on the slip road from junction 17 of the A1(M) to the Fletton Parkway. This will need to be implemented before the occupation of the 1000th house.

The Agency's final condition, and as discussed under subsection 1 (a) above, is a cap on development until such time as the Fletton Parkway has been widened (of 1700 dwellings)

The Highways Agency has also assessed the potential impact of the development on Junction 16 of the A1(M). Having done so it has not raised any concerns nor has it directed that any conditions relating to this junction be imposed.

Concerns have been raised by objectors regarding the potential impact on junction 16 and the fact that it was improved under a Private Finance Initiative Scheme (PFI) which would create difficulties with the implementation on any further works. As set out above the Highways Agency, the statutory highway authority, has not raised any concerns.

Subject to these conditions the impact of the development on the strategic network is considered to be acceptable.

3. Impact of Cambridgeshire County Council's (CCC) Network

(a) Impact on the A15

Great Haddon is located immediately to the north of the A15. A new traffic light controlled junction between the Central Boulevard and the A15 is proposed. It is also proposed to divert a section of the A15 off its current alignment through Yaxley into the development, referred to as the Yaxley loop road. This road will have traffic lights at its ends where it diverts/rejoins the current route of the A15. There will also be traffic lights along it, at the junctions with the District Centre.

The application when it was originally submitted included a bus gate to the north of Yaxley, as a result of which all traffic travelling to or from Peterborough along the A15 would have had to use the new loop road through the Great Haddon development. Substantial objection to the bus gate was received from local residents, particularly those in Yaxley. In light of this the bus gate has been removed from the scheme. It is now proposed to implement a scheme of traffic calming on the A15 through Yaxley to encourage use of the new loop road.

The traffic modelling shows that the A15 adjacent to Great Haddon currently operates within its theoretical capacity. The applicant has advised that currently some 60% of the A15's capacity through Yaxley is used in the evening peak. Other flows are lower. With the partial build out of Great Haddon, before all the Central Boulevard is constructed providing a connection directly with Fletton Parkway, the modelling information predicts that the A15 will still remain within its theoretical capacity at around 41% in the evening peak. Other traffic flows are predicted to be lower. The reason for this drop is because it is predicted that there will be a significant diversion of traffic along the loop road.

The traffic modelling shows that B1091 through Yaxley currently operates within its theoretical capacity. Currently some 65% of the road's capacity is used in the morning peak. Other flows are lower. With the build out of Great Haddon the modelling information predicts that the road will still operate within its theoretical capacity with some 75% of its capacity being used in the morning peak. Other flows are lower.

It is proposed to set aside a sum of money in the S106 to deliver a scheme of traffic calming through Yaxley so that the most appropriate measures can be put in place depending upon the traffic movements. The delivery of the scheme can be controlled through a condition, the wording of which has been agreed with Highway officer's at CCC.

A number of objections to the proposed loop road/the associated scheme of traffic calming have been received raising concerns that the route through Yaxley will remain more attractive, particularly as the loop road would be located adjacent to the district centre and secondary school site. This includes continued concerns from HDC. Final comments from CCC are awaited.

These concerns are acknowledged and it is accepted that the loop road could be a busy route particularly around the district centre. However the loop road has to be considered in the context of the development as a whole. When it is built out there will be a number of routes into and out of Great Haddon and traffic is likely to disperse along these. Traffic to and from the development will not need to go through Yaxley. The loop road will be in place from very early on within the development build out. This will be controlled via a condition.

With the widening of Fletton Parkway the A1(M)/Fletton Parkway is likely to become a much more attractive route for through traffic into and out of Peterborough. As set out above, plans are in place to commence the widening work next year. A widened parkway will therefore be in place from the outset/very early in the build out of the development. In addition, there will be a scheme of traffic calming in place through Yaxley which will act as a deterrent along with the associated redesign of the junctions where the A15 diverts through the development. It is acknowledged that the loop road will need to be carefully designed to ensure that it is an attractive route. The S106 will include a sum of money for Traffic Regulation Orders which will be used as a measure to help keep the loop road clear.

In light of the above the scheme is considered by officers to be acceptable as proposed.

A number of the representations have also highlighted that the original planning permission for Hampton (91P556 and 91/0815 refer respectively) included a condition (H1) requiring the provision of a Yaxley bypass to be completed and available for use prior to the construction of the 5000th house being

commenced. The associated S106 Agreement requires the construction of a new road (“the Western Peripheral Road”) between junction 2 of the Fletton Parkway and the A15 at a point to the south west of the village of Yaxley (marked Z on plan 2) before the development generates 5900 vehicle trips in the weekday evening peak hour when calculated in accordance with the formula set out in the document. Having reviewed the vehicle trips it is predicted that the trigger point accords with the number of house occupations referred to in the condition. The trigger point has not yet been reached. The developer for Hampton has obtained planning permission for stages 1-3 of the “Western Peripheral Road”. Stage 1 is complete and is operational. Stage 3 is currently under construction. The objectors are of the view that the current loop road would not constitute a bypass as originally required.

Whilst these concerns are noted this application has to be considered on its own merits. If as a result of this development the original Hampton S106 cannot be complied with then it will be for the developer of Hampton, O & H, to amend that S106 Agreement. It does not make the current proposal unacceptable. It is important to note that the Hampton permission contains no details about the nature of the road which has to be delivered nor is there any reference to vehicle speeds. Given this lack of detail officers are of the view that the Yaxley loop road/Central Boulevard as proposed would fulfil the original S106 requirement.

When the application was originally submitted the Primary Movement Network Plan showed a number of secondary accesses from the development onto the A15. In light of the concerns raised, including by HDC, these have now been removed and an updated plan submitted.

It has been commented that a reduction in speed limit along the A15 to 40mph would be detrimental to the residents of Yaxley. No concerns about the reduced speed limit have been raised by the highway authorities. It has also been commented that the A15 should be dualled in its entirety. This is not considered necessary to support the development.

Traffic from Great Haddon will also be able to access the A15 via the Old Great North Road at the existing T-junction south of Norman Cross. It is proposed to widen the carriageway of the A15 from Junction 16 to the Great North Road junction. A detailed scheme would be secured by a condition along with a timetable for implementation to ensure that the works take place at an appropriate time during the built out of the development. No objections to the principle of this have been received by any of the Highway Authorities. The precise timing of the works and the detailed scheme would be agreed with highway officers at CCC. A light controlled junction was originally proposed at the junction of the Old Great North Road/A15 but following discussion with all the highway authorities it has been agreed to retain the current junction form although CCC has requested that traffic flows be monitored to determine whether it would be appropriate to amend the junction design in the future. A condition addressing this is recommended.

Having considered all these matters, and notwithstanding the concerns raised, the impact of the development on the A15 is considered to be acceptable.

(b) The Old Great North Road

As indicated above, the Old Great North Road lies to the west of the site and connects to the A15 at the south. At its northern end the road goes underneath the A1(M) at which point it becomes a low key rural road leading to the village of Haddon, ultimately providing a connection onto the A605.

The application originally proposed 5 new access points from the development onto the Old Great North Road. In light of the concerns which were raised by local residents regarding the principle of any new access points the number has been reduced to two, as shown on the updated Primary Movement Network Plan. This is considered by officers to be a reasonable approach as the Old Great North Road is an existing piece of infrastructure which is currently under utilised. Only some 2% of its theoretical capacity is currently taken up. With the Great Haddon development as a whole (i.e. both the employment development and the core area) the traffic modelling predicts that its use will increase to some 70% of its theoretical capacity. It is appropriate to make use of a piece of existing infrastructure which is suitable for the proposed traffic volumes, particularly as it will still be within its total theoretical capacity.

Given the nature of the road it is considered that a scheme of traffic calming will be required. The detailed scheme and the timing of this can be secured via a condition. Some representations have commented that traffic calming on the Great North Road is unwanted by residents. However, given that the road will become busier it is considered appropriate to install this. The detailed scheme will need to be agreed with CCC.

It is also proposed that in the future a link will be created from the Great North Road through to junction 1 of the Fletton Parkway via the employment area. The principle of this new road link was established when the outline planning permission for the employment area was granted. This permission includes a condition requiring the submission of a detailed design, which will allow cars to pass but not HGV's to ensure that they exit the site via Junction 1 of Fletton Parkway. The condition states that this link should be put in place before more than 50% of the B1 floor space, 66% of the B2 floor space and 100% of the B8 floor space is built out.

In light of the transport modelling work a similar condition is recommended for the core area. This states that not more than 4500 dwellings should be occupied without this road link going in. It should be noted that if for any reason the employment site were not to come forward then this link could not be put in place as the land required for the road through the employment area is not within this applicant's ownership. This is, however, considered very unlikely given that works have commenced. In reality the trigger for the road link is likely to be met by the employment area first.

Objections to the Proposed Old Great North Road Link

A number of objections to the principle of the road link were received. These were addressed in the employment area report and as set out planning permission has been granted for this link in principle and cannot be revisited here.

Concerns have also been raised regarding the potential impact for 'rat running' through Haddon village. These concerns are noted and have been considered by Highway officers. They are of the view, however, 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, only a limited number of people are likely to want to access onto the A605 so for most this route would represent a substantial diversion which would add a number of miles to their journey. It is not, therefore considered that the application could be resisted on this basis. It is acknowledged that the route maybe used if there is an accident on the A1(M) but this would be the situation in any event and is not a reason to resist the application. The representation from HDC refers to the requirement for traffic management measures to address this. It is not clear what is meant by this or what could be put in place. It is also not for this application to address potential issues around the management of traffic in the case of an accident of the A1(M).

Concerns have also been raised that the junctions and the bend under the A1(M) would become more dangerous as a result of increased traffic. No highway safety concerns have been raised by either Peterborough or Cambridgeshire Highways officers or by the Highways Agency.

The potential impact of the development on the Old Great North Road is, therefore, considered to be acceptable.

(c) Impact on the A605

The A605 runs east west and crosses the border into Northamptonshire a short distance beyond the turn off for Elton village. Given this, Highways officers at Northamptonshire County Council have been consulted twice by Council Highway officers and have raised no objections. Given the location of the core area in relation the A605 and the direction most traffic will travel in, it is not anticipated that there would be any significant impact.

Diversions of Footpaths/Bridleways

There are two public footpaths and two bridleways (which link together to form part of the Green Wheel) running through the application site. It is proposed to divert the two footpaths so they run through the new open spaces to be created within the development. It was originally proposed to divert the Green

Wheel away from Haddon Lake for ecological reasons. This diversion was not supported by either the Council's Rights of Way Officer, Wildlife Officer or Natural England. It is, therefore, proposed to keep the Green Wheel on its current alignment around Haddon Lake before diverting it under the Central Boulevard. It will then return to its current alignment adjacent to the existing woodland. This approach is considered to be acceptable in principle.

Notwithstanding any planning permission which may be granted, the applicant will need to formally divert the existing footpaths/bridleways under separate legislation/procedures.

Sustainable Travel

(i) Public Transport Provision.

The public transport provision to support the development has been discussed in detail including meetings with Stagecoach who run the current bus service to Hampton. It is proposed that there will be two bus routes around the development as shown on the Public Transport Movement Network Plan. These will gradually come forward as the development progresses. In the short term when the number of occupations is low it is proposed that Great Haddon would be supported by a 'Call Connect' service i.e. a bespoke service which people can use as they need it. Over 90% of the dwellings within the new development will be within 400metres walk of a bus stop. Funding for the new service including the Call Connection element will be secured through the S106 Agreement (see section 5 part 12 below). This will also set out the service requirements and the delivery of bus stops which will have Real Time Information.

HDC did request that the bus service connect with Yaxley but having discussed the proposal in detail this is not considered to be a viable option. The proposal is not unacceptable without such a link.

It has been commented that buses should not be the only form of public transport to serve the development and reference has been made to the use of trains/trams. Whilst these comments are noted the Council has no policy in this respect so the developer cannot be asked to consider other options, which would also impact on the viability of the overall proposal.

(ii) Walking and Cycling

As part of the Great Haddon development new walking/cycling links will be created within the development. Key routes to link the development to the wider area and to allow for sustainable travel are considered to be:-

- (1) link to the employment area
- (2) Links to the Old Great North Road
- (3) Link to the A15 and Yaxley

The applicant has shown these routes on the Dedicated Pedestrian/Cycle and Equestrian Routes Plan as leisure routes. There are a number of leisure routes in Hampton which historically have not been adopted by the Council or lit. Whilst this approach is acceptable for new leisure routes within the development it is considered that the key routes set out above will need to be adoptable and lit, especially that to the employment area. A condition specifically covering these routes is, therefore, recommended on any planning permission.

CCC has requested funding towards wider pedestrian connections. This has been considered but in light of the overall viability of the scheme S106 funding (considered under section 5 part 12 of this report) has had to be prioritised. Such links whilst desirable are not essential and the scheme is not unacceptable from a sustainable travel perspective without them.

(iii) Travel Plan

The application is supported by a Travel Plan which has been agreed in principle with the Council's Highway Officers and the Highways Agency. This set sets out measures to reduce car journeys associated with the development. It includes the appointment of a Travel Plan Coordinator for the development, free bus travel for three months and some contingency funding should the targets not be met. The Travel Plan will form part of the S106 Agreement associated with any planning permission which may be granted.

Construction Traffic

It is recommended that a condition be imposed upon any planning permission which may be granted requiring the submission and approval of a Construction Management Plan (CMP) for the development of each parcel as it comes forward. This will ensure that other users of the site, including people using the bridleway are protected. Following discussion the applicant has agreed to accept a restriction on hours of delivery to the site so that these do not co-incide with peak traffic flows. Specific reference to this restriction is recommended in the condition for the avoidance of any doubt.

It has been commented that there should be no access/egress during the construction phase of the development via the Old Great North Road or the A15. The haul routes will form part of the CMP and will be discussed with the relevant Highway Authorities at the time to ensure that they are appropriate and suitable. Given the nature of the development it would not be reasonable to impose a condition at this stage which prevents construction access from the A15.

Other Transport Matters

(i) Dry Leas

A petition with 44 signatures was received following the first round of public consultation raising concerns that development at Great Haddon would increase traffic on the A1260 Nene Parkway to the detriment of residents who consider that their amenity is already affected by traffic noise and pollution. In addition, it asks that the Council look at ways of reducing traffic noise nuisance from the Parkway between junction 31 and 32.

The traffic flows associated with this application have been analysed by Highway officers who have advised that the predicted increase in traffic on the Nene Parkway as a result of the Great Haddon core area will not be significant. As such it is not considered there would be any significant increase in associated noise levels.

The request that the Council actively look for ways to mitigate road noise is noted, but this needs to be reviewed separately outside the scope of this application given it is an existing issue. In view of officer's conclusions about traffic levels from the development it is not considered reasonable to ask the applicant to contribute to any mitigation measures in this location.

(ii) Response from the Peterborough Cycling Forum

The Peterborough Cycling Forum has objected to the application on the grounds that low priority has been given to cyclists. The key walking and cycling links to the edge of the development are set out above. These include a direct adoptable cycle path to the employment area. Additional cycle routes will be provided within the development. With regards to a connection with Hampton the comments are noted. In this instance, however, there is limited scope to include a route because it would have to go through Orton Pit SSSI/SAC a site of international ecological importance (see section 5 part 6 below). The ecological constraints therefore have to take precedence. A more informal cycle route has, however, been accommodated. This has been agreed with Natural England. The comments on the surfacing are noted. This is a point of detail which can be reviewed when the link comes forward.

The Forum has commented that there appears to be no cycle link along the Old Great North Road and onto the minor road to Haddon. As set out above, pedestrian/cycle links along the Great North Road will be considered further as part of a planning condition. No link is proposed along the Haddon Road as this is not considered necessary to support the development.

Concerns have been raised about the cycle link to Stilton, via Junction 16. This will be reviewed when detailed proposals for the works to widen the initial section of the A15 come forward.

The Forum has commented that the 3 metre wide footpath/cycleway proposed along the Central Boulevard is inadequate and that there should be hybrid cycle lanes along the road. This comment is noted but the Council's Highway officers have accepted the inclusion of footpath/cycleways as these

help less confident cyclists and therefore are likely to ensure more people cycle. There will be nothing to prevent the cyclists that want to from cycling along the road. It has been suggested that all roads within the development should be 20mph but this is considered unnecessary and the Council has no policy in this respect. Road speeds within each part of the development will be determined at the detailed design stage.

The Forum has commented that the cycle parking standards should be adhered to at all times. This is a point of detail to be considered as detailed designs come forward but it is considered that cycle parking provision should be looked at pragmatically to ensure that the development as a whole works. It is not the only design consideration.

Finally the Forum has commented that removal of the bus gate is a retrograde step. As set out above, this has been done to in response to the significant number of objections received from Yaxley residents.

(iii) Representation from Sustrans

Sustrans has objected to the application on the grounds that it does not consider the proposal to be compatible with policy CS14 of the Core Strategy in that it fails to address sustainable transport seriously.

Policy CS14 is an overarching transport policy, the key elements of which are around reducing the need to travel especially by private car; delivering a sustainable transport package capable of supporting a bigger and better Peterborough; supporting the city's Environmental Capital objectives; improved accessibility to facilities for residents and accident reduction.

It is considered that the measures which have been set out above in terms of the provision of a private bus service, the role of the Travel Plan and its associated measures meet the requirements of policy CS14. The ecological constraints to the site in terms of the provision of additional cycle routes have to be acknowledged and in this instance outweigh the benefits which would be achieved via additional cycle routes.

It has also commented that car parking should be kept to a minimum, that the whole area should be 20mph and that the link to junction 2 of the Fletton Parkway should be removed to encourage sustainable travel along with the reinsertion of the bus gate. Car parking levels will be determined as each detailed application is considered in line with the relevant planning policy at that stage, learning lessons from other urban extensions including Hampton. Notwithstanding this officer's do not consider that car parking should be unduly restricted as experience has shown that reduced parking provision does not lead to less car ownership even if that vehicle is not used for travel to work. People still wish to own cars and these need to be parked in a secure location. With regards to vehicle speeds it is not considered necessary for all roads within the development to be 20mph and the Council does not have a policy in this respect. The reasons for the removal of the bus gate have been set out above and it would not be acceptable in terms of transport impacts to remove the link with junction 2 of the Parkway, neither would residents of the surrounding area find such an approach acceptable.

(iv) Comments from the Local Access Forum

Matters relating to the Central Boulevard and the Yaxley loop road have been discussed in detail above. With regards to the diversion of the Green Wheel it is considered reasonable to divert this to under the new Lode Crossing in order to facilitate the development. It will now remain on its current alignment around Haddon Lake.

The comment that the development is traffic dominated is noted but as set out above it does include sustainable traffic measures and is considered to comply with policy CS14 of the adopted Core Strategy.

(v) British Horse Society Comments

The comment from the British Horse Society that the green grid routes should be formalised on the definitive map as bridleways or restrictive byways is noted but this is a matter for consideration outside of the planning system. The Society's comment that the cycleway routes be upgraded to bridleways is

noted but this may not be appropriate in all instances and could not be insisted upon. As such the proposal is considered to be acceptable as submitted.

(vi) Comments from Hampton Parish Council

Concerns have been raised regarding the potential traffic impacts upon Hampton roads. Given the relationship between the two developments it is not considered that any significant volume of traffic is likely to cut through Hampton as other more direct routes are available. The transport modelling considers the capacity of the Western Peripheral Road. Highway officers have not raised any concerns. Any final comments from Hampton Parish Council will be set out in the update report.

(vii) Comments from the Norman Cross Action Group

The Norman Cross Action Group is of the view that it has not been demonstrated that the traffic problems likely to arise from the development can be addressed and it suggests in its response that housing numbers be reduced to 2500-3000. The traffic implications of the development have been set out above. As indicated, these impacts are considered to be acceptable. Furthermore the housing numbers cannot simply be reduced as suggested because such a substantial reduction would impact upon the deliverability of the housing growth set out in the Core Strategy and Site Allocations DPD both of which have been the subject to examination by an independent Inspector and found to be sound.

It has objected to the number of junctions proposed on the A15 and the Old Great North Road. As set out above, the scheme has been amended to remove the secondary accesses indicated onto the A15 and the number of accesses onto the Great North Road reduced from 5 to 2 to try and address the concerns raised. As discussed above, officer's consider the proposed reduced number of junctions to be acceptable.

Concern has been raised that the additional traffic lights will increase journey times, the risk of accidents and general inconvenience for residents of Stilton. There are also concerns that both Stilton and Folksworth maybe used for 'rat running'. No concerns in this respect have been raised by the highway authorities and as set out above, it is proposed to retain the A15/Old Great North Road junction as a t-junction. Therefore, the first additional set of lights will be the A15/Central Boulevard junction.

It has been suggested that an outer ring road be created within the development. This is noted but the land take for such a proposal would be considerable. There is also no reason not to connect the development to the A15 and Great North Road in design terms. Highways officers have also not raised any objections. As discussed above, the Old Great North Road in particular is an under utilised piece of highway infrastructure.

The concerns about potential rat running through Haddon village have been commented on above.

The comments in respect of junction 16 are noted. However no concerns have been raised by the Highways Agency or Highway officers at CCC. This element of the proposal is therefore considered to be acceptable.

The comment that at the detailed design stage it will need to be ensured that vehicles cannot park on the loop road is noted and it is agreed that the detailed design and associated highway constraints such as Traffic Regulation Orders will be important considerations. Funding towards Traffic Regulation Orders on both the Central Boulevard and Yaxley loop road will be secured as part of the S106 package.

Any further comments from the Norman Cross Action Group will be set out in the update report.

(viii) Other Representations

Concerns have been raised that the development would result in more damage to the surrounding road network i.e. potholes. This is not a planning consideration.

A concern has been raised that the development would be harmful to children playing on village roads. No highway safety concerns have been raised by Highway Officers in this regard.

Concerns have been raised that the density of housing is likely to result in parking problems. As set out above parking will be determined as part of each detailed application on the basis of current policy at the time. It is not considered that the density of the development would prejudice the delivery of adequate parking provision.

It has been commented that the road layout and rate of road adoption in Hampton is unacceptable and that existing problems should be sorted before new development is granted. Although these concerns are noted the Council could not resist this development on the basis of issues at Hampton. These matters need to be addressed separately.

Summary

It is acknowledged that the proposal will result in additional traffic on the surrounding road network. However in view of the Council's growth agenda and the mitigation measures proposed both in terms of the physical measures such as traffic calming to Yaxley and a cap on development until the Fletton Parkway is widened and other measures such as the bus service and travel plan, the transport impacts of the development are considered to be acceptable and in accordance with policy CS14 of the adopted Core Strategy and policy PP12 of the Planning Policies DPD.

3) District/Local Centres

A new district centre and two local centres are proposed. Since the preparation of the initial assessment the Core Strategy has been adopted thereby establishing the principle of development at Great Haddon including the creation of new centres. This has changed the context in which the proposal should be viewed and is explained further below. In addition the NPPF has been introduced replacing the previous advice in Planning Policy Statement 4 and planning permission has been granted for three other supermarket sites within the city (ING, Maskew Avenue and the Peterborough Garden Park scheme). In light of this changing policy context and the other permissions issued the applicant has submitted an updated Retail Impact Assessment (RIA).

The Council employed an independent Retail Consultant to aid the initial assessment of the scheme. The updated RIA has been reviewed by officers.

The District Centre

The application proposes a district centre with some 9200 square metres of retail floorspace. By way of comparison, this is more retail floorspace than at the Werrington Centre (with redevelopment) but less than at Bretton or Orton.

The RIA sets out that this floorspace would be broken down into a food store with a maximum area of 4200 square metres gross (2940 square metres net). The gross area is comparable with the new Morrisons at Stanground and less than the Sainsbury's in the Bretton Centre. Of this floor area, some 3700 square metres would be used for the sale of food goods (convenience goods) (2590 square metres net) and the remainder, some 500 square metres, for the sale of non food goods (comparison goods) (350 square metres net).

Of the remaining amount of retail floorspace, some 5000 square metres, it is proposed that an additional 500 square metres be used for the sale of food (convenience) and 1000 square metres for general retail uses (comparison) falling within Use Class A1 of the Town and Country Planning Use Classes Order 2008 (as amended). The remaining balance, some 3500 square metres, would be kept flexible to accommodate other uses falling within use classes A2-A5, such as banks and estates agents (A2), restaurants (A3), public house (A4) and hot food takeaways (A5).

It is also proposed that the District Centre include a number of other uses. These uses could include offices (B1a) (2000 square metres), community uses (D1) and leisure uses (D2), with a total floor area of some 11 163 square metres.

1. Impact of the Proposed Convenience Floor space (Food Retailing)

Policy CS15 of the adopted Core Strategy sets out the Council's strategic approach to retail development. It states that proposals should be assessed in the context of national policy guidance,

(PPS4 Sustainable Economic Development is specifically referred to as this was the correct policy at the time of adoption although as noted above it has been replaced with the NPPF), seeks to support and regenerate the city centre and where appropriate existing local and district centres. In the case of the new urban extensions CS15 states that retail development should serve the retail needs of the new communities. It sets out that consideration of this matter should take into account quantitative and qualitative need. The supporting text (paragraph 6.9.14) states that in the case of Great Haddon this is likely to result in the creation of a district centre and two local centres.

The NPPF seeks to protect town centres and states that a sequential test should be applied to applications for town centre uses that are not in centre and not in accordance with an up to date development plan. It goes on to set out that an impact assessment should be required for proposals greater than 2500 square metres. This should consider the impact on existing and planned centres over a suitable period. Where a proposal fails to satisfy the sequential test or is likely to have a significant adverse impact it should be refused.

The initial RIA gave consideration to the issue of the Sequential Test considerations but with the adoption of the Core Strategy the proposal is now considered to be in accordance with an up to date development plan which makes specific reference to the creation of new centres and new retail provision at Great Haddon. As such it would be inappropriate to give further consideration to this matter. The section has been removed from the updated RIA.

In light of the policy guidance set out in the NPPF and policy CS15 of the Core Strategy the key issues in assessing the acceptability of retail provision at Great Haddon are considered to be:-

- a) The 'scale' of the proposed development, having regard to quantitative and qualitative considerations, including the appropriate role and function of the Great Haddon shopping centres;
- b) The 'impact' of the proposal on the vitality and viability of existing/planned centres.

These matters are discussed below separately although they are closely interrelated.

Scale

Policy CS15 of the Core Strategy indicates that the scale of new retail development at Great Haddon should be appropriate to serve the needs of the new community to be created. Consideration of appropriate scale needs to have regard to both quantitative and qualitative need.

i) Quantitative Need

The Core Strategy retail policy is supported by the Peterborough Retail Assessment (2009) and subsequent updates to it, which assess the capacity within the city to support additional retail development. In terms of the potential retail capacity in Great Haddon the assessment concludes that the population could support between 1890 and 3780 square metres net of additional convenience (food) floorspace. The report goes on to acknowledge the advantages of an anchor food store that would serve the needs of the community and prevent leakage to other foodstores. No allowance was made for other factors which occur in reality such as trade inflows and outflows.

The RIA sets out justification for the proposed retail provision taking into account the catchment area, based on a 10 minute drive time. This takes in most of the postcode sectors PE7 3 and PE7 8 extending south of Peterborough. By 2021 the assessment predicts that the foodstore at Great Haddon would draw some 80% of its trade from this catchment. The Assessment also looks at overall levels of population growth within these post code areas (which includes the development area of Hampton Leys), and associated sales densities and turnover. On this basis it concludes that there would be sufficient convenience goods expenditure to support a foodstore of the size proposed.

Having considered the quantitative argument in the RIA it is not considered that there is a 'prima facie' quantitative need for the scale of the convenience floorspace proposed. However, this has to be balanced with qualitative need.

ii) Qualitative Need

As set out the above the amount of floorspace proposed would be less than Sainsbury's at Bretton and comparable to the new Morrison's at Stanground, using the gross floorspace figures. It is approximately one third of Tesco at Serpentine Green. If it is to succeed as a foodstore for Great Haddon it is

considered that it needs to have a comparable range of shopping facilities to those in other District Centres. If the foodstore is too small the centre is likely to fail as residents will go elsewhere. It is considered that one of the patterns of convenience shopping in the south of Peterborough is likely to be the continued dominance of Serpentine Green in light of the overall size of Tesco and the other shopping facilities located within. The new store at Great Haddon, therefore, needs to be of sufficient scale and attractiveness to prevent Great Haddon residents from treating Tesco at Serpentine Green as their main destination for food shopping. In light of this, it is considered that there is strong qualitative case for the scale of the foodstore proposed.

Impact upon the Viability and Viability of Other Centres

It is considered that the proposed foodstore at Great Haddon is most likely to result in trade diversion away from other large foodstores as they are the most comparable existing facilities. The principal diversion and therefore impact is predicted to be from Tesco at Serpentine Green given that it is the nearest foodstore. However having reviewed the RIA it is not considered that the level of diversion would be such that it would impact upon the future vitality and variability of the store.

The Retail Impact Assessment predicts some trade diversion away from city centre stores, notably Asda in Rivergate, which is also predicted to lose some trade from the new Morrison's at Stanground. However, the store is still predicted to trade marginally above company average. As such it is not considered that the proposed new store at Great Haddon would have an unacceptable material impact.

Since the submission of this application planning permission has been granted for three new additional supermarkets within the city. These stores would be located at the Peterborough Garden Parks (application reference 12/00290/OUT), Maskew Avenue (11/01321/OUT) and the former Royal Mail Sorting Office on Bourges Boulevard). Only one of these sites, the former sorting office, is located within a designated centre (in this case the city centre). The updated RIA considers these schemes and concludes that given their locations there would be no substantial relationship with Great Haddon, although it notes that these commitments will compete to some extent with the offer in the city centre. Notwithstanding this, as the Council has approved them since the Core Strategy has been in place it clearly has no concerns about cumulative impact. These conclusions are accepted by officers and it is not considered that these additional permissions make the size of foodstore proposed at Great Haddon unacceptable.

A new store at Great Haddon is likely to attract some residents from the Ortons who currently shop at the Co-Op. However, Orton residents already have the opportunity to shop at a much larger store, namely Serpentine Green. It is, therefore, considered unlikely that a new store at Great Haddon would cause new large scale trade diversions. Although Officers' believe the impact is likely to be greater than predicted in the RIA (3.6%) it is not considered that this would be of a scale to threaten the vitality and viability of the store.

The impact of the proposed foodstore on the Co-Op in Yaxley is predicted to be in the region of 12%. However, the store is predicted to be trading at some 20% above the company average by 2015. As with the situation at the Orton Centre local residents already have a much larger foodstore in close proximity should they choose to shop there. As such, whilst the predicted trading level for 2015 could be viewed as optimistic, it is not considered that the viability of the store would be materially threatened by the proposed food store at Great Haddon.

The other shops within Yaxley selling convenience goods, principally the is a small Spar which serves a 'top up' shopping need only for Yaxley residents, are unlikely to experience direct competition with a new foodstore at Great Haddon. As such, it is not considered that this centre would be materially affected by the application proposal.

Convenience shops at Sawtry (principally a small Co-Op) likewise serve a local catchment only and as such it is not considered that there would be direct competition from a new foodstore at Great Haddon.

Summary

As set out above it is not considered that an overriding quantitative need for a new foodstore of the size proposed at Great Haddon has been demonstrated. However, there is a strong qualitative argument to justify it and although the new store would divert some trade away from existing stores, principally Tesco

at Serpentine Green, it is not considered that there would be an unacceptable material impact. In light of this, the size of the proposed foodstore is considered to be acceptable in accordance with the NPPF and policy CS15 of the Core Strategy.

2. Response to Objection from DPP

An objection has been received from DPP on behalf of Tesco at Serpentine Green. This sets out that the proposed quantum of retail floorspace proposed is over and above that required to support and address the local shopping needs of the new residents of Great Haddon with the applicant's justification relying on (a) an estimate of the population and, therefore, available expenditure; (b) an overestimate of the market share for the proposed district foodstore and; (c) an underestimate of the market share of Tesco at Serpentine Green

The objection goes on to argue that retail provision at Great Haddon should be phased so that it only increases as the population of Great Haddon does; that the proposal fails to taken into account existing shopping facilities in the catchment area which are well placed to serve non-localised needs of the emerging population at Great Haddon, particularly that of Serpentine Green. It concludes that as an already established centre, Serpentine Green should be encouraged to grow to accommodate the need that developments such as Great Haddon, and others in southern Peterborough, will generate. This will also allow the delivery of community facilities and infrastructure at Hampton.

The objections raised by DPP have been considered and further advice taken from the Council's independent retail advisor. The comments regarding the scale of the retail floorspace are noted. It is accepted that the RIA uses, as part of its justification, a wider catchment than that of Great Haddon alone. Whilst the proposed market share attributed to the new foodstore at 2015 could be considered ambitious, Tesco will still get its proportion. As such, it is not considered that there is a sufficient basis for Tesco to be concerned. The argument that Serpentine Green should grow to take new demand from Great Haddon is not supported as, in view of its existing size, it could impact on the city centre.

Although there would only be a small population at Great Haddon in the early years as a result of which the foodstore is likely to under trade, it is considered that this is a preferable situation to a large number of houses and no shopping facilities. It is also considered that the early delivery of the foodstore is likely to aid the delivery of the early housing phases as it will help fund some of the infrastructure costs.

As set out above it is accepted that there is not an overwhelming quantitative argument for the size of foodstore proposed but there are strong qualitative arguments, on the basis of which the proposal is being supported.

The suggestion from DPP that the delivery of the foodstore should be phased as the population grows is not considered to be realistic or practical. A food operator would not invest on a phased basis. Such an approach could also prejudice the delivery of a good design and is likely to result in unacceptable waste (as part of a building would have to be dismantled/redesigned) which would not be sustainable.

It is also not accepted that Great Haddon's shopping needs should be met by an existing foodstore and this is not an approach supported by policy CS15 of the Core Strategy. Nor is it considered that this proposal would prevent the delivery of community facilities at Hampton, the delivery of which are controlled by the existing S106, and therefore completely separate to any development at Great Haddon.

3. Phasing of the District Centre Foodstore Provision

Matters relating to the size of the foodstore at Great Haddon, the phasing of the development and the scope for additional retail provision at Serpentine Green were all discussed during the examination into both the Site Allocations DPD and the Planning Policies DPD. The Inspector did not recommend any changes to the Site Allocations/ Planning Policies DPD.

4. Public Representations

One of representations received has commented that Serpentine Green does not have sufficient retail capacity/car parking to accommodate Great Haddon. As set out above, Great Haddon will have its own facilities and will not be reliant upon Serpentine Green.

5. Impact of the Proposed Comparison Floor space (Non Food Retailing)

As set out above, the balance of non food retail within the District Centre is some 5000 square metres. The RIA does not consider, if this floor space were all used for A1 (non food) retailing, whether it is of an appropriate scale or whether it would impact upon the vitality or viability of any other centre. Given the lack of assessment the applicant has agreed to a condition limiting the amount of non food (comparison) A1 floorspace to 1500 square metres (gross).

Of this 1500 square metres, it is proposed that 500 square metres (350 square metres net) be located within the new foodstore. This provision is considered to be acceptable and of an appropriate scale to the overall size of the foodstore. A condition limiting the non food element within the supermarket to 500 square metres (gross) is recommended.

In terms of the remaining non food floorspace (1000 square metres gross) to be located elsewhere within the District Centre this would be substantially less than the provision at Serpentine Green, Bretton or Orton Centres and would essentially provide for local needs. In light of this it is not considered that this element of the proposal would adversely affect the vitality and viability of the city centre or any other centre. As well as a condition limiting the amount of comparison (non food) retail floor space a condition requiring that this be spilt into at least two units is recommended. Should the applicant subsequently wish to increase the amount of comparison retail provision in the District Centre then this will require the submission of a separate application, accompanied by an appropriate Retail Impact Assessment reflecting the policy approach at the time of submission.

The remaining retail floorspace within the centre, some 3500 square metres, would be broken down into other uses within Use Classes A2-A5. Whilst this is a substantial provision the applicant has provided a draft layout of the District Centre showing how this provision could be accommodated. These retail uses are likely to just serve local needs and unlikely to draw people from outside of Great Haddon. As such there are not the same issues about potential impacts on the vitality and viability of other centres. In light of this the balance of other retail floor space proposed is considered to be acceptable. It will also provide some flexibility for the future, given that the District Centre as a whole is likely to be built out over a period of time.

6. Other Uses within the District Centre

As set out above, in addition to the retail elements, the District Centre would include some 2000 square metres of floor space for office use and some 11 163 square metres of floor space which the applicant has indicated could be used for a range of other uses from community use, to a hotel, to leisure. In light of current policy there are no issues in principle with use of floorspace for offices, a hotel or community uses (subject to consideration of detailed design/layout issues).

In terms of leisure uses the applicant has indicated that such uses could include a gym, cinema etc. The Planning Policies DPD (policy PP9 refers) sets out that the Council will apply a sequential test to applications for leisure uses which should in the first instance be located within centre. It goes on to state that an integral part of the sequential approach for development within centre is whether it is of an appropriate scale (in terms of gross floor area) in relation to the role and function of the centre within the overall hierarchy of centres and the catchment that it serves. At this stage no detailed sequential test has been submitted and it is considered that a number of the uses falling within Use Class D2 such as cinemas are potentially city centre uses which it would be inappropriate to locate within a District Centre without detailed justification. In order to protect the hierarchy of the centres, notably the city centre which is at the top, a condition excluding certain types of D2 from the allowable uses within District Centre is recommended.

The Local Centres

As set out above two local centres are proposed. Each would have up to 1150 square metres of retail floorspace (A1-A5). It is envisaged that each centre would have a small food store with a maximum of 650 square metres gross floorspace. The majority of this floor space (550 square metres gross) would be used for food shopping (convenience) and the remaining balance for the sale of non food goods (comparison). As with the District Centre it is proposed that the remaining retail floor space within each local centre, some 500 square metres gross, would be used for 'other' retail uses falling within Use Classes A1-A5.

The retail element proposed would be comparable to that at Hampton Vale and Hargate and would serve local needs. As such the local centres are considered to be an appropriate scale which would not affect the vitality and viability of any other centre. As with the District Centre it is recommended that the amount of retail floorspace be conditioned along with a requirement that it be provided in at least two units to avoid the potential for a single large unit, as this would not meet day to day shopping needs.

The local centres would have a balance of floorspace, some 2757 square metres (gross), which could be used for offices or other community uses (D1). This approach is considered acceptable as it will allow future flexibility. A condition limiting the balance of floorspace and its use is recommended for the avoidance of any doubt.

4) Impact on Visual Amenity

It is acknowledged that the delivery of the urban extension will change the existing rural character of the site on a permanent basis. However, the quantum of development allocated in the adopted Core Strategy/ Site Allocations DPD and applied for under this application, namely up to 5350 dwellings could not realistically be delivered without such an impact. The 'in principle' decision to change the character of the site was taken with its formal allocation as a new urban extension.

Relationship with Yaxley

The application originally proposed two development tranches adjacent to existing properties in Yaxley. (with a buffer between existing rear gardens). Following initial discussions and in light of comments from the Inspire East Design Review Panel (May 2011) the applicant reduced the amount of development adjacent to existing properties in Yaxley, and reconfigured the tranches adjacent to the Yaxley loop road. This did not address the concerns raised and following further dialogue with the applicant tranche R37 has now been removed in its entirety. A landscape buffer to separate the rear of these houses from an area of open space within Great Haddon remains. The tranches adjacent to the Yaxley loop road have been further reconfigured so that the overall housing numbers within the development do not change. The separation distance between the nearest tranche and existing property in Yaxley is some 180 metres.

Concerns have been raised by a number of local residents regarding the general relationship between Great Haddon and Yaxley in terms of the potential for coalescence and loss of identity. A number of the representations state that a green wedge should be created between the two settlements.

As indicated under section 5 part 1 above this issue was considered during the examination of the Site Allocations DPD. Objectors put forward their justification for the inclusion of a green wedge on the basis of the above concerns. It was also argued that the buffer width should be substantially increased to 75-100 metres. The applicant and the Council raised concerns that the designation of a green wedge or substantial increase in buffer width would impact upon housing numbers and therefore the ability to deliver the Core Strategy. The Inspector in his binding report came to the view that Great Haddon could be accommodated without threatening the separate identity and character of Yaxley and as such the designation of a green wedge or minimum buffer width was not required. He went on to say that in light of the existing vegetation along the A15 he considered the successful assimilation of the new development with the A15 and the countryside beyond could be achieved.

In light of the removal of tranche R37 and the conclusions of the Inspector it is considered that the relationship of the development with the village of Yaxley is acceptable.

Impact on the Yaxley Conservation Area

The Yaxley Conservation Area is located some 200 metres from the south eastern boundary of the site, and is centred around Main Street. It includes a number of Grade II listed buildings and the Grade 1 St Peter's Church. An assessment of the potential impact upon the Conservation Area was carried out in the supporting Environmental Statement (ES). This concludes that the proposed development would not be visible from within the Conservation Area due to the screening effects of existing vegetation to the

north west of the conservation area, the relative topography (the Conservation Area is lower than the application site) and the enclosure provided by properties and vegetation along Church Street.

The ES sets out that the most significant views of St Peter's Church are gained from within the Yaxley Conservation Area from rights of way to the south and south west of Yaxley which it concludes would be largely unaffected by the proposed development. The eastern edge of the proposed development (north of London Road) will be visible within the context of views of the church from the public footpath between Yaxley and Stilton in the short and medium term until the proposed mitigation planting becomes established. The ES sets out that development would not obstruct views of the church or encroach into its landscape setting. Views of the church are currently available from within the application site. It is accepted that these would be affected by the development but the impact is accepted given the allocation of the development.

The Core Strategy allocates the site for development thereby establishing the principle. Taking into account the separation distances and the designation of open green space adjacent to Yaxley the impact of the development on the Yaxley Conservation Area is considered to be acceptable. No objections have been received from CCC.

Relationship with the A15

The A15 runs along the southern edge of the application site and is currently characterised by tree/hedge planting on both sides. Towards the south west of the road the land beyond the A15 falls away steeply into the Fens.

As indicated earlier it is proposed to create a new junction onto the A15 which will be the main access into Great Haddon. A buffer some 35 metres in depth would be created within the site separating the new houses from the A15. Concerns have been raised by HDC and other objectors including the Norman Cross Action Group in relation to the impact which the development would have upon the character of this section of the A15 and its current rural feel. Councillor Oliver has also raised concerns that the junction design appears to reduce the buffer zone with the loss of trees.

It is accepted that there would be a change in the character of the A15 along this section. Some change is inevitable given the allocation of the site. However, it is considered that the proposed buffer which is not insubstantial at 35 metres depth, and which would contain new tree planting, will provide a soft edge. Neither is it considered that the junction design potentially reduces the buffer depth. The impact on existing trees is discussed in detail under section 5 part 7 below. In light of the concerns raised by HDC the applicant has also removed the landmark buildings originally proposed at the entrance to the development in order to further reduce its visual impact. Officers consider the buffer depth and changes to the entrance into the development to be sufficient to mitigate the potential impact. As set out above, secondary access points into the development from the A15 have also been removed.

In view of the creation of the buffer neither is it considered that the development would have any unacceptable visual impact from further south within the Fen area. The edge of Great Haddon will appear no different from the edge of Yaxley or other development and indeed because of the buffer the visual relationship is likely to be better.

Impact on Norman Cross

As set out under section 1 of the report the settlement of Norman Cross lies to the south west of the Great Haddon development. Within Norman Cross there is a Scheduled Ancient Monument (SAM), two Listed buildings and three other Listed structures.

The application proposes minimum buffer planting of some 15-20 metres to the rear of Norman Cross. In light of this it is not considered that any unacceptable visual impact would result including with the listed buildings and structures.

The relationship of Great Haddon with the SAM is considered under section 5 part 8 below.

Impact from the East

There will be views of the Great Haddon development from the Old Great North Road, especially where the new junctions are proposed and the existing residential properties along it which currently have a view over farmland. A buffer of zone 15-20 metres depth is proposed. It is considered that this buffer is sufficient to mitigate the visual impact of the development. It should be noted that residents do not have a right to a view.

Given the relative levels of the site to the surrounding road network it is considered that there will be views of the development from the A605 and other surrounding villages such as Morburn. The building heights are standard and will be partly mitigated by additional screening. As such the visual relationship is considered to be acceptable.

Impact of Hampton

Some views of the Great Haddon development will be possible from part of Hampton. However, given the separation distances (most views will be across Haddon Lake) it is not considered that any unacceptable visual impact would result.

Impact from Orton

It is considered that there would be limited views of the Great Haddon core area from Orton to the north as the employment area buildings will be the more prominent visual feature. Given the relationship it is not considered at any unacceptable visual impact from the Ortons would result.

Other Neighbour Representations

In addition to the matters covered the following issues have also been raised:-

The green space between the loop road and London Road should be kept as a nature habitat and walk as it has been for the last 50 years.

As set out above, the Great Haddon site has been allocated for development and the Inspector concluded that a green wedge was not necessary. Development on the inside of the loop road is necessary to deliver the housing numbers and the removal of development in this area is not considered necessary to achieve a satisfactory relationship with Yaxley.

Some of the best, most pleasant public footpaths and cycleways will be lost in the new development. The change to the character of these routes is noted but this is an allocated housing site and changes must therefore be expected.

Stilton will lose its appeal as a village. Stilton is located on the eastern side of junction 16 of the A1(M). As such it is not considered that it will lose its appeal as a village.

The development would result in urban sprawl.

As indicated this is an allocated site with distinct physical boundaries. It is not therefore considered that urban sprawl would result.

Summary

Taking all the above factors into consideration the proposal is considered to be acceptable in accordance with policies CS16 and CS17 of the adopted Core Strategy.

5) Residential Amenity

Impact on Amenity of Existing Residents

Concerns have been raised that the proposed development would have an adverse impact upon the amenity of neighbouring residents. The issues raised in relation to transport have been covered under section 5 part 2 and visual amenity under section 5 part 4. This section therefore focuses on other potential impacts upon residential amenity.

Noise

A concern has been raised that additional traffic on the Old Great North Road would adversely affect the amenity of residents as this road currently functions as a buffer to the A1(M). Whilst it is acknowledged that more traffic will use the Old Great North Road, the usage will remain within the roads theoretical capacity. As such the impact is also considered to be within acceptable limits. No concerns have been raised by the Council's Pollution Control Section.

Some objectors have asked whether the developer is going to provide an acoustic fence to the A1(M). Whilst the development may result in additional traffic along the A1(M) it will not increase car numbers to the extent that it would be appropriate to ask the development to provide or contribute towards the upgrade of acoustic fencing along the A1(M). If there are issues with the performance or maintenance of the current acoustic fence then these need to be taken up directly with the Highways Agency.

Construction Impacts

It is recommended that a condition be imposed requiring the submission and approval of a 'Construction Management Plan' for each development tranche. This would cover matters such as the hours of working, hours of delivery, measures to minimise noise from construction activity and to control dust.

Some of the objectors have said that the working hours and hours for deliveries should be limited to 8am to 6pm Monday to Friday and 9am to 1pm on Saturday with no working on Sunday or Bank Holidays. Concerns have also been raised that construction hours will be disruptive. These concerns are noted. The Construction Management Plan will deal with hours of working. These need to be appropriate to the location of the activity within the site. If there are no nearby residential properties they can be more flexible. The CMP would also seek to minimise the disruption caused by construction activities.

Air Quality

The supporting Environmental Statement covers the issue of air quality and concludes that there would be no adverse impact upon air quality within the vicinity of the site. Notwithstanding this, a concern has been raised by the Council's Pollution Control Section that the development could have an adverse impact upon the air quality at Hoylelake Drive, a small residential development located adjacent to junction 3 of the Fletton Parkway and the B1091 in Stanground. In light of this concern an Air Impact Assessment was completed. This concluded that there would not be any unacceptable adverse impact on the residents of Hoylelake Drive. On the basis of the information supplied the conclusions of the report have been accepted by the Council's Pollution Control Section. The applicant has confirmed that the updated/further transport modelling work which has been carried out does not alter the conclusions of this assessment.

Other Matters

Some concerns have been raised about loss of property value but this is not a material planning consideration and cannot, therefore, be taken into consideration in determining this application.

Concerns have been raised regarding the potential impact of light pollution on the village of Stilton and surrounding area. Lighting associated with this development will generally be street lighting and any flood lighting associated with sports facilities. It is not considered that any unacceptable light pollution would result from this. The Council is moving towards the use of energy saving lights which reduce light pollution and the hours of use of flood lighting can be controlled.

A concern has been raised about adverse impact upon the people living in the western part of Hampton. In view of the separation distance it is not considered that any unacceptable impacts would result.

A concern has been raised regarding the creation of social problems given the intensive housing proposed. The overall housing number for the site is not considered excessive given its size and it will accommodate a mix of housing types and size.

Summary

Whilst it is acknowledged that the development will have some impacts on existing residents, not least because for a number of residents their immediate environment will change, it is not considered that these impacts are unacceptable. As such the application accords with policy CS16 of the Core Strategy and policy PP3 of the Planning Policies DPD.

.Amenity of New Residents

Facilities

As set out above, the application site includes a District and two Local Centres which will provide for the day to day needs of the residents in terms of retail and space for other community/leisure uses. Three primary schools and one secondary school are proposed. The detailed delivery of these facilities including trigger points will be set out in the S106 Agreement. As such it is considered that the development will have sufficient facilities and provision for the future residents. Also see section 5 part 12 below.

Open Space

Policy PP14 of the adopted Planning Policies DPD (formerly policy LT1 of the adopted Local Plan) requires that new development provide a range of open space in order that they can provide an appropriate level of amenity for future residents.

The application proposes 15.42ha of playing fields. Sport England has commented that consideration should be given to locating all of the playing field area in a single location. Whilst this comment is noted such an approach would not be desirable from an urban design perspective, and does reflect any other site constraints. As such it has not been pursued. Detailed pitch layouts will come forward as reserved matters applications. Issues relating to management of pitches and community use will be dealt with at this time. Indoor sports facilities will be provided as part of the secondary school/community facility.

Policy PP14 also requires the delivery of a range of other types of open space including allotments, informal parkland, amenity space and play space. Some 96.70ha of amenity open space is proposed for Great Haddon. Given the strategic nature of the proposal at present the open space provision has not been broken down further into the policy categories. This will be done via conditions and through detailed Development Briefs. The long term management and maintenance of public open space will be dealt with in the S106 Agreement.

In addition the development will retain and open up two existing areas of woodland. New woodland planting is also proposed. In light of this the proposed open space provision at Great Haddon is considered to be sufficient to meet the needs of its future occupiers. Further, although it does not count towards the open space provision there will be a number of attenuation lakes on site, which will provide a more open feel to the development.

The application proposes an area of land (parcel OS25) as an extension of the existing cemetery is Yaxley. It is proposed that this be secured as part of the S106 Agreement. However, should ground conditions subsequently mean that it is not a suitable site then a final contribution towards cemetery provision (to be spent anywhere in Peterborough) will be secured.

Noise

The application is supported by a Noise Assessment which concludes, subject to mitigation (buffer zones, orientation, and physical measures such as special types of glazing) that the development can afford the future occupiers a suitable level of amenity. A condition requiring that reserved matters applications for parts of the site are supported by a detailed noise assessment and scheme of mitigation is recommended.

When the consultation was originally carried out concerns were raised by the Cambridgeshire Target Shooting Association, located to the south of the A15, on the grounds of noise and security. Following receipt of this objection the applicant was asked to undertake a further noise assessment, the results of which were incorporated into the ES Addendum submitted in February 2011. This concluded that the noise from the rifle range on the proposed development was insignificant. These conclusions are accepted by officers.

Relationship to the Employment Area

As set out above, to the north of part of the Great Haddon core area is the Great Haddon employment area. Given the separation distances to the nearest residential tranches some 500 metres, and the fact that there is screening between them (some new woodland planting is also proposed as part of the core

area) it is not considered that these buildings would have any unacceptable visual impact on the future houses. Noise from the employment site will be controlled via condition. Given the separation distance it is not considered that any unacceptable amenity impacts would result.

Summary

The detailed design of each tranche will come forward as the development progresses and this will deal with matters such as car parking provision, bin and cycle provision. In principle, however, at this strategic stage, it is considered that the development would afford the occupiers a satisfactory level of amenity in accordance with policy PP4 of the adopted Development Policies DPD.

6) Ecology

Impact on Orton Pit SSSI/SAC

The application site lies to the south and south west of Orton Pit SSSI (Site of Special Scientific Interest)/ SAC (Special Area of Conservation), an area of international ecological importance for its population of Great Crested Newts and assemblage of Stoneworts (aquatic invertebrates). The SSSI/SAC are separate designations but generally overlap. Orton Pit is owned by O & H Hampton. Public access is currently limited and by authorised appointment only.

The development could potentially impact upon the designated species of Orton Pit in the following ways:-

- (i) from its physical presence;
- (ii) from changes to drainage system;
- (iii) from an increased human population and their pets in close proximity to it.

These impacts are assessed below.

(i) Physical Impacts of the Development

Stoneworts are light sensitive and any changes to the amount of light they receive as a result of the physical presence of development could potentially adversely affect them. In this instance, given the scale of the nearest buildings which will be residential dwellings and in light of the separation distance, a minimum of 85 metres, this is not considered an issue. No shadow analysis has been requested by Natural England.

Stoneworts are also sensitive to changes in water quality. Pollutants or nutrients which could alter the water chemistry could have a detrimental impact upon them. The biggest potential impact is from increased nitrogen deposition, arising from the additional traffic associated with the development. The applicant has submitted a detailed assessment, based upon the predicted traffic flows associated with the development, which concludes that overall the average background concentrations of nitrogen are predicted to fall and there would be no adverse impact. This conclusion is accepted by Natural England, but it has requested for the avoidance of any doubt, given the predictive nature of the assessment, that a precautionary approach be adopted and a condition imposed upon any planning permission requiring the monitoring of nitrogen levels as the development is built out, along with a mechanism for securing a scheme of mitigation should the monitoring results indicate unacceptable adverse impact on the Stonewort populations. Natural England has viewed the updated information submitted and has confirmed its acceptance of the conclusions which this reaches.

As referred to in section 5 part 2 above, widening works between junctions 1 and 2 of the Fletton Parkway will be required in the future. Before the widening works are carried out further more detailed assessment of the potential impacts on Orton Pit would need to be carried out. This reflects the approach taken when the improvement works between junctions 2 and 3 were implemented.

(ii) Drainage

The designated species within Orton Pit are also susceptible to changes in the drainage regime. The proposed surface water drainage system includes new attenuation ponds. The scheme does not result in any surface water from the development entering Orton Pit. The proposed drainage scheme also has the added benefit of reducing the potential for floodwater entering the reserve. Natural England is, therefore, satisfied that this aspect of the proposal would not have any adverse impact upon Orton Pit. The

drainage regime will need to be monitored and maintained to ensure that it continues to work successfully.

(iii) Population Impacts.

Development of Great Haddon would result in more people living closer to Orton Pit resulting in the potential for increased disturbance by people and pets (dogs and cats); eutrophication arising from increased levels of dog faeces; and potential for fly-tipping, pollution and vandalism.

At an early stage in the assessment of the application it was agreed with Natural England that public access into Orton Pit should be restricted. The measures required to achieve this have been set out in a supporting 'Access Management Strategy'.

A buffer area is proposed along the boundary of the site with Orton Pit in which there will be no housing or other associated built development. As indicated above this will be a minimum of 85 metres wide. Access from the buffer area into Orton Pit will be restricted by a combination of fencing including sections of 'cat proof fencing', thorny scrub and hedgerow planting, retention and enhancement of existing ditches and the creation of new wet ditches. It was originally proposed to divert the Green Wheel from its current alignment along the edge of Haddon Lake to the other side of the new attenuation features but in light of concerns from Natural England and the Council's Right of Way Officer it is now proposed to retain it on its current alignment until it crosses under the Stanground Lode (also see section 5 part 2 above).

Following discussion with Natural England it has been agreed that public access will be allowed through one part of Orton Pit known as the 'gap land'. A footpath/cycleway link (3m wide) is proposed to accommodate the desire line between Great Haddon and Hampton. The route will be secured by fencing, including gates and measures such as enhancement of existing ditches to prevent access into the wider designated area.

The Access Management Strategy considers the timing of the delivery of these measures. With the exception of the creation of the route through the gap land which it suggests should be linked to the delivery of the Western Peripheral Road/Central Boulevard connection, it proposes that substantial progress should be made prior to the any residential occupation although it does not consider that completion of these measures is necessary prior to any occupation given the limited number of residents at this stage. However, in the event that the works are not completed prior to the first occupation the Access Management Strategy sets out that a review of progress will be carried out with the Council and Natural England to assess the need for additional temporary management measures until such time as the final proposals can be implemented. Such measures could include additional temporary fencing, signage and monitoring of any temporary measures. The effectiveness of the temporary measures would be kept under review until the final measures are complete.

A condition requiring the completion of the works prior to occupation is therefore recommended although it is considered that there is some flexibility given the small number of residents who will initially occupy the site. As such the approach suggested in the Access Management Strategy of reviewing the situation at the time of first occupation and the agreement of a scheme of temporary measures if deemed necessary is considered to be reasonable. It is, however, considered that the link through the gap land may be needed in advance of the road connection given its timing within the overall development (3500 dwellings) and the condition has, therefore, been worded so that these works also take place in conjunction with the other measures although it is again recognised that there is scope for the Council to review the situation with the applicant and Natural England if appropriate.

The Access Management Strategy sets out that the Great Haddon Consortium will be responsible for the management and maintenance of the access control measures through a management company to be established, details of which will be set out in the Section 106 Agreement. The site management company will be responsible for repairs to any breaches of fences or other physical control measures which should be implemented within two weeks of any damage being recorded.

At present there is a system of wardening and voluntary participation in place at Orton Pit. Day to day management of the reserve is carried out by a part time warden whose responsibilities include checking

water levels, screening for fish, seasonal strimming of the newt fence, habitat management, the carrying out of ecological surveys and monitoring. Volunteers meet at the site approximately 6 times a month.

The Access Management Strategy acknowledges that monitoring and management of the new access control measures and liaison with the new community is unlikely to be achieved through the existing warden resource and acknowledges that additional management measures will be required once the agreed physical control measures have been implemented. The Strategy proposes the funding of an additional part time warden resource. Details of the role will be agreed through the S106 Agreement but it is anticipated that it will include the following:-

- A weekly presence on site to monitor the physical access control measures and the level of unauthorised access from Great Haddon to build up an understanding of how people are accessing the reserve and to what extent;
- Maintenance work on access management and habitat creation measures within the SAC buffer zones where required and work with volunteers to implement repair of any breaches to the access control measures
- Liaison with and supervision of new volunteers to be recruited from the new residents.

The Access Management Strategy also recognises the need to involve the new community being created at Great Haddon. The following measures are proposed to achieve this:-

- Funding for a part time Education and Community Outreach Officer to engage with the new community;
- Provision of an information pack for all new residents;
- Provision of on-site interpretation and information.

Precise details of these measures including the funding and timing of the Education and Community Outreach Officer post will be agreed through the S106 Agreement.

Natural England has confirmed that these measures are acceptable subject to conditions requiring their implementation and maintenance.

Appropriate Assessment

In view of the proximity of the application site to Orton Pit an 'Appropriate Assessment' (AA) under the Conservation of Habitats and Species Regulations 2010 has had to be undertaken to demonstrate that the development would not have an adverse impact upon the integrity of the site.

The AA considers both the direct impacts of the development and 'in combination' effects when the proposal is considered in the context of other proposed developments 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 assessed further. The Appropriate Assessment for the application has been passed.

Other Ecological Implications

The main ecological impacts of the development are considered in the supporting Environmental Statement (ES) following the carrying out of detailed survey work and further assessment. The ES recognises that the nature of the site will change with the development and puts forward a range of measures to mitigate the impacts.

(i) Great Crested Newts (GCN)

There are a number of ponds of various shapes and sizes within the application area. Two ponds which it is proposed to remove have been found to contain Great Crested Newts (GCNs). The creation of 9 new ponds is proposed which will mitigate against this impact and the ES confirms that these and the retained ponds will be actively managed to create new habitat.

In light of concerns from Natural England that the ecological objectives for the retained ponds adjacent to Madam Whites Covert would conflict with the proposal for public access a plan has been provided showing how these ponds will be protected to deter public access. Natural England has confirmed that these measures address its concerns.

If planning permission is granted it is recommended that a condition be imposed requiring the submission and approval of a GCN Strategy. This will set out how GCNs will be protected during the constructional and operational phases of the development including the provision of new habitat areas. The condition will also include a requirement for monitoring and the provision of additional reasonable mitigation measures should the monitoring show that these are required. Each reserved matters application will be required to set how the strategy is being complied with and, where appropriate, provide further details such as the precise location of new fencing. This approach has been agreed with Natural England.

Notwithstanding the above the applicant will also need to apply to Natural England for licenses before it can trap or translocate any GCNs located within 500 metres of any pond or Orton Pit.

(ii) Bats

The ES assesses the potential of the site for bats and has recorded a number of species within in it. The existing farm buildings at Spendelows Farm have been checked for bat roosting potential but no evidence of roosting was found. Notwithstanding this, these buildings are proposed for retention.

The application site also contains a number of trees with medium to high bat roosting potential. In addition the site is used for foraging with the corridor along the Stanground Lode acting as a commuting route.

It is proposed that 23 trees with high roosting potential and 12 with medium potential be removed. The ES sets out that at the detailed design stage this will be reviewed to see if any additional trees can be retained. Where trees have to be removed it is proposed that these be felled in the autumn and rechecked for bat roosts prior to felling. Licenses will need to be obtained from Natural England if a roost is found in any tree identified for removal before it can be felled.

In order to minimise disturbance to bats it is proposed that there be no night time working. Along the corridor of the Stanground Lode an amenity grass strip some 50 metres in width either side of the stream will be created. There is the potential for some disturbance to light sensitive bat species to be caused by lighting in connection with the new Lode crossing. It is recommended that this matter be reviewed further at the detailed design stage, as it does not in itself make the proposal unacceptable. The ES sets out that consideration could be given to different types of lighting, such as directional, in order to minimise the potential spillage.

It should also be noted, although not a mitigation proposal in respect of this application, that a 30 metre buffer to Orton Pit will be created within the employment area which will provide new foraging habitat for bats.

(iii) Badgers

There is evidence of badgers within the application site. Whilst the proposal would result in the loss of existing habitat new foraging areas would be created. Where main roads are proposed the ES sets out that connectivity will be protected through the installation of badger tunnels. The ES also sets out that night working is to be avoided and holes/trenches covered at night. In light of these measures the potential impact upon badgers is considered to be acceptable.

(iv) Reptiles

The ES sets out that a number of reptiles (grass snakes and common lizards) have been found within the site. The proposal would result in the loss of some existing suitable habitat. A strategy of trapping and translocation is proposed with receptor areas being created. The impact of the development on reptiles is, therefore, considered to be acceptable.

(v) Water Voles

The Lode corridor and existing ditches have the potential for water voles. There is the potential for disturbance to this habitat especially through the proposed works to the Lode. A detailed specification will therefore be required setting out how these works will be managed. Further survey work will also be required. Once complete it is considered that suitable habitat within the site will remain. The impact of the development on water voles is, therefore, considered to be acceptable.

(vi) Otters

The surveys carried out for the ES did not find any evidence of otters within the site. Additional survey work will be required over the life of the development to review this situation and if otters are subsequently found additional mitigation measures put in place. It is, however, proposed to design the Lode bridge to include an otter shelf.

(vii) *Breeding Birds*

Concerns were raised by Natural England regarding the impact of the development upon breeding birds, particularly in respect of the Schedule 1 Species (barn owls, marsh harriers, Cettis Warbler, Kingfisher and Hobby) and the 6 UK Biodiversity Action Plan (BAP) species (these are the Skylark, Grey Partridge, Yellowhammer, Linnet, Lapwing and Reed Bunting). The applicant has reviewed these impacts further. The ES sets out that although existing habitat will be lost this will be adequately compensated for through the creation of new areas of habitat and retained habitat adjacent to Orton Pit protected through the access control measures to Orton Pit SSSI/SAC. In light of this additional off site mitigation is not considered to be necessary. These conclusions have been accepted by Natural England.

As indicated above and although not part of this application, a 30 metre buffer area running the length of Orton Pit will be created in the Great Haddon employment area which will provide further mitigation within the vicinity of the site.

Concerns were raised by Natural England regarding the potential impact of noise arising from the development on breeding birds. An acoustic fence is proposed adjacent to Jones' Covert as part of the delivery of the Western Peripheral Road which will mitigate the impact on this area. Further assessment has been carried out in respect of potential impacts on the woodland at Yaxley and Madame Whites Covert. This concluded that there would be no adverse impact on breeding birds in these locations. The findings of the assessment have been accepted by Natural England.

(viii) *Barn Owls*

The ES sets out that no works will be undertaken during the breeding session and that new habitat will be created. Although not part of this application, nesting boxes will be located within non publically accessible open space within the employment area.

(ix) *Brown Hare*

The ES concludes that brown hares regularly move through the site and that the retention of key habitats and creation of new corridors will be sufficient to protect the existing population.

(x) *Moth and Butterflies*

The ES sets out that Black Hairstreak butterflies have been found adjacent to Chamber's Dole and Jones Convert. Whilst these areas are to be retained it proposes the active management of woodland within the application and the creation of new woodland and scrub areas to provide additional habitat.

(xi) *Aquatic Invertebrates*

The ES sets out that there are 6 ponds within the application site with medium to high potential for aquatic invertebrates. One pond with medium potential is to be lost. A new pond in the vicinity of the one to be lost is proposed. Aquatic invertebrate are also susceptible to changes in water quality. It is proposed that run off be channelled away from these ponds and a 5 metre buffer area created around them.

(xii) *Terrestrial Invertebrates*

The ES sets out that these have been found to the south of the A15. Notwithstanding this, some new suitable habitat will be created within the application site.

(xiii) *Stoneworts*

Potential impacts on Stoneworts from additional levels of nitrogen have been discussed above. They are also present in Beeby's Lakes which will be used for drainage (see section 5 part 9 below). In light of the measures proposed the potential impacts are considered to be acceptable.

Having assessed the above, the impact of the development on species within the site is considered to be acceptable. Conditions requiring the preparation of a Biodiversity Strategy, to ensure that areas of

habitat mitigation are provided as development progresses, along with the provision for updated survey work (surveys remain valid for approximately 2 years) are recommended. Each reserved matters application will then need to demonstrate how it is complying with this strategy.

Water Quality

A scheme of monitoring and associated mitigation is recommended to protect the quality of water going into the existing water courses within the site and the Beeby's Lakes. This approach has been agreed in principle with both Natural England and the Environmental Agency. This can be secured by a condition.

Western Peripheral Road Services

Some concerns were raised by Natural England in relation to potential services being located along the Western Peripheral Road and prejudicing the delivery of the mitigation measures approved in relation to that application. The applicant has advised that the necessary services can be accommodated within the highway corridor without an adverse impact on the mitigation measures for the road. For the avoidance of any doubt a condition requiring the location of services within a designed area is recommended on any permission.

Changes to Water Levels of Beeby's Lakes

The Great Haddon development results in the need to lower the permanent water level in the Beeby's Lakes, which are located on the eastern side of the A15, by some 500mm in order to provide additional storage capacity for surface water. The applicant has submitted an additional briefing note which assesses the ecological impacts of this. This concludes that the ecological results are likely to be positive as there will be additional habitat space created as a result and that there would be no adverse impact on the Stonewort community as this can readily adapt to changing water levels. This conclusion is accepted by Natural England and the Council's Wildlife Officer.

Public Representations

Some concerns have been raised by members of the public regarding the potential impact of the development on wildlife. The impacts and the proposed mitigation measures have been set out above. In light of these, there are no objections from Natural England or the Council's Wildlife Officer. As such the ecological impacts of the scheme are considered to be sufficient in accordance with policy CS21 of the adopted Core Strategy.

7) Landscape Implications

The application site is not affected by statutory or non statutory landscape designations. Neither are there any Tree Preservation Orders (TPOs). As set out in section 1 there are three groups of TPO trees within the gardens of properties at Norman Cross. These would not be affected by the proposed development.

Trees/Woodland

(i) General Tree Loss

The supporting Environmental Statement identifies 150 individual trees within the application site. Of these, 1 is classed as a category A tree, 44 as category B trees and 69 as category C trees. The remaining trees (39) are category R. Category A trees are classed as those of a high quality and amenity value. Category B trees are of moderate quality and amenity value and category C trees of low quality and value. Category R trees are recommended for removal due to their condition.

59 trees are identified for removal. This would include 3 category B trees and 24 category C trees. The remainder (32) are category R. Although there is a general presumption against the removal of category A and B trees the loss of the category B trees is considered to be acceptable in this instance given their location within the development. Category C trees are not classed as being a constraint to development.

As well as individual trees the site contains two areas of woodland (Madam White Covert and woodland near Yaxley) and groups of trees along the boundary of the site with the Old Great North Road and the A15 and a group to the north of the track to one of the existing farms. There are also trees within the landscaping to the south side of the A15.

Both areas of existing woodland will be retained and opened up for public access. The ES sets out that built development will not come within at least 20 metres of these woodlands. In addition 6 hectares of new woodland, to be located to the east and west of Two Pond Coppice/Chamber's Dole, is proposed. It is intended that this new woodland will be available to the public. A condition requiring a timetable setting out when key areas of open space/landscaping will come forward is recommended. Also recommended is a condition requiring the submission and approval of Woodland Management Plan (for the retained and new woodland).

Approximately 0.5 hectares of scrub planting would be lost adjacent to the Yaxley woodland through the creation of the Yaxley loop road. The ES sets out that new scrub planting will be created as part of the development. The loss of this area is, therefore, considered to be acceptable.

It is proposed to retain the group of trees to the north of one of the existing farms and to incorporate this into the detailed site layout.

(ii) A15 Junction

It is proposed to retain the landscaping around the boundary of the site with the Old Great North Road and A15. The applicant has provided a briefing note in respect of the impact on the A15 landscaping as a result of the new access into the site. This concludes, on the basis of the initial junction design submitted with the application, that some 16 individual mature Poplar trees and 14 younger trees (Ash and Oak) would need to be removed, along with one group of trees (comprising Ash and Hawthorn). Three of these tree removals are recommended on arboricultural grounds given their current condition. There would also be the removal of a narrow belt of scrub/woodland planting on the southern side of the A15. Subject to the final junction design the briefing note concludes that this tree loss would not unacceptably impact upon the character of this section of the road and that the loss will be adequately mitigated for by new tree planting.

In view of the need to access this allocated site the tree loss is accepted. Appropriate new planting will be secured by condition when detailed proposals come forward.

(iii) Chambers Dole and Two Pond Coppice

Concerns were raised by the Natural Networks Partnership and the Wildlife Trust that the woodland areas of Chambers Dole/Two Pond Coppice are not within the application. These woodlands are within third party ownership. The ES/Access Management Strategy have demonstrated that they are not required to help mitigate the impact of development on Orton Pit SSSI/SAC. The application is not, therefore, unacceptable without their inclusion.

It is possible that some people will try to access these woodlands. In response, the applicant is proposing new woodland and scrub planting to the east and west of this woodland. There is, however, little scope to introduce measures along the southern boundary as the Green Wheel runs adjacent to this. This potential impact is acknowledged but is not considered to make the development as a whole unacceptable. It is, however, recommended that a condition be imposed requiring the situation to be monitored and additional mitigation measures put forward if a problem is identified. The mitigation scheme could for example examine the scope for additional physical measures to prevent access such as fencing. In officers view this approach addresses the concerns raised by the Wildlife Trust. No representations to the application have been received from the owners of this woodland.

Hedgerows

The application site contains a number of hedgerows including some stretches which the supporting ES classifies as 'important' for ecological or historical reasons.

The development will result in the removal of some 2800 linear metres of existing hedgerow, including some stretches of 'important' hedgerow. As part of the development new native hedgerow planting is proposed totalling some 3000 linear metres. In view of this mitigation the loss of existing hedgerow is considered to be acceptable.

Protection During Construction

In order to protect the retained trees, woodland and hedgerows within the site, and adjacent areas of woodland it is recommended that a condition be imposed upon any planning permission requiring that (where appropriate) the subsequent reserved matters applications be accompanied by detailed Arboricultural Impact Assessments and details of the tree protection measures.

Other Matters

A condition requiring the submission of an overarching Landscaping Management Strategy is also recommended. This will set out the overarching vision for different elements of the landscaping within the development. As with the employment area it is recommended that the detailed landscaping applications set out how they comply with this overarching strategy.

Concerns have been raised regarding the protection of the woodland near Yaxely. As set out this woodland is to be retained and opened up for public use. It is considered that the proposed conditions set out under this section and the ecological section will ensure that it is adequately protected.

8) Archaeological Impacts

As set out under section 1 of this report there is a Scheduled Ancient Monument (SAM) immediately to the south west of the application site. The monument marks the location of a former prisoner of war camp dating from the Napoleonic Wars.

The application site has been subject to archaeological assessment. A desk based study was originally carried out which indicated the potential for pre-historic, Roman and later activity, although not to the extent that the archaeological remains should be considered a constraint to development. Further to this, a programme of additional archaeological assessment was agreed with the Council's Archaeologist. A series of geophysical surveys were conducted along with target trial trenching. As set out in volume 1 of the supporting ES this revealed the presence of Iron Age and Roman settlement activity, a single Saxon sunken feature building, medieval or post medieval ridge and furrow across the majority of the site and post-medieval or modern features that may relate to the former prisoner of war camp.

Following discussions with English Heritage a detailed geophysical survey was carried out around the northern and eastern extents of the SAM covering an area of some 54 hectares. Trial trenches were also sunk. This confirmed that no structures relating to the camp survived outside the scheduled area. The location of the prison cemetery was not positively identified.

The application proposes a buffer area adjacent to the SAM some 90-100 metres in depth. It is intended that this buffer area be the location for two football pitches.

English Heritage in its initial consultation response raised concerns that the burial ground associated with the SAM may extend into the application site and the proposed buffer area. This concern was raised in light of archaeological investigation by Channel 4's 'Time Team' in 2009 (with an archaeological evaluation and geophysical survey undertaken by Wessex Archaeology and GSB respectively). This assessment, which was undertaken separately from the previous investigation, identified a number of burials associated with the camp situated in the north west corner of the SAM.

Following discussions with the Council's Archaeologist and English Heritage it was agreed that additional trenching to compliment the previous work would be undertaken to assess whether the burials extend into the application site. This trenching did not identify any burials and concluded that the present north west boundary of the SAM is contemporary with the camp.

In light of this further assessment, the results of which are set out in the addendum to the original ES, English Heritage has confirmed that the width of the proposed buffer to the north and east of the SAM is acceptable.

In its initial consultation response English Heritage also raised a concern about the proposal to locate football pitches within the buffer area given the potential for ancillary facilities for such a pavilion, changing rooms and car parking or associated works such as levelling and drainage.

In light of the further assessment work carried out English Heritage withdrew its objection to the application but did state that its comments in relation to the siting of sports pitches within the buffer area remain valid. In response to this concern a specific condition is recommended to ensure that the pitches remain low key and do not have associated pavilions, parking etc. The wording of this condition has been reviewed by English Heritage and it has confirmed that it is acceptable.

A standard condition requiring further archaeological assessment as phases of the development come forward is also recommended.

In light of the additional assessment which has been carried out and the proposed conditions the archaeological impacts of the proposed development including the extent of the buffer area are considered to be acceptable in accordance with the NPPF and policy CS17 of the adopted Core Strategy.

Public Representations

A number of the representations received have commented on the relationship between the proposed development and the SAM. Comments have been made regarding the adequacy of the buffer area, the need for further assessment and the treatment of war graves including notifying the French Authorities.

As indicated above the additional assessment which has been carried out did not locate any war graves. Therefore the extent of the buffer area is considered adequate. As no burials were found there is also no reason for the Council to notify the French Authorities. Additional archaeological work will also be required during the course of the development so should any further archaeological finds be located these can be recorded as dealt with as appropriate.

9) Drainage and Flood Risk

Surface Water Drainage and Flood Risk

A Surface Water Drainage Strategy has been submitted with the application. It is proposed to drain the site via a series of pipes and conveyance channels/lakes. Part of the site will drain directly into the Stangground Lode which runs through it whilst the remaining catchments will drain via the existing Beeby's Lakes located on the eastern side of the A15 within the area known as Hampton Leys.

The surface water drainage proposals are supported by a detail Flood Risk Assessment (FRA) which includes technical information relating to flow levels and catchment areas within the site. The FRA has been assessed in detail by the Environment Agency (EA). Following the submission of further information the EA has confirmed that it has no objections to the development on the grounds of flood risk subject to the imposition of a number of conditions and satisfactory completion of the S106 agreement in respect of long term ownership and maintenance. The wording of the recommended drainage conditions has been agreed with the EA. This includes conditions around the phasing of the drainage infrastructure to ensure that adequate attenuation is provided as each part of the development is built out.

No objections to the development have been received from the Middle Level Commissioners, the adjoining drainage authority or the Council's Drainage Team in light of the conditions agreed with the EA.

Public Representations

A number of public representations have raised drainage concerns. In light of the work with the EA it is considered that surface water run off from the scheme can be adequately accommodated and attenuated. As set out above the drainage scheme will come forward in phases in line with the development. It would be unreasonable to require the developer to put in all the drainage attenuation at the start of the development as this is not needed to support it. In light of the assessment carried out and the on site attenuation which will be provided it is not considered that there scheme would increase the risk of flooding to existing homes.

It has been suggested that a 1 in 100 year assessment is not reasonable and that the scheme should be based in a 1 in 200 year assessment. As set out above, flood risk has been considered by the EA in accordance with its standard requirements. It would be unreasonable to request an assessment which goes beyond this, neither could such a request be justified on a policy basis.

The impact of the development on existing water supplies has been queried. Ensuring adequate water supply is a matter for Anglian Water outside of the planning process. Anglian Water will need to factor this development into its medium to long term planning. It has been consulted on the application and has not raised issues in terms of water supply.

Foul Drainage

It is proposed that foul drainage to the site be routed to an existing sewer in Orton Goldhay. Anglian Water has confirmed its acceptance of this connection point in principle and that adequate capacity is available within the system at this location. It is proposed that the foul drainage be routed through the site and along the corridor of the Western Peripheral Road towards the agreed connection point.

Notwithstanding any planning permission which may be granted, the applicant will require approval from Anglian Water under separate legislation to connect up to the existing foul drainage network. Anglian Water will also be responsible for delivering any off site infrastructure improvements which may be needed to accommodate foul waste water from the development including any improvement to Flag Fen Sewerage Treatment Works (STW).

10) Energy Efficiency/Sustainability

As with other development across the city including the employment area a condition requiring that the development be constructed to a minimum of 10% above the relevant Building Regulation standard at the time of construction (unless this is zero carbon) is recommended in order to ensure that a contribution is made towards the Council's Environment Capital agenda (policy CS10 of the Core Strategy refers). Given the build out programme it is likely that a large proportion of the development will be built out as zero carbon. In addition, the applicant is looking at the feasibility of a Combined Heat and Power (CHP) plant within the District Centre. If this does come forward (subject to further viability work) then it would further contribute towards the Council's Environment Capital agenda.

It will be for the developer of each tranche to demonstrate how they are complying with this condition. This approach (i.e. settling an overall target) allows flexibility in terms of the detailed delivery in order to take account of the most appropriate technology available at the time.

Comment from Wildlife Trust

The Wildlife Trust, whilst agreeing with the sustainability measures set out, consider that these could be improvement, for example through the provision of additional green infrastructure, creation of areas for wildlife and the incorporation of other ecological features. Whilst these comments are noted, for the reasons set out above and under section 5 parts 6 and 7 (ecology and landscaping) the development is considered to accord with policy. Additional provisions cannot therefore be requested.

Public Representations

A number of the representations received and raised matters relating to the sustainability of the site:-

-CHP is not viable- homes should have solar panels etc.

As set out above an overarching condition in respect of energy efficiency is proposed. This will allow each individual developer to chose the most appropriate technology at the time they build.

The development is a major opportunity to apply some world class low energy/low carbon design. However, the proposal does not reflect a practical approach to the Government commitments on Climate Change.

Subject to the condition referred to above the development will comply with current policy. It would be unreasonable to apply a more onerous requirement to this development.

There is no explanation as to how the developer is to meet the requirements of Building Regulations in terms of carbon reductions.

As an outline application this level of detail cannot be required. Building Regulation requirements are also separate to planning.

The development as a whole (employment and residential) is unsustainable

This is an issue of principle. As set out under section 5 part 1 it is an allocated site and matters such as these cannot be reconsidered here.

Development with junctions would result in increased exhaust gas emissions and pollution along this short section of road.

The principle of development is established. Some pollution associated with junctions has to be accepted.

Development is contrary to Peterborough's aspirations to be Environment Capital/No sustainable energy policy

For the reasons set out above the development is considered to comply with policy CS10.

No details on what is going to be delivered

As set out above a condition is recommended. As an outline application it would not be appropriate to require specific details at this stage. Technology will also change over the life of the development so flexibility is required.

11) Other Technical Matters

Minerals Extraction

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.

In this instance, subsequent to the Minerals and Waste Core Strategy DPD being prepared the Core Strategy and Site Allocations DPD have been adopted which allocate land at Great Haddon for employment and residential development. As such there are no mineral and waste implications.

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. Policy CS21 of the adopted Core Strategy states planning permission will not normally be granted for development which would be likely to have an adverse effect on a RIGS unless there are demonstrable reasons for the proposal which outweigh the need to safeguard the nature conservation of the site. In the case of Great Haddon it is allocated for development within the same document so the potential impact upon the RIGS has been accepted and cannot be revisited here. It is, however, recommended that an informative be put on the permission advising the developer to contact GeoPeterborough when the new attenuation ponds are constructed, in order that the geology can be recorded.

Ground Conditions

The supporting Environmental Statement covers the issue of ground conditions. On the basis of the soil samples taken it concludes that the overall risk of ground contamination is low. In particular levels of arsenic are below those which would be of concern for residential development. Neither does the site lie within an area currently assessed to be at risk of radon occurrence. No radon protective measures are, therefore, recommended. The ES does note, however, that there are some potential areas of contamination given the historical use of the site (in connection with the discussed oil pipeline, the former World War Two Hostel Site, the backfilled ponds and in relation to the farmsteads). It is therefore recommended that a condition be imposed requiring further investigation and the agreement of any appropriate remedial works before any development is undertaken within the vicinity of these areas.

In assessing the potential impact of off site sources of contamination the ES concludes that an historical landfill site to the south west poses no significant hazard and that no special protective measures are required to be incorporated into the construction of the dwellings or commercial buildings. The conclusions of the ES are accepted by the Council's Pollution Control Section although it recommends a condition requiring the approval of a scheme of remedial measures to deal with any unsuspected areas of contamination which may be uncovered during the development of the site.

Fire Hydrants

Cambridgeshire Fire and Rescue Service has requested that fire hydrants be secured via a condition or through the S106 Agreement. As individual developments come forward there will be a requirement under the Building Regulations to provide fire hydrants. It is not, therefore, considered necessary to control the matter under the planning process.

12) S106/Community Infrastructure Provision

The applicant has agreed to enter into a S106 Obligation and negotiations are currently ongoing. Following a detailed assessment of the viability of the scheme, which the Council is being advised on by consultants Deloitte LLP, a Section 106 package of some £75 million has been agreed in principle by officers. This comprises the following key elements:-

- £37.1 millions for schools. 2x 2FE primary schools £4.5 million each, 1 x 3FE £6.8million and a 7FE secondary school £21.2million);
- £22.5 million for highway improvements and public transport provision. This includes the construction of the Yaxley loop road, contribution towards Fletton Parkway widening, works to junction 2, traffic calming through Yaxley and funding of a bus service.
- Travel Plan
- £6.7million toward community facilities.
- £6.22 million for landscape and sports facilities
- £716, 000 ecology works
- Provision of a cemetery site/ contribution of £75 000
- £178 640 for community safety measures
- £10 000 towards cost of a Gypsy and Traveller site (not located within Great Haddon)
- £263 000 Section 106 monitoring fee

In light of the detailed and agreed viability assessment an initial affordable housing provision of 7.5% is proposed.

The scheme is not fully policy compliant as there would be a shortfall in affordable housing provision (policy CS8 of the adopted Core Strategy requires 30%). Discussions are, therefore, ongoing with the applicant to agree details of an escalator mechanism under which profits from the scheme, above a set level, will be shared with the Council until such time as the development becomes policy compliant.

It is proposed to use a review mechanism based upon 'sales floor space value' (£ per square foot). The threshold at which profits will be split is currently under discussion. At this stage Members are being asked to approve the principle of the approach being taken to secure this uplift. Details of the review mechanism will be reported back to Planning and Environmental Protection Committee once discussions are finalised.

It should be noted that if the viability of the scheme does not improve during its build out then the threshold at which profits are shared with the Council will not be hit. If this is the case then there would be no additional money. As such the affordable housing provision would remain at 7.5%.

Public Representations

A number of the public representations relate to community aspects of the scheme.

- *School Places*. A number of the representations received have commented that this development should make provision for Yaxley children, especially in respect of the secondary school places. Under

the planning system the developer can only be required to mitigate for the impact of their development and not to address existing deficiencies. As set out above, the school provision proposed is considered to be sufficient to meet the requirements of Great Haddon. As such the proposal as it stands is acceptable.

Notwithstanding this discussions are going on with CCC regarding secondary school places within Hampton and Yaxley with a view to building a new secondary school located within Hampton Leys.

Yaxley cannot accommodate any further demand for facilities as a result of the development.

The Great Haddon development will have sufficient provision for services as it is built out. It is not, therefore, considered that it would place any unacceptable burden on Yaxley.

-Conflict regarding the infrastructure demands at Hampton which will be exacerbated by Gt Haddon.

As set out, Great Haddon will have its own provision for services. It is not, therefore, considered that it will place an unacceptable burden on Hampton's infrastructure.

Concern regarding anti social behaviour in Yaxley.

It is not clear why this is a concern. Great Haddon will have its facilities.

Proposal does not appear to include a medical facility/Impact on local facilities.

The land use allocations within the local and district centres allow for the delivery of medical facilities as the scheme is built out.

Concerned about the impact of the new primary school on the local community. Village schools are part of the community don't wish to loose them.

Great Haddon will have its own schools. It is not anticipated that it will impact on Yaxley schools.

Destruction of community spirit through increased crime leading to higher Council tax bills.

Great Haddon will its own separate community. It is not clear why this would result in destruction of community spirit at Hampton or Yaxley.

Concern that no church or recreation centre.

Whilst a church is not specifically included within the application there is nothing to stop one from coming forward. As set out above the S106 Agreement will require the provision of community facilities. New facilities are also likely to come forward through private investment as the scheme is built out.

Should be more affordable housing.

The level of affordable housing proposed reflects the overall viability of the scheme and current economic conditions. As indicated there will be a mechanism to increase the percentage during the building of the development if overall viability is improved. Given the current emphasis on delivering development this is considered to be a reasonable approach.

Concern that the development will not be viable in the current economic climate.

The overall viability of the scheme has been discussed above.

Current infrastructure including the new hospital cannot cope, how can it cope with more houses.

As set out above Great Haddon is an allocated site. Issues around health are part of a wider consideration in light of the proposed growth of the city and not relevant to the determination of this application.

The plans refer to schools but not other community facilities.

Community provision is discussed above.

Consider that 30% social housing is not acceptable, 15% is a more realistic target.

The proposed affordable housing provision is discussed above.

The development would benefit from a swimming pool and gym. This would be in line with government targets to reduce obesity and improve the fitness of the population. There is no other swimming pool close by.

There is no policy in place under which the developer could be required to provide a swimming pool. The scheme is not unacceptable without one.

Consideration should be given to the provision of a community centre so that all in the area have a contact point to enjoy clubs, events and celebrations.

As set out above the development will have community facilities which will be developed as it is built out.

Yaxley residents do not benefit from any amenities built in new developments. Yaxley should have its amenities updated.

This application can only be required to meet the needs arising from its population. Issues with the existing level of amenities in Yaxley need to be discussed directly with CCC. The proposal cannot mitigate current deficiencies locally.

Yaxley is a forgotten village. It is about time the County Council did something.

This is an issue for CCC outside of the scope of the current application.

Council's should concentrate on existing villages, not keep expanding.

This is an issue of principle which cannot be taken into consideration given that Great Haddon is an allocated housing site.

If this application is approved the district and local centres should be constructed first before any houses are built so that Yaxley residents and community are not deprived of their own services and facilities.

It is not realistic for all of the district and local centres to be built out in advance of any development. The delivery of these facilities will be controlled by the market.

Concerned that Peterborough City Council has not honoured its commitment to Hampton to provide community facilities.

This is not a matter which can be taken into consideration with the determination of this application.

There is insufficient infrastructure in the wider city area to accommodate Gt Haddon.

As set out this is an allocated site, issues around wider infrastructure have been considered as part of the allocation process and cannot be considered further here. The infrastructure improvements directly related to the development are set out above. The Council has also confirmed its commitment to the widening of Fletton Parkway between junction 17 of the A1(M) and junction 2 of Fletton Parkway.

13) Other Responses to Representations Received

The representations received in relation to the application have largely been covered under the relevant sections of the report above. The following have not been and so are specifically covered below:-

Piecemeal Submission/Master Planning

Objectors have raised concerns that the documents and drawings are unclear as to the true intentions of the scheme and that there should be a clear master plan.

It is recognised that this is a complex application with a lot of supporting information. There have also been in depth technical discussions on a number of aspects of the scheme particularly transport and ecology. It is, therefore, inevitable that information will have been submitted over a period of time. The purpose of the addendum to the Environmental Statement and the updated Design and Access Statement and Planning Statement has been to draw together the submitted information into a more usable form for reconsideration.

Neither is it accepted that the documents and drawings are unclear as to the true intentions of the scheme or that there is a need for a masterplan. If planning permission is granted the key parameter plans and documents will be approved at this outline stage and this information will be used to inform the associated planning conditions and reserved matters submissions.

Inadequate Consultation

Concerns have been raised that the public consultation on this application has been inadequate. The consultation process has been set out in section 4 above and is not, therefore repeated here. The statutory requirement for consultation on planning applications is the display of site notices and advertisement in the newspaper (as this is an application for major development and also accompanied by an Environmental Impact Assessment (the Environmental Statement)). There is only a requirement for a 21-day consultation. There is no statutory requirement to send individual neighbour notifications or to hold public consultation events.

The consultation which has been carried out on the application has been substantially in excess of the statutory requirements. Furthermore, as a result of criticism from the first round of public consultation significantly more letters were sent out to Yaxley residents to advise of the second round of consultation. Flyers for the public consultation events were also put in local publications to make sure as many people as possible were aware of them. In addition, the time given for responses has been in excess of the statutory requirement. Furthermore, the Council has continued to accept representations outside of the formal consultation periods.

During the consultation period officers have also met on three separate occasions with the Norman Cross Action Group (in September 2010, January 2011 and February 2011). As outlined, the Norman Cross Action Group and Parish Councils have also been reconsulted as part of the final rounds of technical consultation.

It is not, therefore, accepted that consultation has been inadequate.

Decision Process

Concerns have been raised that Peterborough Councillors will be making a decision affecting Huntingdonshire District Council residents and it has been suggested that a referendum should be held to determine the application with a binding result. Due process has been followed in the consideration of the application and officers from HDC and CCC have been involved throughout. There has also been extensive consultation with local residents in Huntingdonshire.

Name of Development

The NXAG has objected to the use of the name Great Haddon. This is not a planning consideration.

Scheme Does not Accord with Policy/Is unsound

The impacts of the development have been assessed in detail above, and are summarised in section 6 below. The scheme is considered to comply with policy for the reasons given.

Conditions

It has been suggested that all conditions relating to the development should be agreed by CCC, HDC and Yaxley Parish Council. Relevant conditions have been shared with CCC and HDC and they have had the opportunity to comment. It is not appropriate to consult them on all conditions. Neither is it appropriate for a Parish Council to be consulted in relation to the detailed wording of conditions.

Park and Ride

A number of the representations received have commented that provision should be made for a park and ride facility. Although the development does not actually give rise to the need for a park and ride consideration was given to this in early iterations of the scheme but it was removed as Council highway officers' did not consider the location to be suitable (it was located on the south side of the A15)

Human Rights

Concerns have been raised that the development would have an adverse impact upon human rights. The impact of the development on the amenity of the surrounding residents has been assessed in this report. The impacts are considered to be acceptable and have been mitigated where possible. These impacts also have to be balanced against the contribution which the development would make towards delivery of new houses in Peterborough. Furthermore the site has been allocated in the Adopted Core Strategy and Site Allocations DPD. The principle of development in this location is, therefore, accepted. In establishing the acceptability of the principle of development both the Core Strategy and Site Allocations DPD has been through a clear and transparent process including examination in public. It is

not, therefore, considered that the application could reasonably be resisted on the grounds of human rights impacts.

Impact on Hampton Vale and yet to be built out parts of Hampton

This is a separate application for a separate development on an allocated site. This is not, therefore, a relevant consideration.

Will the benefits be delivered. Experience of other schemes shows they are often not.

Whilst the comment is noted this is not a matter which can be taken into consideration.

People who live in Haddon will continue to commute to London

This is not a relevant consideration.

Record of Peterborough City Council planning is not good i.e. Eagle Way is blocked with cars, Hempsted.

This is a separate application to be considered on its own merits. Any potential issues with other developments cannot be taken into consideration in the determination of this application.

Need sufficient parking to prevent the problems at Hampton.

This development will be built out in accordance with the relevant parking standards at the time. Parking standards for residential development have just been increased.

Proposal would be a waste of tax payers money

This is not a planning consideration.

There is a mismatch between the number of houses and number of jobs created

This is an issue of principle which cannot be revisited here. It should be noted that the new development will create jobs both during the construction phase and then in the district/local centre and schools.

The proposed scheme demonstrates the worst practice in contemporary urban design and planning thinking and will serve as another out of town commuter estate.

The site is allocated so the principle of locating the development here cannot be revisited. This is only an outline application. If approved the submission and approval of detailed development briefs will be required. Detailed applications for each tranche will also need to be submitted and approved. This will deal with issues of urban design.

The houses that are being built are the slums of tomorrow

This is only an outline application. If approved the submission and approval of detailed development briefs will be required. Detailed applications for each tranche will also need to be submitted and approved. This will deal with issues of urban design.

Peterborough should stop interfering with Huntingdonshire.

This is not a relevant consideration, the application is for development on an allocated site within the Peterborough District.

Adverse impact on house prices

This is not a material planning consideration.

Potential house buyers in the area cannot presently raise the necessary mortgages to buy existing property for sale so how are 5350 new houses going to be sold

The site is allocated as part of the Council's Core Strategy. There is a clear message from Central Government that new housing is required to meet housing demand.

Adverse impact on local businesses that may already be struggling in the current economic climate

It is not considered that this development would have an adverse impact on local businesses.

The developer did not update the web site at all during 2010. If they don't care now, how caring will they be during construction.

This is not a relevant planning consideration.

Development by O & H at Hampton has been an unmitigated disaster.
This is not a relevant planning consideration.

Object to the removal of application H130 in the Site Allocations DPD.
This is not a relevant planning consideration.

7 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 plan and specifically:

- The Great Haddon urban extension is allocated in the adopted Core Strategy and the adopted Site Allocations DPD. The principle of development is therefore acceptable in accordance with the policies CS1, CS2, CS3 and CS5 of the adopted Core Strategy and policy SA1 of the Site Allocations DPD.
- Following detailed assessment of the transport modelling the impact of the development on the surrounding highway network is considered to be acceptable in accordance with policy CS14 of the Adopted Core Strategy, policy PP12 of the adopted Planning Policies DPD and the National Planning Policy Framework.
- Through the provisions of the Travel Plan and funding for the bus service, to be secured as part of the S106 Agreement, the development is considered to make adequate provision for sustainable travel in accordance with policy CS14 of the adopted Core Strategy;
- The amount of retail floorspace in the new district and local centres is considered to be appropriate for the scale and the size of development and it would not unacceptably impact upon the vitality and viability of any existing centre. The proposal therefore accords with policy CS15 of the adapted Core Strategy.
- It is accepted that as a result of the development the existing rural character of the site would be permanently altered. However, a strategic decision has been made to develop this site in the adopted Core Strategy. In this context, the visual impact of the development is considered to be acceptable in accordance with policies CS5 and CS16 of the adopted Core Strategy.
- 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 policies CS14 and CS16 of the Adopted Core Strategy and 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.
- The potential impacts of the development on Orton Pit SSSI/SAC can be acceptably mitigated via the creation of a buffer zone and through 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/adjoining 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.

- In light of the archaeological assessment carried out and the proposed buffer zone the relationship of the development with the SAM is considered to be acceptable. 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 be adequately drained and will not give rise to an increased risk of flooding in accordance 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 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.

8 Recommendation

The Director of Growth and Regeneration recommends that the application be approved subject to (a) the following conditions (b) the satisfactory completion of an obligation under the provisions of Section 106 of the Town and Country Planning Act 1990 and (c) any changes to conditions relating to Orton Pit SSSI/SAC which maybe requested by Natural England during S106 discussions.

C1 Application for approval of reserved matters namely access, appearance, landscaping, layout and scale shall be made to the Local Planning Authority no later than ten years from the date of this permission. Such development shall be begun no later than twelve years from the date of this permission or, if later, two years from the approval of the last such matter to be 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 and in accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

C2 Plans and particulars of the reserved matters referred to in condition C1 above, relating to the access, appearance, landscaping, layout and scale of the site, shall be submitted to and approved in writing by the Local Planning Authority in respect of any part of the development of the site before any development commences within that part of the site. Development 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 and in accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

C3 Development shall be undertaken in accordance with the access arrangements and land use allocations shown on the Development Framework Plan (plan no. PST021-DFP- 101 Rev B) and approved Parameter Plans (plan Nos PST021-DFP-102 Rev D Primary Movement Network Plan; PST021-DFP-104 Rev C Dedicated Pedestrian/Cycle and Equestrian Routes; PST021-DFP-103 Rev C Public Transport Movement Network; PST021-DFP-106 Rev B Building Heights; PST021-DFP-108 Rev C Landscape Framework; PST021-DFP-107 Rev B Open Space Provision).

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

C4 Not more than 5350 dwellings shall be built pursuant to this outline planning permission. 20% of all dwellings shall be constructed as Life Time Homes and 2% as Wheelchair Housing. The plans and particulars of each relevant reserved matters application shall demonstrate compliance with these standards (namely those set by the Joseph Rowntree Foundation or any standards/guidance superseding this).

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 and CS8 of the Adopted Core Strategy and Policy SA1 of the Adopted Site Allocations DPD.

C5 Prior to the commencement of development updated strategic phasing plans shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be built out in accordance with these plans.

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 CS5 of the adopted Core Strategy.

C6 Prior to the commencement of development within any phase or the submission of any reserved matters applications within that phase, as identified by the strategic phasing plans, a Development Area Brief shall be submitted to and approved in writing by the Local Planning Authority. The Development Area Brief should be separated into two sections, the first dealing with the provision and delivery of strategic infrastructure within that phase and the second section with detailed advice to third party developers. The strategic section should include, in so far as is relevant to the particular phase, but not be limited to the following:-

- Existing features of the site including topography and details of any substantial recontouring or remodelling within the phase as a whole;
- Identify any primary infrastructure including key roads, open spaces, walking and cycling connections and drainage as identified on the approved framework and parameter plans and set out the phasing for their delivery making reference where appropriate to the S106 and any relevant conditions (unless the relevant condition has been separately discharged);
- Phasing of development tranches within the Brief Area;
- Design rationale and objectives for key infrastructure areas as identified in the previous bullet point;
- Road hierarchy including typical landscaping treatment;
- Quantum of open space including its intended use;
- Identification of public transport provision including any bus only areas, bus lanes, bus stops;
- Identification of key walking/cycling routes including where relevant connections off site;
- Individual tranche boundaries and land uses including the maximum housing numbers for each tranche;
- Identification of how affordable housing is to be delivered, including numbers and tenure;
- Provision to be made for lifetime homes and wheelchair housing;
- The urban design and architectural rationale for the development phase;
- Illustrative master plan for each phase;
- Storey heights;
- Residential and commercial densities; and
- Palette of materials including street furniture for the public realm

The second section should include, in so far as is relevant to that particular phase, but not be limited to the following:-

- Details of retained trees and hedges within individual development tranches;
- Palette of appropriate species and mix for new landscaping within the public realm;
- Details out how the proposed urban design and architectural rationale for the development area is to be achieved. This shall include design principles and parameters for buildings including the nature of the features which achieve this i.e. window design, chimney design, brick detailing etc, roofscapes, materials etc
- Palette of boundary treatments;

- Car parking standards and design principles;
- Garage sizes;
- Provision for bin storage and collection;
- Privacy distances;
- Cycle parking standards and the design of shelters/stands for flatted schemes;

Development shall thereafter be carried out in accordance with the relevant approved Development Area Brief. Each reserved matters application shall be accompanied by a statement setting out how the scheme complies with the requirements of the relevant Development Area Brief along with elevations and design rational plan to demonstrate this compliance. The Brief should accord with the relevant planning policy standards in place at the time of approval having regard to site specific circumstances. In the case of life time homes and wheel chair housing (condition 4 refers) the scheme shall be accompanied by plans/particulars demonstrating how the relevant standards are to be achieved.

Reason: To secure the comprehensive and co-ordinated development of each part of the site in accordance with the National Planning Policy Framework, policies CS5, CS16, CS17, CS19 and CS22 of the Adopted Core Strategy and policies PP02, PP04, PP13, PP14, PP16 and PP17 of the Planning Policies DPD.

C7 Plans and particulars to be submitted as reserved matters for each parcel of land as identified on the approved Framework Plan reference PST021-DFP-101 Rev B 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 polices PP3 and PP4 of the adopted Planning Policies DPD.

C8 Prior to the submission of the first Development Area Brief an Open Space Strategy,(which shall include a plan showing the location and range of open spaces to be provided covering all formal and informal areas), based upon Framework Plan reference PST021-DFP-101 Rev B shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include a schedule of the open spaces identified below and the anticipated timing of the delivery of the open space within the development). It shall make specific reference to the following types of open space/play provision:-

- Playing fields and sports pitches including associated facilities;
- Major areas of Children/Teenagers play areas and equipment including the provision of, NEAPS and MUGAs
- Allotments;
- Existing woodland and new woodland planting;
- Strategic Green infrastructure linkages including pedestrian and cycle links;
- Other areas of open spaces and landscaping e.g. the SAC/SSSI buffer;

As set out under condition 6, the subsequent Development Area Briefs shall include an outline specification of all open space areas including detailed timings for delivery. Housing development within the next phase shall not commence until the open space within the previous phase has been delivered in accordance with the approved details.

Reason: In order to ensure that there is an appropriate range of open space within the development and to ensure that this is delivered in a timely manor in order to provide for the needs to the new residents in accordance with policy CS19 of the adopted Core Strategy polices and polices PP04 and PP14 of the Planning Policies DPD.

C9 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 been 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.

C10 Prior to the submission of any reserved matters applications a scheme for the phasing of the surface water drainage infrastructure including that located off site (Beeby's Lakes) based upon drawing number 15188/400/05 Rev F shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include amongst other matters:-

- Identification and details of primary infrastructure required to support Great Haddon and the timescales and trigger points for the delivery thereof. This shall include works to the Beeby's Lakes, connections from Great Haddon to the Beeby's Lakes and any temporary drainage arrangements, including timescales and trigger points, required in connection with the phasing of the development prior to the permanent solution being delivered;
- Detailed design (including calculations) in respect of the primary infrastructure including as appropriate supporting calculations for any temporary measures;
- Statement setting out the timing of the delivery of secondary infrastructure linking into the primary infrastructure and individual development tranches;
- Agreement of maximum impermeable area for each tranche needed to support the approved Flood Risk Assessment reference 15188/400/01 Rev F.

The development shall thereafter be carried out in accordance with the approved scheme including the timescales and trigger points set out therein.

Reason: To ensure that the site can be adequately drained as development comes forward and to prevent an increased risk of flooding both on site and to third parties in accordance with policy CS22 of the Adopted Core Strategy and the National Planning Policy Framework.

C11 The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment (FRA) reference 15188/400/01 Rev F. In particular:

1. Surface water run-off shall be limited to predevelopment rates as set out within the FRA and drawing number 15188/400/05 Rev F;
2. No development comprising of a building, road or land raising shall take place within Flood Zones 2 and 3 other than those watercourse crossings detailed within Sections 5.7.1 and 5.8.1 of the FRA;
3. Watercourse crossings shall be designed in accordance with 5.7.1 b of the FRA.

Reason: To ensure that the site can be adequately drained as development comes forward and to prevent an increased risk of flooding both on site and to third parties in accordance with policy CS22 of the Adopted Core Strategy and National Planning Policy Framework.

C12 Prior to the submission of any reserved matters applications for tranches within catchment 2 as identified on drawing number 15188/400/05 Rev F, a scheme for dealing with overland surface water flow routes within the catchment including implementation and phasing shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include formal means of conveyance of surface water for events exceeding the 3.33% annual probability rainfall event.

The development shall thereafter be carried out in accordance with the approved details and each reserved matters application within the catchment shall demonstrate compliance with the agreed scheme.

Reason: To ensure that the site can be adequately drained as development comes forward and to prevent an increased risk of flooding both on site and to third parties in accordance with policy CS22 of the Adopted Core Strategy and the National Planning Policy Framework.

C13 Prior to the commencement of development within each phase (as identified under condition 10 above) a detailed scheme for the provision of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include as appropriate:

- A statement detailing how the scheme complies with the approved overarching Flood Risk Assessment (as approved under condition 11) and overarching Drainage Strategy (as approved under condition 10);
- Drainage calculations, supplementing those provided under condition 10 as required (for the primary drainage elements) and a statement in respect of the impermeable area for the development area as identified on the approved Framework Plan reference PST021-DFP-101 Rev A ;
- An Implementation Strategy including detailed construction timings. This should include details of any temporary measures and outfalls to facilitate the phasing of the development (as approved in principle under condition 10) including the trigger for their removal;
- For tranches accommodating existing water courses or those adjacent to them, as identified on the approved Framework Plan ref. PST021-DFP-101 Rev B, a scheme of works to the watercourse including details of any channel works including culverting/construction of weirs; means of bank stabilisation and restoration; erosion management;
- Additional SUDs features in line with Section 6.7 of the approved FRA;
- For tranches within catchment 2 a statement confirming how the development complies with the overall strategy for the catchment (as approved under condition 12) including details of any measures identified via that strategy;

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

Reason: To ensure that the site can be adequately drained as development comes forward and to prevent an increased risk of flooding both on site and to third parties in accordance with policy CS22 of the Adopted Core Strategy, the National Planning Policy Framework and to comply with the EU Directive 2000/60/EC: the Water Framework Directive .

C14 The submission of Reserved Matters applications shall be accompanied by the following information in relation to surface water drainage:

- Detailed design (including calculations) based upon the table on drawing number 15188/400/05 Rev F and complying with the details submitted and agreed in relation to condition 10;
- Details of finished floor levels for tranches adjacent to the northern tributary of the Stanground Lode, Stanground Lode and new ribbon lake (OS14) namely R7-10, NC1, PS1, northern sections of tranches R11-18;
- Details of any outfalls, weirs, pumps, culverts or any other conveyance feature;
- Details of pollution management from roads and other hard surfacing.

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

Reason: To ensure that the site can be adequately drained as development comes forward and to prevent an increased risk of flooding both on site and to third parties in accordance with policy CS22 of the Adopted Core Strategy, the National Planning Policy Framework and to comply with the EU Directive 2000/60/EC: the Water Framework Directive .

C15 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 commencement of development on site 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.

C16 Prior to the commencement of development a foul drainage strategy including details of the locations of any pumping stations and any phasing thereof 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 prior to the first occupation of any unit. Reserved matters application will be required for the detailed design of any pumping stations.

Reason: In order to ensure adequate foul drainage provision and to ensure no harm is caused to features of ecological interest (Orton Pit) policies CS12 and CS21 of the Adopted Core Strategy.

C17 Prior to the commencement of development a reserved matters application(s) setting out a detailed scheme of access management measures, based upon the principles set out in the approved Access Management Strategy for zones 1 and 2 shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall thereafter be implemented in its entirety prior to the first occupation of any dwelling or other building. For the avoidance of doubt, this shall include the measures to the 'gap land', with the exception of the new semi natural habitat and new scrub planting immediately adjacent to the Western Peripheral Road as shown on drawings numbers 2914LO-003.1 and 2914LO-003.2 which shall be implemented in accordance with the construction programme for the road.

In the event that the access management measures for zones 1 and 2 are not completed 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.

The monitoring and management of the permanent Access Management Measures and features shall thereafter be carried out in accordance with the measures set out in the approved Access Management Strategy and any other maintenance which maybe required to maintain the effectiveness of the physical access management measures.

A reserved matters application(s) shall be submitted for all of the access management measures specified in the approved strategy as these relate to land parcels OS6, OS13, OS14 and OS37 as identified on the approved Framework Plan PST021-DFP- 101 Rev B.

For the avoidance of doubt, there shall be no lighting within these tranches unless it is demonstrated that there would be no adverse impact on Orton Pit SSSI/SAC.

No built development shall encroach within the land parcels referred to above as identified on the approved framework plan reference PST021-DFP-101 Rev B.

Reason: In order to prevent unauthorised public access into Orton Pit SSSI/SAC in order to protect the integrity of the site, and to provide new ecological habitat as set out in the supporting Environmental Statement Volume 4, Chapter 6, the Conservation of Habitat and Species Regulations 2010, National Planning Policy Framework and policy CS21 of the Adopted Core Strategy.

C18 Prior to the commencement of development 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

C19 Prior to the commencement of development, 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. This shall include details of measures to mitigate the impact of noise on woodland birds and off site works including works to Beeby's Lakes and culvert under the A15, details of measures for buffering of all ponds that support Stoneworts by at least 50m from construction activity and the incorporation of these areas into green space in order to maintain their integrity to support Stoneworts and other aquatic plant species.
- 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. This shall include measures to mitigate the impact of noise on woodland birds, measures to eradicate swamp stonecrop from Long

Lake, details of the design and management of the new Great Crested Newt ponds to be created to maintain favourable off site provision where appropriate including to Beeby's Lakes and culvert under the A15.

e) areas of habitat creation and enhancement shall provide opportunities for great crested newts, reptiles, badgers, bats, water voles, brown hares, otters, butterflies including black hairstreak and moths, breeding birds including owls, Stoneworts, aquatic and terrestrial invertebrates and (aquatic) plants;

f) Proposals for the translocation of protected species in particular reptiles, great crested newts and any other 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 Volume 4, Chapter 6, policy CS21 of the Adopted Core Strategy and the Conservation of Habitat and Species Regulations 2010.

C20 Prior to the commencement of development, clearance works or remediation works within each parcel of land as identified on the approved Framework Plan reference PST021-DFP-101 Rev B, up to date survey work shall be submitted to and approved in writing by the Local Planning Authority. The updated survey work shall be carried out in accordance with the methodology set out in the Biodiversity Strategy and the Great Crested Newt Strategy. Surveys shall be carried out for Great Crested Newts, Reptiles, Breeding Birds, Water Voles, Bats, Badgers, Brown Hairs, Butterflies/Moths. Aquatic and Terrestrial Invertebrates, and aquatic plants. If development does not thereafter commence within 2 years of the survey date new surveys will need to be undertaken in accordance with the above process.

Reason: In order to protect species within the development area from harm in accordance with National Planning Policy Framework, policy CS21 of the Adopted Core Strategy and the Conservation of Habitat and Species Regulations 2010.

C21 Prior to the first occupation of any development to the north of OS27 as identified on the approved Framework Plan ref. PST021-DFP-101 Rev B, or the first public use of Stage 3 of the Western Peripheral Road/Central Boulevard, whichever is the earlier, 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. The monitoring shall commence no later than 3 months after the approval of the scheme 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.

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 the National Planning Policy Framework and the Conservation of Habitat and Species Regulations 2010.

C22 Notwithstanding the submitted information, any services routed along the Western Peripheral Road shall be located within the carriageway area as shown on drawing number 15188-80 (Western Peripheral Road Utilities Corridor) .

Reason: In order to ensure that there is no risk to the delivery of the ecological mitigation measures associated with the western peripheral road in order to protect the integrity of Orton Pit SSSI/SAC in accordance with the National Planning Policy Framework, policy CS21 of the adopted Core Strategy and the Conservation of Habitat and Species Regulations 2010.

C23 No tree, hedgerow or woodland shown as being retained on drawing numbers 2489LO/11A Rev D (Tree Retention and Removal Plan Fig 8.11), 2489LO/12 Rev C (Hedgerow Strategy Fig 8.12) and 3223_101A (Junction Arrangement, Vegetation Impact on A15) shall be felled, topped, lopped or grubbed in any way without the prior written consent of the Local Planning Authority. If any retained tree as shown on the approved drawings is damaged or removed during a development phase, a revised 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.

C24 Prior to the commencement of development within each phase an overarching Landscape Management Strategy, including details of phasing for the strategic landscape 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;
Woodland Management Plan for area of retained woodland and new woodland planting including clear objectives and details of interim works;

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.

C25 The hard and soft landscaping scheme to be submitted as a reserved matters shall include the following details:

- Proposed finished ground and building slab levels;
- Planting plans including trees, species, numbers, size, density of planting and proposed time of planting as well as means of protection and maintenance;
- An implementation programme (phased developments);
- Hard surfacing materials;

- Boundary treatments;
- Refuse areas;
- Cycle parking provision for any flatted schemes.

The development shall thereafter be carried out in accordance with the approved reserved matters application prior to first occupation/ use. In the case of soft landscaping works these shall be carried out no later than the first planting/seeding season following the occupation/use of the development

If within a period of five years from the date of the planting of any tree or shrub that tree or shrub or any tree or shrub planted in replacement for it is removed uprooted or destroyed or dies or becomes in the opinion of the Local Planning Authority seriously damaged or defective another tree or shrub of the same species and size as that originally planted shall be planned at the same place unless the Local Planning Authority gives written consent to any variation.

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.

C26 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.

C27 Prior to the commencement of any junction/access/widening work on the A15 which will result in the loss of existing planting outside of the application site, a scheme of replacement planting including details of tree species, densities, sizes, proposed timing of planting as well as means of protection along with a management/maintenance regime, shall be submitted to and approved in writing by the Local Planning Authority.

The development/works shall thereafter be carried out in accordance with the approved details with the new planting taking place in the first available planting season following the works.

If within a period of five years from the date of the planting of any tree or shrub that tree or shrub or any tree or shrub planted in replacement for it is removed uprooted or destroyed or dies or becomes in the opinion of the Local Planning Authority seriously damaged or defective another tree or shrub of the same species and size as that originally planted shall be planted at the same place unless the Local Planning Authority gives written consent to any variation.

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

C28 Notwithstanding the submitted information, prior to the commencement of development a scheme for the protection of the east, western and southern edges of the retained woodland of Two Pond Coppice and Chamber's Dole shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include measures such as new ditches, shrub planting and fencing.

These measures shall thereafter be implemented prior to the first occupation of any dwelling.

If in the opinion of the Local Planning Authority these measures subsequently appear inadequate or to be failing, within in a period of 5 years from the occupation of any dwelling the Local Planning Authority shall request from the developer a scheme of additional mitigation measures including a timetable for their implementation. The scheme shall be submitted within 3 months of any such request being made by the Local Planning Authority.

Reason: In order to protect the retained woodland outside of the application area from human activity in the interests of visual amenity and biodiversity in accordance with policy PP16 of the Planning Policies DPD and policy CS21 of the Adopted Core Strategy.

C29 The plans and particulars to be submitted as reserved matters shall include details of the following, as appropriate:-

- Details of the new vehicular accesses into the site
- Details of new footpaths and cycleways including how these tie in to the existing foot/cycle ways and bridleways;
- Details of the internal access roads/cycleways/footways and junctions within the site including where appropriate Urban Traffic Management Control;
- Car parking, circulation areas and loading and unloading areas

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

Reason: In order to ensure that the highway network is suitable for the traffic volumes predicted and to allow for safe/easy access by pedestrians in accordance with policy PP12 of the adopted Planning Policies DPD.

C30 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 policies PP12 and PP13 of the Planning Policies DPD.

C31 Prior to the commencement of development, a detailed scheme of improvements to the A1(M)/J17 trunk road shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall generally conform to the arrangements shown in outline on Peter Brett Associates drawing 15188/100B/037-A dated 12 April 2011.

Scheme details shall include drawings and documents showing the following:

- i. how the improvement interfaces with the existing highway alignment and carriageway markings including lane destinations,
- ii. full construction details relating to the highway improvement. This should include any modification to existing structures or proposed structures, with supporting analysis,
- iii. full signing and lighting details where applicable,

- iv. confirmation of full compliance with Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards),
- v. Evidence that the scheme is fully deliverable within land in the control of either the Highway Authority or the Applicant;
- vi. an independent stage 2 Road Safety Audit (taking account of any stage 1 Road Safety Audit recommendations) carried out in accordance with Departmental Standards (DMRB) and Advice Notes, and
- vii. An Appraisal Summary Table (A.S.T.) in accordance with the requirements of the D.E.T.R. publication "A New Deal for Trunk Roads in England: Guidance on the new approach to appraisal – July 1998"

No part of the development shall be occupied until the highway improvements referred to above have been fully implemented in accordance with the approved details.

Reason: To ensure that the A1(M) A1 ,and J17 , will continue to fulfil their purpose as part of the Strategic Road Network in accordance with the Highways Act 1980, Circular 02/07 'Planning and the Strategic Road Network', policy CS14 of the adopted Core Strategy and policy PP12 of the adopted Planning polices DPD

C32 Prior to the commencement of development a detailed design for the vehicle activated queue warning system on the Fletton Parkway between junctions J1 and J17 of the A1(M)and J3 of the Fletton Parkway including a reduction in the speed limit to 60mph on this section of the Parkway shall be submitted to and approved in writing by the Local Planning Authority. The detailed design scheme shall generally conform with the arrangements shown in outline on Peter Brett Associates drawing 15188/200/25 dated 30 May 2012.

The scheme shall thereafter be implemented in accordance with the approved details and be fully operational prior to the occupation of any of the approved development.

Reason: To ensure that the A1(M) A1 ,and J17 , will continue to fulfil their purpose as part of the Strategic Road Network in accordance with the Highways Act 1980, Circular 02/07 'Planning and the Strategic Road Network', policy CS14 of the adopted Core Strategy and policy PP12 of the adopted Planning polices DPD

C33 Not more than 1000 dwellings shall be occupied until a 'type c merge' onto an urban road with a 60mph speed limit broadly in line with that shown on Peterborough City Council drawing Type c merge 5086281-PC-09-999-008 Rev B dated 10 May 2012, has been implemented in full and is operational.

Reason: To ensure that the A1(M) A1 ,and J17 , will continue to fulfil their purpose as part of the Strategic Road Network in accordance with the Highways Act 1980, Circular 02/07 'Planning and the Strategic Road Network', policy CS14 of the adopted Core Strategy and policy PP12 of the adopted Planning polices DPD

C34 Not more than 1700 dwellings shall be occupied until a scheme to improve the A1139 Fletton Parkway between junctions 1 and 2 as shown in outline on Peterborough City Council drawing type c merge 5086281-PC-09-999-008 Rev B dated 10 May 2012, has been implemented in full and is operational.

Reason: To ensure that the A1(M) A1 ,and J17 , will continue to fulfil their purpose as part of the Strategic Road Network in accordance with the Highways Act 1980, Circular 02/07 'Planning and the Strategic Road Network', policy CS14 of the adopted Core Strategy and policy PP12 of the adopted Planning polices DPD

C35 Prior to the commencement of the construction of the 'central boulevard' namely the access road through the site connecting with the Western Peripheral Road to the north and the A15 to the south, as shown on the approved Framework Plan reference PST021-DFP-101 Rev B, a detailed design shall be submitted to and approved in writing by the Local Planning Authority in the form of a reserved matters application. The detailed design shall accord with the principles set out in the Central Boulevard Design

Note at Appendix 1 (*Note- appendix 4 of this report*). The development shall thereafter be carried out in accordance with the approved details.

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

C36 No more than 3500 dwellings shall be occupied until the Western Peripheral Road/Central Boulevard link between Junction 2 of A1139 Fletton Parkway and the A15 as shown the approved Framework Plan PST021-DFP-101 Rev B has been constructed in accordance within the approved details (Condition 35 refers) and is ready for use.

Reason: In order to accord with the transport assessment in terms of impact on the existing highway network in accordance with Policy PP12 of the Planning Policies DPD, the Conservation of Habitat and Species Regulations 2010.

C37 Prior to any works to junction 2 of the A1139 Fletton Parkway a detailed scheme of junction improvements based upon the principles shown on drawing number 15188-200-228 Rev B shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include but not exclusively:

- The interface with and tying into existing highway infrastructure and also future infrastructure to be delivered as indicated on the following drawings:

- Preliminary Scheme Layout A1139 Fletton Parkway Junction 17 to 1 Improvement Option 2 – Drawing number 8389/01/01.

- A1139 Fletton Parkway Junction 1 to 2 – Drawing number 5096274/HW/GA/001/A.

- Details of the form of construction of the highways, drainage, signing, lining, lighting, new structures/modifications to existing structures.

- Full Stage 1 and 2 safety audits.

- Details of all traffic signals, position of heads and poles, ducting, controllers, controller maintenance bays and controller specifications (including UTM if necessary).

The work shall thereafter be carried out in accordance with the approved details prior to the occupation of the 3500th dwelling.

Reason: To ensure that the junction is of an appropriate design to support the development in accordance with Policy PP12 of the Planning Policies DPD.

C38 Prior to the occupation of 4500 dwellings a new vehicular link between the Old Great North Road and the Great Haddon employment area shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The detailed junction design shall include measures to prevent HGV access from the Great Haddon employment area onto the Old Great North Road.

Reason: in order to accord with the transport assessment in terms of impact on the existing highway network in accordance with Policy PP12 of the Planning Policies DPD.

C39 Prior to the commencement of the construction of the 'Yaxley Loop Road' namely the access road connecting with the existing A15 to the north and south of Yaxley, as shown on the approved Framework Plan reference PST021-DFP-101 Rev B, a detailed design shall be submitted to and approved in writing by the Local Planning Authority in the form of a reserved matters application. The detailed design shall accord with the principles set out in the Yaxley Loop Road Design Note at Appendix 5. The road shall thereafter be constructed in accordance with the approved details and open to public use, prior to the first occupation of the 800th dwelling or any building within the district centre.

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

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

C40 Highway works on the A15 London Road through Yaxley, between the southern and northern extents of the proposed Yaxley loop road as shown on the approved framework plan reference PST021-DFP-101 Rev B, shall be completed as follows:

- Prior to commencement of a development a scheme of 'soft' traffic calming measures for the A15 London Road through Yaxley shall be submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented prior to the first public use of the loop road
- Annual monitoring of traffic flows on the A15 London Road through Yaxley will be undertaken from the first public use of the Yaxley bypass until 10 years post build out of the residential development, the results of which shall be submitted to and approved in writing by the Local Planning Authority at the end of each monitoring period. Prior to the first monitoring being undertaken a methodology for the monitoring shall be agreed in writing with the Local Planning Authority. The monitoring shall thereafter take place in accordance with the approved details, the results of which shall be submitted to the Local Planning Authority for assessment and review.
- In the event that two-way traffic flows on the A15 London Road through Yaxley, in between junctions with Brunel Drive and B1091 Broadway, exceed 704 vehicles per hour in the morning or evening peak hour on more than twelve occasions per year, the Local Planning Authority will require the developer to carry out a review of the traffic calming and the need for additional traffic calming measures, the results of which shall be submitted to and approved in writing by the Local Planning Authority.
- If in the view of the Local Planning Authority additional traffic calming measures are required a scheme based upon the principles shown on drawing number 15188/200/015, along with a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. The traffic calming shall thereafter be implemented in accordance with the approved details and implementation timetable.

Note:- This condition maybe amended if it is subsequently agreed with CCC that it would be more appropriate to deal with more of the matters set out here within the S106 Agreement.

Reason: In order to ensure that an effective traffic calming scheme is implementation at an appropriate stage in order to meet the modelling predictions in accordance with PP12 of the Planning Policies DPD.

C41 Notwithstanding the submitted information prior to its implementation, a detailed traffic calming scheme/road improvement scheme for the existing Old Great North Road between the A15 and parcel OS4 as identified on the approved Framework Plan reference PST021-DFP-101 Rev B shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the road improvement scheme shall include a 3metre wide footpath/cycleway. The scheme shall be implemented in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority. The timetable shall be submitted within 1 month of a request being made in writing by the Local Planning Authority.

Reason: In order to ensure that an effective traffic calming scheme/road improvement is implemented at an appropriate stage in order to meet the modelling predictions and to allow for sustainable travel in accordance with policy CS14 of the adopted Core Strategy and policy PP12 of the Planning Policies DPD.

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

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

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

C43 Prior to the commencement of development a scheme for the monitoring of traffic along Haddon Road shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include a methodology which amongst other matters shall set out the location at which the monitoring takes place, its frequency and timescales for reporting the results to the Local Planning Authority. If the monitoring results show, in the opinion of the Local Planning Authority, a significant increase in traffic along Haddon Road as a result of the Great Haddon core area development, a full review shall be carried out by the applicant and any appropriate remediation measures put forward along with a timetable for their implementation. The results of the review, including any remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. The remediation works shall thereafter be carried out in accordance with the approved details within the implementation timetable.

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

C44 Notwithstanding the approved parameter plan (reference PST021-DFP-104 Rev C- Dedicated Pedestrian/Cycle and Equestrian Routes) direct and lit footpath/cycleway links, built to an adoptable standard in accordance with the relevant Peterborough City Council standard in place at the time of installation, shall be provided between the following:-

- 1) A connection between the Great Haddon core and employment areas, through parcels OS4 and OS7 as shown on the approved Framework Plan reference PST021-DFP-101 Rev B connecting to the adjacent highway;
- 2) A connection along the Old Great North Road between the A15 and parcel OS4 as shown on the approved Framework Plan reference PST021-DFP-101 Rev B (see condition 40 above);
- 3) A connection parallel to the A15 between parcel R32 and OS27 as shown on the approved Framework Plan reference PST021-DFP-101 Rev B and tying into the existing cycle route through Yaxley

Prior to the implementation of any route a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority. Implementation shall take place in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority. The timetable shall be submitted within 1 month of a request being made by the Local Planning Authority.

Reason: In the interests of sustainable travel and to ensure that the model share targets within the transport modelling/travel plan can be met in accordance with policy CS14 of the adopted Core Strategy.

C45 Prior to the commencement of development a scheme for the location and timing of the installation of automated traffic counters shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to allow the volume of traffic entering and leaving the site to be monitored as set out in the Framework Travel Plan in accordance with policy CS14 of the Adopted Core Strategy

C46 Prior to the commencement of development, remediation and other operations an overarching 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.

Prior to the commencement of development on any individual tranche as identified on the approved Framework Plan reference PST021-DFP-101 Rev B a site specific construction management plan which shall confirm compliance with the overarching Construction Management Plan and provide details of the following shall be submitted to and approved in writing by the Local Planning Authority:-

- i) 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).
- ii) A scheme for parking of contractor's vehicles and details of the location of contractor's welfare/site office facilities.
- iii) 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.
- iv) Details of the location and layout of all materials storage and plant storage compounds.

V) 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.

Notwithstanding the above, there shall be no deliveries to the site during peak hours (namely 8-9am and 4-6pm).

The development shall thereafter be carried out in accordance with the approved Overarching and Site Specific 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.

C47 Prior to the commencement of any development within 50m of the following areas/features as shown on drawing number 15188/115 an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority:-

- Disused Oil Pipeline
- Hostel Site
- Former sewage works
- Existing Farmsteads (Yaxley Lode Farm and Spendelow's Farm)
- Backfilled Ponds

This assessment must be undertaken by a competent person, and shall assess any contamination on the site. Moreover, it must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health and property (existing or proposed)

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

The remediation scheme shall thereafter be implemented in accordance with the approved timetable of works. Within 3 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

Reason: In order to protect human health and property from contamination to make the land suitable for its intended use in accordance with the National Planning Policy Framework and policy PP20 of the adopted Planning Policies DPD.

C48 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 protect human health and property from contamination to make the land suitable for its intended use in accordance with the National Planning Policy Framework and policy PP20 of the adopted Planning Policies DPD.

C49 The reserved matters application(s) for any residential development within the following areas as identified on the approved framework plan reference PST021-DFP-101 Rev B shall be accompanied by a noise assessment and set out any appropriate mitigation measures to protect amenity. The development shall thereafter be carried out in accordance with the approved details prior to the occupation of the building/dwelling to which they relate:-

- Development tranches R1, R2, R6, R7, R9, R13, R24, R27 and R28 adjacent to the A1(M)/Great North Road;
- Development tranches R32, R33, R34 and R35 adjacent to the A15;
- Development tranches R12, R14, R21, R22, R26, R30, R31, R33 and R34 and any residential accommodation within district centre tranches DC1, DC4 and local centre tranches NC3 and NC4 adjacent to the Central Boulevard;
- Development tranches R17, R18, R19, R20, R36 and any residential accommodation within district centre tranches DC3 and DC7 adjacent to the Yaxley Loop Road;
- Any residential accommodation with the district and local centres as identified on the approved Framework Plan reference PST021- DFP-101 Rev B.

Reason: In order to protect the amenity of future residents in accordance with National Planning Policy Framework and policy PP04 of the adopted Planning Policies DPD.

C50 The rating level of noise emitted from the proposed local/district centres for individual applications shall not exceed 35dB $L_{Aeq, 1 \text{ hour}}$ between 07:00 and 23:00 Monday to Friday and 30dB $L_{Aeq, 5 \text{ minutes}}$ at any other time. The noise levels shall be determined at the nearest residential dwelling. The measurements and assessment shall be made according to BS:4142:1997 or any standard replacing this. The reserved matters application(s) for these areas shall include a statement which shall be agreed in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the site in accordance with the above noise limits. These provisions should include physical and/or administrative measures.

If there are justifiable reasons for an alternative noise level that justification shall be submitted with the reserved matters application and considered by the Local Planning Authority.

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

Reason: In order to protect the amenity of future residents in accordance with National Planning Policy Framework and policy PP04 of the adopted Planning Policies DPD.

C51 Any development proposing commercial/public kitchen(s) or cooking facilities such as development falling within uses classes A3-A5 of the Town and Country Planning (Use Classes Order) (As Amended) 2008 or any subsequent revision to this, schools or community facilities, shall submit a scheme for the ventilation and extraction of cooking fumes to, and shall have received written approval from, the Local Planning Authority for agreement prior to the first occupation of the unit/building. The equipment shall thereafter be installed in accordance with the approved details prior to the first occupation of the unit /building

Reason: In order to protect the amenity of noise sensitive development in accordance with National Planning Policy Framework and policy PP04 of the adopted Planning Policies DPD.

C52 Prior to the submission of the associated reserved matters application for any unit within the local or district centre details of the proposed opening hours and hours of delivery shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter operate in accordance with the approved details.

Reason: In order to protect the amenity of future residents in accordance with National Planning Policy Framework and policy PP04 of the adopted Planning Policies DPD.

C53 No development shall take place within any parcel of land as identified on the approved Framework Plan reference PST021-DFP-101 Rev B until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains are (recovered or)not disturbed or damaged by foundations and other groundwork but are, where appropriate, preserved in situ, in accordance with National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy PP17 of the Planning Policies DPD.

C54 A buffer zone shall be provided between the Napoleonic Prisoner of War Camp Schedule Ancient Monument and the adjacent development tranches (R27, R28 R29 and R32) in accordance with the provisions of the approved Framework Plan reference PST021-DFP-101 Rev B prior to the occupation of the adjacent development tranches This buffer shall thereafter be retained in perpetuity and kept free of, inter alia, lighting, flood lighting, fencing, parking, access roads, buildings including changing rooms, sheds and containers. Any playing pitches within OS28 which may subsequently be laid out shall consist only of white lining and associated goal posts. Any seating shall be limited to a small number of park benches located in positions which afford views across the playing fields and SAM. Details of any seating, any levelling or other ground works including any proposed drainage to the pitches shall be submitted to and approved in writing by the Local Planning Authority before any such works are undertaken as part of a reserved matters application. In the event that archaeological remains are subsequently uncovered development shall cease within the affected areas a programme of archaeological work has been submitted in accordance with C53. Thereafter the development shall proceed only in accordance with the approved archaeological scheme.

Reason: In order to protect the Napoleonic Prisoner of War Camp Schedule Ancient Monument (Ref CB 268) and it's setting from damage/ disturbance and to allow any remains to be protected in situ where appropriate in accordance with the National Planning Policy Statement and policy CS17 of the Adopted Core Strategy”.

C55 The retail floor space provision within the District Centre, as identified on the approved framework plan reference PST021-DFP-101 Rev B shall not exceed the following:-

- 4200 square metres Gross Internal Area (GIA) for a single supermarket. Of this no more than 500 square metres gross shall be used for comparison retailing (non food). The net retail sales for convenience goods shall not exceed 2590 square metres and that for comparison 350 square metres.
- 500 square metres GIA convenience floor space outside of the supermarket;
- 1000 square metres GIA comparison floor space outside of the supermarket to be split between a minimum of two units;
- 3500 square metres GIA for A2 to A5 uses (as identified in the Town and County Planning Use Classes Order as amended 2008 or any Order subsequently superseding this) outside of the supermarket with no single unit exceeding 500 square metres.

Thereafter no co-joining of floorspace shall take place unless approved on application to the Local Planning Authority.

Reason: In order to provide facilities for the future residents of the Great Haddon development and to protect the viability and viability of existing neighbouring retail centres including Peterborough City Centre in accordance with the submitted Retail Assessment dated February 2011 as updated in December 2012, the National Planning Policy Framework and policy CS15 of the Adopted Core Strategy.

C56 The balance of non residential floorspace within the District Centre, excluding retail uses which are addressed under condition C52 above, shall not exceed 13 813 square metres. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2008 as amended (or any Order subsequently superseding this) the floor space shall be limited to the following use or uses:-

- B1a (office)
- C1 (hotels)
- C2 (excluding hospitals)
- D1 (excluding exhibition halls)
- D2 (excluding cinemas, dance and concert halls, skating/carting rinks or tracks, casino, bingo hall)
- Garden Centre

Reason: In order to ensure that city centre functions are not located within the District Centre unless it is demonstrated that the location and scale is appropriate to the district centre function in accordance with the National Planning Policy Framework and policy PP09 of the Planning Polices DPD

C57 The retail floor space provision within each of the Local Centres, as identified on the approved framework plan reference PST021-DFP-101 Rev B shall not exceed the following:-

- 1150 square metres Gross Internal Area (GIA) retail floor space of which no more than 450 square metres shall be used for convenience floorspace and no more than 200 square metres for comparison retail floorspace;
- The remaining 500 square metres (GIA) shall used for A2-A5 uses (as identified in the Town and County Planning Use Classes Order as amended 2008 or any Order subsequently superseding this) which shall comprise a minimum of two units.

Thereafter no co-joining of floorspace shall take place unless approved on application to the Local Planning Authority.

Reason: In order to provide facilities for the future residents of the Great Haddon development and to protect the viability and viability of existing neighbouring retail centres including Peterborough City Centre in accordance with the submitted Retail Assessment dated February 2011 as updated in December 2012, the National Planning Policy Framework and policy CS15 of the Adopted Core Strategy.

C58 The balance of non- residential floorspace within the Local Centres, excluding retail uses which are addressed under condition C57 above, shall not exceed 2757 square metres. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2008 as amended (or any Order subsequently superseding this) the floor space shall be limited to the following use or uses:-

- B1a (office)
- D1 (excluding exhibition halls)

Reason: In order to ensure that appropriate uses are located within the local centres given their function in accordance with the National Planning Policy Framework and policy PP09 of the Planning Polices DPD

Should the Community Infrastructure Levy (CIL) Charging Schedule come into force prior to the completion of the Section 106 legal agreement, the development may be wholly liable to the CIL or the S106 legal agreement may be amended to exclude those items that could be funded by the CIL. Items that could be funded by the CIL will be listed on the Council's Regulation 123 List in accordance with Regulation 123 of the CIL Regulations 2010.

A Regulation 123 List will be adopted by the Council on the same day as the Council's CIL Charging Schedule. Currently, a Draft Regulation 123 List can be viewed on the CIL pages of the Council's website.

Informatives

1. Please find attached for your information advice from Anglian Water

2. Please find attached for your information advice from the Environment Agency.
3. With reference to conditions 19 and 20 the applicant is advised that every effort should be made to retain trees identified through the survey work as having medium to high bat roosting potential. Where this is not possible, a detailed inspection of each tree to be removed should be made to identify whether a roost is present. Where a roost is identified, detailed mitigation will need to be provided and licenses obtained from Natural England. Where it is not possible to undertake a full tree inspection i.e. by tree climb (the justification for which will need to be provided), emergence surveys must be undertaken.
4. The applicant is reminded that the granting of planning permission does not remove the applicant's responsibility towards the protection of certain wild animals and plant species (including Great Crested Newts, Bats and Badgers) contained within other legislation such as the Conservation of Habitat and Species Regulations 2010 and the Wildlife and Countryside Act 1981 (as amended) and other European Directives.
5. The applicant is reminded that under the Wildlife and Countryside Act 1981 (as amended) it is an offence to take, damage or destroy the nest of any wild bird while it is being built or in use. You should assume that nesting birds will be present on site between 1 March and 31 August inclusive unless a survey has shown it is absolutely certain that nesting birds are not present. Planning approval for a development does not provide a defence against prosecution. The protection of nesting wild birds remains unchanged.
6. The development will result in the creation of new street(s) and/or new dwelling(s) and/or new premises and it will be necessary for the Council, as Street Naming Authority, to allocate appropriate street names and property numbers. Before development is commenced, you should contact the Technical Support Team Manager - Highway Infrastructure Group on (01733) 453461 for details of the procedure to be followed and information required. This procedure is applicable to the sub-division of premises, which will provide multiple occupancy for both residential and commercial buildings. Please note this is not a function covered by your planning application but is a statutory obligation of the Local Authority, and is not chargeable and must be dealt with as a separate matter.
7. This development may involve the construction of a new or alteration of an existing vehicular crossing within a public highway.
These works **MUST** be carried out in accordance with details specified by Peterborough City Council. Prior to commencing any works within the public highway, a Road Opening Permit must be obtained from the Council on payment of the appropriate fee.
Contact is to be made with the Transport & Engineering - Development Team on 01733 453421 who will supply the relevant application form, provide a preliminary indication of the fee payable and specify the construction details and drawing(s) required
8. The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licensed under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering – Street Works Co-ordinator on 01733 453467.
9. The development involves extensive works within the public highway. Such works must be the subject of an agreement under Section 278 of the Highways Act 1980. **It is essential that prior to the commencement of the highway works**, adequate time is allowed in the development programme for; approval by the council of the designer, main contractor and sub-contractors, technical vetting, safety audits, approval of temporary traffic management, booking of road space for off-site highway and service works and the completion of the legal agreement. Application forms for S278 agreements are available from Transport & Engineering - Development Team on 01733 453421.
10. The attention of the applicant is drawn to the need to make a formal application to the Council for an agreement under Section 38 of the Highways Act 1980 if it is the intention that any of the highways proposed as part of this development are to be adopted. Prior to the commencement of the construction of these highways, adequate time must be allowed in the development programme for technical vetting,

approval of temporary traffic management, booking of road space for any off-site highway and service works and the completion of the Section 38 agreement. Application forms for Section 38 agreements are available from Transport & Engineering - Development Team on 01733 453421.

11. It is an offence to deposit anything including building material or debris on a highway which may cause interruption to any user of the highway (including footways). In the event that a person is found guilty of this offence, a penalty may be imposed in the form of a fine. It is the responsibility of the developer and contractor/s to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.

12. It is an offence to deposit anything including building material or debris on a highway which may constitute a nuisance. In the event that a person is found guilty of this offence, the local authority may by notice require the person who deposited it there to remove it forthwith and if he fails to comply the local authority may make a complaint to a magistrates' court for a removal and disposal order under this section. In the event that the deposit is considered to constitute a danger, the local authority may remove the deposit forthwith and recover reasonable expenses from the person who made the deposit. It is the responsibility of the developer and contractor/s to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.

13. The applicant is reminded that a formal order in respect of the proposed diversion of the bridleway will need to be made. Please contact the Council's Rights of Way Officer on 01733 453472 for further information.

14. The applicant is reminded, notwithstanding any planning permission which may be granted, that a new license will need to be obtained from Natural England.

15 The applicant is advised to notify GeoPeterborough before carrying out any works involving the excavation of deep holes for the purpose of recording the geological interest on the RIGS. Please contact Jonathan Larwood jonathan.larwood@naturalengland.org.uk.

16. With regards to condition 31 the Highway Agency has advised that subject to detailed design there should be a sign on both sides of the carriageway and the signs and detector loops will need careful positioning not necessarily in the locations shown on the submitted drawing.

Appendix 1: Summary of Consultation on the Application

The following summary has been prepared to set out the consultation which has been undertaken in respect of Great Haddon against the Local Planning Authority's statutory requirements:-

Statutory Requirement

- The display of site notices
- Advertisement in the local press (given that the application is accompanied by an Environmental Statement)
- A period of 21 days for comment
- This requirement does not change with larger applications.

Two periods of formal public consultation have been carried out in relation to the Great Haddon applications.

First Period of Consultation

No of Notification Letters	1541
No of Site Notices	24
Consultation Dates	8 December 2009- 19 January 2010 (6 weeks)
Other Publicity Events/Actions	Two public events- Yaxley on 7 January 2010 between 2pm to 8pm attended by some 60 people. Serpentine Green on 12 January 2010 between 2pm and 8pm attended by some 150 people.
No of Representations Received	- 1429 copies of a standard letter received. - A petition with 44 signatures received from residents of Dry Leas. - 541 Individual letters.
Other	Representations received at the formal close of the consultation period continued to be accepted.

Second Period of Public Consultation

No of Notification Letters	7423 including to all residents of Yaxley
No of Site Notices	46
Consultation Dates	23 February 2011- 25 March 2011 (4 weeks)
Other Publicity Events/Actions	- Press release sent to the ET - Great Haddon page of Council's web site updated. - Two public events. Serpentine Green on 28 February 2011 and Yaxley on 1 March 2011 between 2.30 and 8pm. Approximately 180 attended the Serpentine Green event and 250 the Yaxley event. - To publicise the above event a note was added to all the consultation letters sent out. Furthermore, 5000 flyers were sent out with the Yaxley Gazette and an article placed in the Stilton Gazette. The events were also publicised on the 'Your Hampton' web site.
No of Representations Received	- 934 letters received. Of these 792 are a copy of a standard letter. -132 individual letters relating to both the core and employment applications. 10 letters relates solely to the employment.
Other	Representations received after the end of the formal consultation period have continued to be taken into consideration. Officers have met with the Norman Cross Action Group on 3 occasions- September 2010, January

	2011 and February 2011. The latter meeting was to advise the group that a reconsultation period would start shortly.
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Appendix 2: Representation from the Norman Cross Action Group

Norman Cross Action Group

6 Church Lane Stibbington Cambridgeshire PE8 6LP

To The Chief Executive

Peterborough City Council

Long Causeway

Peterborough

14th March 2011

Dear Madam,

In re Peterborough Site Allocations Document Para 3.11; Policy SA1; Site Reference SA1.4 and in re Outline planning Applications 09/01368/OUT and 09/1369/OUT

General Introduction

The City Council has but one opportunity to get this development right. It is a substantially bigger development than the existing Hamptons developments and Yaxley itself. The development of this site is extremely important to all of us and to future generations. It is the wellbeing and protection of our rural environment that is at stake. This development will change the character of the surrounding area, and its communities, forever.

The City Council has an ambition to build a high class mixed development that will encourage industry to relocate to Peterborough. Unfortunately, this overdeveloped site will simply reinforce the view that Peterborough provides relatively cheap housing for commuters and low skilled jobs for its residents. It will not attract managers to live in Peterborough City but they will continue to choose the villages and market towns of Huntingdonshire, East Northamptonshire, Rutland and Lincolnshire. Even the choice of the name for this development echoes Huntingdonshire not Peterborough.

For the last ten years the City Council has publically expressed its intention to provide highly skilled and professional employment opportunities 'to match that of Cambridge'. These aspirations were espoused in a number of official documents including the Councils review of secondary schools, the establishment of a university for Peterborough, in investment strategy applications to EEDA and promotions with the Greater Cambridgeshire and Greater Peterborough Enterprise Partnership. These aspirations remain largely unfulfilled. For example the employment site at Alwalton Hill and Residential Development site at Hampton Leys both of which have planning permission and are close to this proposed development have not started to be developed. As presently presented this development does not fulfil Peterborough City Councils key ambitions either.

The plans regarding both employment and residential development are unsound as given the rural location of the site, its dislocation from the centre of Peterborough or any major transport interchange it represents significant overdevelopment of the site.

We are at a loss to understand why there is no master plan given that this is a new town in both size and scope. What we have is an ill conceived and designed set of plans, which do not produce a coherent picture of the proposals.

We object to these outline plans and to the soundness of the Site Allocation Document Para. 3.11.

Residential Development.

In terms of layout we would expect the site to be developed from the 'village centres' outwards in accordance with best design practice.

There needs to be proper segregation between the Development and Yaxley, the A15 and the Old Great North Road. In the words of the developer's consultant: 'We have worked hard on the plan so that Yaxley and other places aren't *completely* (our italics) subsumed into greater Peterborough'. Good design would afford not only a natural tree and landscape border extending in at least 75 meters from the road (and at least the presently indicated green wedge around the village) but also very low density housing on the fringes becoming greater the nearer to the centre. This would preserve most of the existing bucolic appearance of the A15, and Old North Road whilst preventing the coalescence of what is essentially a new town with the village of Yaxley. Furthermore it is logical and right that the same treatment should be incorporated in the Northern boundary given the rural nature of the bridleway and Millennium Green Wheel which presently passes through open fields. Accordingly

the housing density is too high and should be reduced, by our estimates, to 2500 or 3000 dwellings.

The traffic generation from the proposed number of houses (and the employment site) will be significant and the present plans do not demonstrate that the problems can be addressed adequately. The developer's own consultant has said that 'not all the houses will have two cars'. They must be expecting at least an average of one and a half cars per household; that is in excess of 8000. One obvious way of solving this problem would be to reduce the number of houses. Accordingly the number of houses should be reduced to between 2500 and 3000, roughly the size of Yaxley.

It is doubtful if this would result in a shortfall in the number of houses actually delivered over the plan period as the average build rate over either five or ten years would not have delivered the planned number of houses. If the planning authority is concerned about a theoretical shortfall, then they will be able, nearer the end of the plan period, to bring forward sites identified for the next plan period by way of a Supplemental Development Plan.

Dealing with some of the specifics of the plans, we object to the excessive number of junctions onto both the A15 and Old Great North Road. With reference to the A15 there are six traffic lights controlled junctions including the extra junctions on the Yaxley bypass (also known as the Yaxley loop but referred to herein as the Yaxley bypass). During the evening rush hour traffic is already backed up to the A1M junction 16. There is the probability of increased shunt accidents because of so many junctions. The junctions on the Yaxley bypass itself will further slow traffic, which would have an adverse effect on traffic choosing it rather than London Road Yaxley. There are also too many different proposed speed limits.

In respect of Stilton and Folksworth, their traffic uses the A1M junction as the major access point. The slowdown in traffic flows caused by the lights on the A1M and the traffic lights on the A15 will increase journey times, increase accident risk and general inconvenience. These villages suffer demonstrable harm from the development as presently envisaged.

With reference to the Old Great North Road, there appear to be six junctions including that from the Employment site on this road. None of the proposed junction designs prevents a right turn for those exiting the development and driving down the country lane, through Haddon and thence via the Bullock Road and others to Northamptonshire and westwards. Given the difficulty with the A1M junction, and the A605 running at above design capacity, regular closures due to accidents on the A1 around Wansford, rat running will be common. This represents demonstrable harm to the residents of Haddon and those living beside the Bullock Road and on the Old North Road.

It is not necessary for us to put forward alternative proposals but in the spirit of cooperation we would suggest the following solution.

Create an outer ring road within the development. This could run behind the extended tree belt increasing separation from existing developments. This would run from the employment site proposed entry to the Old North Road to the spine road through the development and thence to a slightly realigned Yaxley bypass. There would be a junction here representing the only access to A15 but would serve to give access both North and South of Yaxley.

The Yaxley bypass should be realigned so that it runs east of the proposed development on the bypass. This would obviate the need for people to cross the bypass to get to DC7 or R20 and R36 getting to DC3 etc.. It would also make the bypass less of an internal spine road and more of a bypass and thus the route of choice for through users of the A15.

At the detailed stage there will be a need to ensure that the parents are not able to access the school from the Yaxley bypass.

Residential site R37 should be deleted and become part of the green buffer. This site coalesces/links the development directly with Yaxley and traffic will enter London Road and add to the congestion.

We notice that the open space around the scheduled ancient monument, which appears to contain war graves, is still shown as football pitches. This is a desecration and one presumes that the applicant would not wish such desecration of its own war dead. At the very least it shows disrespect for the ancient monument.

Industrial/employment site

The site is being overdeveloped and the treatment of the boundary at E7 appears to leave no tree belt or separation between the A1M, other than the embankment. In general the A1M may be characterised as a motorway running through open countryside. This defines in part the entrance to Peterborough. This scale of development redefines Peterborough as a primarily warehouse and industrial centre sprawling into the country side. It will reinforce the impression given by the existing plans for Great Haddon residential development that the whole development is blue collar. If the city has a belief that this development will deliver high class jobs and executives to Peterborough then it is sadly mistaken.

Accordingly, and notwithstanding the generality of the above objection, we specifically object to the height of the industrial buildings. The site is on a hill that rolls up and away from the A1M. The buildings will dominate the 'skyline'. The effect on this visual approach to Peterborough needs to be softened as does the view in from the Millennium Green Wheel. On these plans the Green Wheel will be simply be a trip from town to Industrial site.

We also object to the lack of tree and landscaping on the border between the A1M and the development.

We believe that not enough work has been done on the visual aspect of the colour of these buildings and the difficulty of colour choice given the requirement to cater for two distinct views into the development.

We object to the traffic and transport arrangements and our reason are fully rehearsed in the section on 'Residential Development' above. However, for the avoidance of doubt we specifically object to the Employment Sites access onto the Old Great North Road. All HCV and vans etc. shall enter and leave the site via the Parkway system. Cars should use a link via the suggested outer ring road, or the Parkway system. The routing for all non car traffic into and around the development should be governed by appropriate planning conditions in the event that planning permission is granted.

No signage (for example Company names or logos or To Let boards) to be erected along the A1M nor the A15 or Old Great North Road.

General.

No access/egress during construction phase of construction vehicles of any type (including cars) via A15 or Old Great North Road. The hours of working on and deliveries to the site to be restricted to 8am to 6pm Mon to Fri and 9am to 1pm Saturday. There shall be no Sunday or Bank or Public Holiday working. This is to reduce noise impact on residents in the area.

Before any building work is commenced Yaxley bypass to have been constructed. Again, the management of construction traffic should be achieved through the use of appropriate planning conditions.

The planning conditions mentioned in this document will need to be approved by the relevant local authorities. Notwithstanding the generality of the foregoing they should be agreed by Huntingdonshire District Council, Cambridgeshire County Council and Yaxley Parish Council as a minimum.

We remain implacably opposed to the name Great Haddon. This is an urban extension of the Hamptons. At the worst given its proximity to Norman Cross why not call it that?

Yours faithfully,



County Councillor Mac McGuire

Chairman

Appendix 3: Summary of representations received following first round of public consultation:-

Petitions

A standard letter was circulated to residents in Yaxley, this asked two questions with a yes/no response:-

- (1) whether residents objected to the development plan;
- (2) whether residents objected to stopping traffic along the A15.

In total 1429 of these letters were received. 1392 people objected to the development plan i.e. the principle of development at Great Haddon, the remainder (37) did not. 1422 letters object to the stopping of traffic along the A15, the remainder (7) do not. The letters were received in batches during January 2010.

A petition with 44 signatures received from the residents of Dry Leas objecting to Great Haddon on the grounds that it will increase traffic on the A1260 Nene Parkway and consequently the already unbearable traffic noise and pollution. In addition it requests that Peterborough City Council actively looks for ways of reducing the traffic noise nuisance from the A1260 Nene Parkway between junctions 31 and 32 (see section 7b).

Two petitions were received against the proposed site for gypsies and travellers. One petition has 41 signatures, the other 73. The petition objects to the location of the proposed site on the following grounds:-

- Impact on the landscape;
- Increased noise and litter;
- Highway issues due to traffic and narrow lanes;
- Sewage treatment;
- Lack of pavements/street lights;
- Car dependant site;
- Security and safety of isolated properties;
- Location and ability to access schools, shops and hospitals.

Individual Letters

541 individual letters were received in respect of both the core area and the employment area raising the following concerns. Issues relating directly to the employment area are not referred to below as these were addressed in the report to Planning and Environmental Protection Committee for that application. For ease of reference the comments have been divided into subsections:-

Principle of Development

- Object to the principle of development at Great Haddon;
- The development is not wanted;
- There is no need for the development;
- Loss of countryside/arable land;
- Impact on food production;
- Concern that this is a Greenfield development. There must be alternative brownfield sites available.
- Peterborough should not be allowed to expand on Greenfield land.
- The Council should look to improve and extend existing city facilities before merely agreeing to yet more housing development.
- The plan is ill conceived and ill thought through;
- The proposal will not make sure that the city grows in the right way;
- Permission should not be granted for Great Haddon until Hampton is completed. Want to avoid a hotch potch of half completed developments;

Transport

- Object to the proposed installation of the bus gate to the north of Yaxley;
- Concern that the bus route is too short to have any meaningful impact;
- There is only one bus service per hour along the A15 so question why want to impose restrictions on car users;

- The bus gate will not be an incentive to use public transport;
- The bus service is expensive and unreliable;
- Object to a bus only route as this has failed elsewhere in the city;
- Concerned that the additional bus services for the new community will be at the cost of reducing services enjoyed by local villages;
- Concern that the bus gate would be a big inconvenience to residents;
- The proposed bus gate would be a waste of money;
- The proposed bus gate would unfairly increase the cost of travel and time for local residents;
- The bus gate has been proposed with little warning or consultation of local residents;
- Concern that the bus gate would result in more traffic along Broadway, Yaxley;
- Concern about increased traffic through Farcet as a result of the development particularly the proposed bus gate;
- Concern about increased traffic through Stanground;
- Object to the proposed diversion of the A15;
- Development will adversely affect the A15 which is already a busy road;
- Additional strain on village roads as a result of the A15 closure;
- To protect Yaxley access into Great Haddon from the A15 should be removed. Access could be from the old A1 or Fletton Parkway;
- Pedestrians would be in danger from increased through traffic;
- The access points of Broadway and Ferndale are already congested during peak periods;
- Strongly object to the proposed changes to the Great North Road and the building of a new road only 30 metres from house.
- There is no need for a connection to Fletton Parkway. The new road could be routed round the back of existing properties within the development site;
- Members of PCC previously advised that a new link from the employment land to the Old Great North Road would not be permitted;
- The proposed link to the employment land will create a rat run. There is a dangerous blind bend near the Haddon underpass;
- The Old Great North Road will be used heavily as a raceway;
- Concern about the impact of the development on the village of Haddon. It is a small village without footpaths or street lights. An increase in traffic would be dangerous and an accident waiting to happen. The planning officers should visit Haddon before making any decisions;
- Better use should be made of the existing Old Great North Road which should be made a dual carriageway;
- A new road should be created within the development to link the employment land with the core area. The Western Peripheral Road should then be restricted to prevent HGV access;
- Increased vehicles will result in increased congestion;
- The proposal would create a bottle neck at the new traffic lights on London Road and Gt Haddon;
- The development would create heavy traffic to the east side of Hampton Vale. Traffic is already at a stand still at peak times;
- Traffic around Hargate School is already at a dangerous level;
- The traffic assessment does not take into consideration the completion of Hampton Vale;
- The development would result in increased traffic around junction 2 of the Fletton Parkway and short cutting through Orton Malbourne to the city;
- The proposal would increase rat running through Hampton Vale;
- The original Yaxley Bypass has not been considered as part of this development;
- Concerned if the Yaxley bypass is built in the position shown, it would raise environmental issues and be too close to housing resulting in noise issues. Heavy landscaping would be required before the road is completed. Traffic speeds will need to be limited as should HGV movements;
- The Yaxley Bypass which was supposed to be delivered as part of Hampton has never materialised;
- Proposal should include a bypass around Yaxley;
- Great Haddon should not be developed in the same poor way as Hempsted;
- Concern that the development would result in additional traffic on the A1260 Nene Parkway. The level of noise from the Parkway is already unacceptable and there are no sound reduction measures in place.
- Concern about proximity of the loop road to children accessing the schools;

- Works to the junction between Hampton Vale and Serpentine Green have not yet been completed. There are safety concerns over the current arrangement;
- Put in a Park and Ride for the city with one base at Gt Haddon;
- The A15 from the A1(M) to Fletton Avenue should be a dual carriageway or at least three lanes to ensure that it can cope with the demands of cars, lorries and buses going to and from the city;
- The layout of Great Haddon needs to be replanned to incorporate a bus loop;
- Concern about the distance to bus stops within the new development;
- The schools should be on the bus loops;
- There needs to be an underpass/bridge over the A15 for children going to the new secondary school from Yaxley;
- Traffic calming measures will be unpopular, expensive and detrimental to the area;
- Most people living in Gt Haddon will work in and around Peterborough, therefore they will want to access the Fletton Parkway (A1139). This will result in traffic jams between junctions 1 and 2. To enable some cars to go north or east it would be an advantage to extend the old A1 (after it passes under the A1(M)). A new road link through the development should be provided to connect to the internal access road system;
- Would support the inclusion of cycle lanes from Hampton to Norman Cross;
- Consideration should be given to installing a driverless train system on Great Haddon and Hampton similar to the system in Singapore;
- Proposed road design is not practical.
- Concern about impact on property/life if the closure of London Road does not happen. There has been a huge increase in the amount of traffic using London Road over the last few years and Hampton Leys has not yet been built. It is very difficult now to get out of the driveway.

Environment

- The bus gate would result in increased mileage and pollution including reduction in air quality, which would be contrary to Peterborough's Environment Capital objectives;
- The proposed bus gate would increase Peterborough's carbon footprint;
- The proposed bus gate is contrary to Government objectives for reducing CO2 omissions and reducing mileage;
- Object that no environmental impact study has been undertaken regarding the increased car journey distance (resulting from the bus gate);
- The proposed bypass running through the development would cause environmental issues (noise fumes etc) and be a risk to pedestrians;
- There is reference to traffic calming on the Great North Road. Currently there is none. If these measures are put in, it will increase noise, increase fuel costs and increase pollution. This is what the conservationists are urging us to avoid;
- Proposals to use the loop road will add congestion and noise pollution as well as carbon monoxide to the air for the people who live along the road;
- No road surface improvements proposed as part of A1260 – existing traffic causes noise/nuisance/pollution, additional traffic will exacerbate this;
- Combined Heating and Power System not financially viable as it won't be used 24/7. Each dwelling should utilise solar panels and ground source heating generated by neighbouring employment site;
- SUDS may affect Stanground residents;
- Health impacts of noise, dust and pollution during construction.

Impact on Surrounding Areas/Residential Amenities

- Concerned that the village of Yaxley would merge with the new township/lose its identity;
- Concern that the new housing would result in a loss of privacy to existing residents on London Road. The buffer zone will not be wide enough;
- Detrimental impact on the surrounding villages and the resident's quality of life;
- Additional noise, dust and pollution will adversely affect existing residents along the Old Great North Road;
- Is the developer going to provide a proper acoustic fence along the A1(M)?
- Yaxley cannot accommodate any further demand for facilities as a result of the development;
- Conflict regarding the infrastructure demands at Hampton which will be exacerbated by Great Haddon;

- Concern will increase anti-social behaviour in Yaxley;
- New schools should be open to Yaxley residents;
- In building this development there needs to be a benefit to the community;
- Proposal does not appear to include any provision for medical care. Concerned about impact on local health centre in the period between the first houses being occupied and the proposed medical centre being operational;
- With primary schools having falling numbers concerned about the effect of three new primary schools on the local community. Village schools are part of the community and don't wish to lose them;
- Loss of visual amenity to existing properties adjacent to the development;
- The proposed bus gate would isolate Yaxley from Peterborough and have an adverse impact upon local businesses;
- Little consideration has been given to the environmental impacts of the development on Yaxley and Farcet. The current weight limit of 7.5 tonnes is not enforced. Why is the Planning Department encouraging more HGVs through these villages without studying the impacts;
- The destruction of community spirit which will happen will eventually increase crime rates which of course leads to increased council tax bills and a further downward spiral of the area which has suffered enough already;
- Question the benefit to local residents of the proposal. It appears only negative ones exist, more traffic, more risk leaving the property, more noise, more pollution and difficulties when accessing Yaxley or Peterborough via the A15 potentially conflicting with neighbours;
- The developers have not considered the people who live in the area. They do not live in the area so the development will not affect them.
- Concern about loss of property values;
- Impact on character of Norman Cross Village;
- Object to loss of an established way of life;
- Noise and traffic disturbance from a major new junction on London Road;
- Object as the development would result in urban sprawl.

Infrastructure/ Community

- Will there be new sewage provision or will the development rely on existing infrastructure;
- Will there be a permanent police facility;
- Concern that there will be inadequate school places;
- Concern about the water table and potential for flooding given that the development is to be built on open land;
- Concern regarding flooding given the high level of the water table;
- There is no mention of the proposal on Hampton Vale, Hargate and the yet to be built Hampton Leys;
- What guarantee is there that the benefits of the scheme will be delivered. Experience of other schemes shows they often aren't;
- Disgrace that Peterborough City Council has not provided sufficient school places for Hampton;
- Proposal will have a detrimental impact on Serpentine Green and businesses such as Kiddicare;
- People who live in Great Haddon will commute to London and Cambridge.
- Every year the water board advise that there is a shortage of water. Where is the water going to come from for these new homes;
- Concern that there would be no church or recreation centre at Gt Haddon. Don't seem to be creating a sustainable environment despite Government concerns over public health and fitness. No church prevents a community centre for worship and community cohesion.
- The increase in population will put a strain on resources particularly health care;
- There is insufficient infrastructure in the wider city area to accommodate Great Haddon.

Gypsies and Travellers Site

- Object to the proposed site for gypsies and travellers. Concerns about crime and vandalism;
- The proposed gypsy and traveller site is unsuitable. It is too far away from schools, medical services and lacks basic facilities. More suitable sites are available;
- No need for the provision as other sites are underused.

Housing

- There should be more rented housing (35-40%);
- New homes are built to a poor quality and size;
- There are empty houses in Hampton. Concerned if new houses are built these will also be empty;
- Too much housing in a small space.

Ecology/Landscape

- Loss of wildlife;
- Proposal would adversely affect Great Crested Newts;
- The development would adversely impact upon birds;
- Air Pollution may affect Orton Pit SSSI;
- Concern about the protection of the wooded area near Yaxley. Loss of habitat would be tragedy;
- Landscaping scheme should preserve view from Great Fen Project to the Fens;
- Absence of buffer zone south of Shell Garage;
- Landscape buffer should be incorporated between Yaxley, Norman Cross and Great Haddon;
- The development will result in the loss of green space for recreation;
- Harmful impact upon the landscape character;
- Loss of trees;
- Concern regarding the impact of the development on the Scheduled Ancient Monument;
- There is an historic site within the development. This should be left open, not enclosed by housing;
- Insufficient separation between wildlife and human activity;
- Object to the loss of countryside there is little open space before the A1(M).

Other

- Consultation/communication on the application has been inadequate;
- All of the residents of Yaxley should have been informed of the proposal;
- Record of PCC planning is not good i.e. Eagle Way is blocked, cars on the street, Hempsted;
- Concern about Great Haddon proposals given the development at Hempsted.
- Great Haddon needs sufficient parking spaces close to each house in order to prevent the problems associated with parking on the road which has occurred in parts of Hampton;
- Adequate parking provision is required. Lessons should be learnt from Hampton where cars park everywhere. Parking bays are too small and there is inadequate visibility. Streets need to be of sufficient width;
- Acoustic Scheme and Integrated Transport Assessment not included;
- If the plans go ahead will the lessons be learnt from Hampton i.e. the need for adequate parking provision;
- Loss of trade from businesses that rely on passing trade on the A1;
- Concern that the development would not be viable in the current economic climate;
- Question where all the people in the development will work;
- Question the number of new jobs '9000' referred to. How will the new schools, shops and warehouses deliver this;
- There is a mismatch between the number of houses and number of jobs to be created. This many houses will require more jobs;
- The proposal would be a waste of tax payers money;

Comments in Support

- The development would be of benefit to the area (except the gypsy and traveller site);
- No objection in principle;
- Support the provision of a householder recycling centre;
- The park land to the rear of London Road would be pleasant.

Head Teacher of Yaxley School- Objects to the proposed closure of the A15 from Yaxley to Peterborough. Redirecting traffic through Farcet and Stanground would cause a burden on an already overburdened road and roundabout and cause danger to the students there. Redirection south will cause

a burden on the A1 and for the commuters using the road. Lorries will be forced through Yaxley endangering children. Add to this the effects of fuel, time and CO2 emissions.

Manager of Serpentine Green- Proposal would impact on the free movement of staff and customers who travel from Yaxley and beyond.

RPS on behalf of Anglian Regional Co-Operative- Object on transport and infrastructure grounds. A more detailed objection will follow in due course.

Note- to date nothing further has been received.

Little Hampton Service Station, London Road- Object to the application as the proposal would seriously damage the viability of this business and ultimately lead to job losses and the loss of this facility. Will seek legal advice regarding the damage caused to the business and the pursuit of compensation.

Yaxley Mini Market- Object to the development on the basis of the diversion of the A15 and the proposed bus gate. Will be seeking legal advice regarding compensation.

Petrol Filling Station London Road- Object to the proposed bus gate as this will result in a significant loss of trade. Passing trade would effectively be removed.

Cambridgeshire Target Shooting Association (CTSA)- The CTSA is located on the south side of the A15 and would be adjacent to the proposed development. Object to the proposals on the grounds of noise, safety and security.

- Whilst noise levels from the small bore target shooting are very low, the Police have permissions allowing them to use the range resulting in high noise levels. These would present an unacceptable risk to people living in adjacent dwellings.
- Do not want to be exposed to any safety risk from unauthorised persons gaining access to the range whilst it is in use. Also concerned about safety of access with increased traffic flows.
- Need to ensure security of the site to prevent any unwanted outside interest in the firearms and associated equipment used legally on the site.

On basis of the above would recommend that no dwellings are built within 1 mile of the CTSA range. Would also recommend that professional advice is sought regarding noise levels from Police firearms to validate this recommendation.

Friends of the Earth- Object to the proposals on the following grounds:-

- 1) Poor commitment to green aims and visions. The objectives are qualified by terms such as 'encouraging', 'facilitating' etc. A number of the objectives also rely on there being sufficient S106 funding. All of the green measures should be firm proposals;
- 2) The plans place too much emphasis on the use of the private car. Cycle routes are poorly located and provided. Pedestrian routes to Peterborough are poor. The proposals make only token effort to improve bus journey times along the A15. Consider that a Park and Ride site is required within the employment land.
- 3) The sustainable energy proposals are too weak. It is insufficient to encourage solar hot water installations. These should be mandatory within the proposals. The proposals for a CHP are welcomed but concerned that the fuel source will not be sustainable. Pre-piping should be included within the proposals. Question why a wind turbine site has not been included. Similarly why is there no micro generation of energy provision.
- 4) The proposed affordable housing commitment (15%) is too low. If the country is coming out of recession should revert to 30%.
- 5) The proposal appears to encroach into the west side of the site of special conversation interest. Request that this is checked by the Local Authority;
- 6) Open Space. Note the reference to the development being 40% open space but some woodland is not publically accessible. It is suggested that the developer investigate its purchase to permit limited public access.
- 7) Cycle parking including within dwellings should be encouraged.
- 8) Disappointed that the proposed Recycling Site is only intended as a Materials Resource Facility.

Phil Newby- Concerned that the sustainability proposals are not very bold or visionary nor do the actual commitments appear to be very strong. Much will depend on the way the design code is written and passed down through further sales. Some of the individual elements of the strategy have been included as S106 items which is a concern. The delivery and scale of the district heating system is a good example. As the code levels tighten the heating ring is likely to be an essential and enabling piece of infrastructure that will be commercial necessity. As such, installation within the early phases will make long term sense and would not seem to be a S106 item.

Peterborough Play Partnership- Wish to see best possible play spaces created at Great Haddon. Wish to see play spaces designed into the development and not bolted on. Providing infrastructure in a timely manner will be vital.

Cllr Maddie Banerjee, Huntingdonshire District Councillor- The Great Haddon development will have maximum impact on the village of Yaxley. Suggest the following mitigation measures:-.

- The A15 London Road should not be blocked for the bus only lane. The effect will be devastating.
- The matured trees on London Road from Norman Cross to Peterborough create an avenue and a beautiful view. The developer should not cut down any tree on London Road;
- People who live in Norman Cross and Yaxley on London road are Huntingdonshire tax payers. There should be a buffer between their houses and the new development and this should be planted properly by condition;
- The new community that will come to live in Great Haddon will be using the Doctor's Surgery in Yaxley and Church services in Yaxley.
- The entrance to the village from London Road is Broadway. Suggest that another entrance in the south of the village through Waterslade Road is provided. S106 money could be used.
- The new community should also have their connection with Broadway and Waterslade Road, so that they can come to Yaxley for the doctors and the church;
- People living in Great North Road in Haddon should also have a buffer between their houses and the new development. Moreover they will have the new dual-carriageway built behind their houses. Noise attenuation measures should be conditioned;
- The Gypsy and Travellers pitches suggested in the development plan was 5 pitches. But now I hear there will be more pitches. It would be madness to spoil the whole area before it is built. Nobody wants more pitches. Please keep it just 5 or 6.

Letter received from **Shailesh Vara MP**. This raises the following concerns:-

- A number of residents are not aware of the proposals as they have been occupied by other matters over Christmas. In the long term it would be good for the Council to show it has gone out of its way to allow residents to be heard;
- Given the number of houses proposed hope that proper and detailed infrastructure to match the additional need will be created. As well as schools, roads etc it is vital that community facilities are made available for any future residents. Given experiences at Hampton want assurances that facilities like youth centres are built as the development progresses rather than at the tail end of the project by which time several thousand people will have been living in the development without facilities;
- It is important that jobs created are long term and not merely whilst the houses, roads etc are being built;
- Changes to the use of the A15 will cause considerable problems for local residents. Would like to see this particular aspect of the plan reviewed as these changes will significantly impact on the length and time of journeys made by local people.
- The proposals will diminish the green space between Yaxley and Peterborough in effect creating a Greater Peterborough. This is ominous and many residents living in towns and villages outside Peterborough will feel that this is a dangerous precedent to set;

In addition 6 letters were received from Shailesh Vara MP forwarding letters from his constituents. These raise the following issues/concerns:-

- The applicant's publicity events in May/June 2008 does not appear to have been well publicised. If had been aware of the event would have attended;
- Object to the proposed closing of the A15 between Yaxley and Hampton to all vehicles except buses. The desire/needs of Yaxley residents has been misinterpreted. Yaxley residents do not

want extra traffic on Broadway nor their access to Hampton, Peterborough and the surrounding area affected;

- The closure will result in residents in Yaxley having to travel further at a time when people are being encouraged to drive less to reduce vehicle emissions.
- In lots of cases using public transport is not practical. The existing bus route through Hempsted does not work;
- The growth in this particular area is unnecessary as there are units and offices standing empty all over Peterborough. Why build more. Brownfield sites should be used first;
- Concern regarding the proposed gypsy site and the impact on the road between Haddon and Bullock Road toward Elton;
- The proposed gypsy and traveller site is adjacent to protected wildlife (great crested newts), SSSI and would, therefore, be in direct conflict with the developer's statement to keep human activity away from protected wildlife. Also, the site is too far away from amenities;
- Concern as to what constitutes a pitch. The site is likely to grow far beyond the initial plans;
- Concern about litter, burnt out vehicles that would be present near to the site and the impact that would have on the wildlife and general appearance of the landscape. Would there be sufficient policing in the area to cope with any problems arising;
- The gypsy and travellers site does not meet Government rules. The problems caused by bad siting are many; access, rubbish, extra vehicle activity, policing, piles of scrap metal etc;
- Concern over the changes to the roads through Haddon itself and a proposed bus route. The road through Haddon is single track and would be too narrow to take a bus route. The hill up to Haddon is a blind bend and is dangerous at the best of times. Can foresee accidents occurring, with increased traffic using the village as a cut through to avoid congestion or as a daily road to Oundle;
- In the 1990s Peterborough City Planner had said that a link between the A1139 and Norman Cross via the Old Great North Road would never be allowed on the grounds of bad planning. Connecting the A1139 to Norman Cross would then create a rat-run with again another dangerous blind bend near the A1(M) underpass;
- Suggest an alternative road route is provided through the development and to the Parkway thereby avoiding Haddon village;
- Potential for the development to result in rat running through Haddon village to the A605. This is a single track road without footway etc and not designed to take the volume of traffic likely to use this route. If 10% of vehicles use this route that is an extra 250 movements per day;
- The peace and quiet of Haddon village will be destroyed and life will change for the worse;
- The proposed industrial area will cause environmental pollution to the Haddon area from all sorts of emissions, leakages and noise. What will be the impact of TV reception with large box type warehouses that all too often block signals;
- Assume that 'New Road' as appears on the OS map where it is situated leading from Tollgate House to Orton Southgate will be open to public use. If so, why couldn't this have been opened before. This road would reduce mileage from Haddon to Orton Southgate considerable;
- Have always thought Haddon was 'Great' without having the name added to it;
- Concern about the impact on wildlife. At present have a good representation of Great Crested Newts, Muntjac and Roe deer. When the A1(M) upgrade was implemented, there was a special tunnel inserted to allow deer and badgers to cross the road. This will all have been in vain;
- At which point does the cross over of Councils occur- i.e. Peterborough City Council and Huntingdonshire District Council. Will they interact or go merrily on their own separate ways as they currently do?
- The proposed bus gate would severely affect the existing petrol filling station on London Road as passing trade would be removed. A local service would also be lost;

Appendix 4- Central Boulevard Design Detail

1. Architecture
 - Bespoke house design
 - High quality materials and finishes including front boundary treatment
 - Buildings to junctions need dual frontages
 - Consistent/common palette of materials
2. Active Frontages
 - Front doors, windows and balconies onto the street;
 - Ground floor commercial adjacent to the district centre
 - Habitable rooms i.e. living rooms fronting onto the street
3. Scale
 - Pedestrian proportion of the street should be more than 50%
 - Minimum 3 storeys
4. Central Median
 - Minimum width of 5 metres
 - A space which can be used by pedestrians and cyclists
 - No barriers
 - Avenue tree planting continuous between junctions
5. Street Trees and Spacing
 - Closely spaced i.e. 11 metre, apart from where adjacent to parking spaces
 - Alternating pattern of 2-3 species to differentiate different character areas along the boulevard
 - Deciduous species
 - Foliage above eye level to ensure visual connections across the street
6. Footpaths/Cycleways and crossing points
 - Edge of footpath defined by on street parking bays and trees
 - Minimum width of 3m footpath/cycleway along length
 - On street cycle parking adjacent to the district centre
 - Uncluttered footways i.e. no signage/lighting in middle of pavement
 - Pedestrian realm identified by materials/ distinct from the road
 - Provision of regular uncontrolled crossing points- clearly marked through the use of materials including across the central median
7. Lane Widths
 - 2.7-3.65m lane widths to discourage speeding
8. Intersection Design
 - No safety barriers
 - No overhead traffic signals
 - Signage kept to a minimum
 - Uncluttered footways
 - Minimal overall dimensions to reduce the impact of the junctions and to allow easier pedestrian crossing
 - Signalised crossing for pedestrians
 - Use of different materials to break up black top
9. Rear of the Boulevard
 - Provision of usable garden space

- Provision for stage of refuse bins and means of access to highway for collection
- Adequate parking provision
- Natural surveillance of parking areas
- Minimal use of parking courts- exception not norm

Appendix 5 Yaxley Loop Road Design Detail

Design Speed, Scale and Street Section

- a) The design speed is 30mph and should be viewed as a maximum speed limit
- b) Lane widths shall be 2.7m and 3.65m (max) to discourage higher speeds. Two lane carriageway sections should be between 6.0m and 6.5m in width
- c) Where required (primary street intersections and adjacent to development frontages) a three carriageway lane section will be employed. This will provide a lane in either direction and a flexible central lane/zone to be used for right turning lanes, pedestrian refuges (to aid pedestrian crossing) and planted central medians
- d) Any central medians should provide refuse for pedestrians and cyclists but without crash barriers or pedestrian railings.
- e) Where SUDS are to be accommodated within the street a verge of between 2.1 m and 3.0 m should be provided to either side of the street which can also accommodate street tree planting and on street parking where appropriate.
- f) 3.0m shared pedestrian/cycle paths will be provided to both sides of the street. This should be widened to between 4.0m and 5.0m for areas of likely high footfall such as the secondary school and district centre commercial uses.

Junction Design and Access

- g) Junctions with other primary streets will be facilitated and controlled by light controlled junctions with other important pedestrian desire lines facilitated at traffic lights.
- h) Wherever possible, all turning movements will be facilitated and sufficient junction radii included
- i) Turning radii and median configuration will be determined to allow ease of pedestrian crossing at intersections.
- j) Access points to residential areas will be limited to up to 2 between the side street and junction shown
- k) If any additional traffic calming is required at light controlled junctions these should comprise non-vertical measures.

Materials and Landscaping

- l) High quality materials, surfacing and street landscaping consistent along the length of the 'loop road' will be used in order to create an attractive public realm- this should be the same as or complement the Central Boulevard. A palette of materials for the whole road will be fixed through the first of the reserved matters applications for the 'loop road' or part thereof
- m) All road signage is to be minimised wherever possible. Where road signage is required its visual impact will be minimised and combined with other street furniture (such as lighting columns)
- n) Street trees will be accommodated where appropriate. The position, spacing and species of trees will be selected for the contribution they make toward the creation of a high quality streetscene and public realm.

Pedestrians and Cyclists

- o) In order to provide direct and legible access to main destinations within the site, cycle and pedestrian movements will be facilitated within the carriageway. Leisure cycling will be provided for within shared cycle/pedestrian paths to either side of the street.

Parking

- p) Consideration should be given to the introduction of double yellow lines along the loop road to prevent unauthorised parking on verges, carriageway and any delineated areas to maintain the flow of traffic.

BRIEFING UPDATE

P & EP Committee 19 March 2013

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

1. Cambridgeshire County Council

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

Transport

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

'soft' traffic management scheme will be delivered (this would include signing and gateway features). In parallel, the developer will then be required to undertake annual surveys on the route through Yaxley to identify the amount of traffic on the route. If this traffic levels exceed the figure agreed as part of the transport assessment, the contribution secured from the developer as part of the S106 will be triggered to implement a full traffic management scheme (of which the detailed design is to be agreed at that time) on the route through Yaxley to discourage through-traffic. The monitoring methodology will need to be agreed by the County Council.

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

PCC Officer Response

- A framework Travel Plan has been submitted with the application and a Travel Plan will be secured as part of the S106 Agreement.
- The report to Members recommends a condition which proposes the monitoring of the A15/the Old Great North Road junction and implementation of a scheme of remedial measures if it is subsequently agreed between the applicant and the Council (in consultation with CCC). This is in line with comments from CCC above albeit that it is recommended that the matter be addressed wholly by a condition rather than as part of the S106.
- The report to Members recommends a condition which requires a scheme of 'soft' management measures on the A15 through Yaxley, followed by monitoring of traffic through Yaxley (upon the opening of the Yaxley loop road) and if the threshold set out is exceeded then the implementation of a scheme of further traffic calming measures. This is in line with comments from CCC. The threshold set out in the condition, above which additional traffic calming measures are required is as suggested by officers at CCC.
- The request for a signing strategy from J16 of the A1(M) and junction 3 of the Fletton Parkway is noted. However this will be a matter for the Highway Authorities including the Highways Agency and cannot be

made a planning requirement. Officers are not aware of any intention to change the current signage strategy whereby Peterborough is sign posted from junction 17 of the A1(M) and not Junction 16. New signage will be required on the diverted section of the A15. Again this will be for CCC as the relevant highway authority to agree.

- The request from CCC to monitor the traffic flows on Haddon Road is noted. In light of this request the following additional condition is recommended:-

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

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

2. Countryside Access/Rights of Way

2.1 The County Council considers the Great Haddon development proposals need to identify better connections from the development into the wider countryside access networks and to the Great Fen area (mostly in Cambridgeshire). The amendments to the proposals do not address this concern.

2.1 *Therefore the County Council objects to the residential application. The developer needs to make appropriate provision towards rights of way, either through physical works or a S106 contribution.*

PCC Officer Response

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

3. The Yaxley Community Hub

3.1 Library and lifelong learning services in Yaxley are provided through a purpose built and freestanding library. In addition to book borrowing, the public library services that are accessed through this building include internet access, audio visual media, reading groups and other activities for children and adults.

3.2 Yaxley Library is classed as a Level 2 library and is suitable for serving a catchment population of between 7,000 and 14,000 in accordance with the County's Service Level Policy for library services. It currently serves a population of approximately 12,000. Given the proximity of Yaxley community hub to Great Haddon, the County Council concern is sufficient provision is planned for the new residents of Great Haddon so as not to put undue pressure on the existing Yaxley Library.

3.3 It is important for the local authorities to work closely together to ensure all community facilities for Great Haddon are designed in such a way as to compliment other nearby facilities and services.

3.4 The County Council had previously objected to the Great Haddon development until satisfactory details emerge about how the developer plans to make provision for libraries and lifelong learning.

Since such time Peterborough City Council Officers have given assurance that library and Life Long Learning provision is planned for as part of a co-located community / school facility, and that sufficient provision will be secured through the S106.

- 3.5 *Subject to the satisfactory conclusion of the S106, securing appropriate library and Life Long Learning provision, the County Council removes it's objection.*

PCC Officer Response

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

4.0 Archaeology

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

PCC Officer Response

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

English Heritage confirmed that the width of buffer was acceptable.

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

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

5.0 Education

- 5.1 At present, almost 50% of secondary school aged children living in Yaxley and Farcet attend Stanground College, Peterborough, as it is the designated catchment school. Peterborough City Council receives Government education formulaic funding on an annual basis for the Cambridgeshire children educated at Stanground College.
- 5.2 For children living in Yaxley, a new secondary school in Great Haddon would be closer to them than Stanground College and it would be within walking and cycling distance. Therefore, logically, it would make sense for the children to attend their nearest secondary school and the County Council would like to achieve a position where this is possible.
- 5.3 As a result of the projected growth in Peterborough, the County Council is concerned that Cambridgeshire children may be denied school places at Stanground which will have increased numbers of children within its catchment. Therefore, a larger school at Great Haddon would have provided a solution to this problem. However, the County Council accepts that the developers cannot be required, but should be expected to, provide a larger secondary school site in order to accommodate school children from Cambridgeshire.
- 5.4 Further partnership work is currently underway in order to assess the medium to longer term secondary school requirements of Peterborough and the Cambridgeshire villages of Yaxley, Farcet and Elton and progress is being made towards identifying and securing an alternative site. However, in terms of the Great Haddon applications, the County Council does not wish to submit any objections based on education grounds but it remains disappointed in the developer's response to the County Council's identified needs in this area.

PCC Officer Response

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

2. Revised Highway Conditions

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

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

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

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

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

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

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

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

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

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

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

3. Additional Public Representation

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

Officer Response

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Officer Response

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

5. Additional Representation from Stilton Parish Council

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

From STILTON PARISH COUNCIL

Re 09/01368/OUT Great Haddon

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

1. A15/A1(M) Junction road safety

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

2. Old Great North Road proposed access points

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

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

3. Changes to the A15 and the Yaxley Loop Road

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

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

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

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

4. Inadequate landscape buffer

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

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

5. Education particularly Secondary schooling

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

6. Archaeology

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

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

Officer's Response

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

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

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

6. Other Representations

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

- Mr Pinegar
- Ann Copeman

- Chris Walford
- Norman Cross Action Group.
- Mr Ingleman

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

7. Other Condition Updates

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

8. Consultation Letters

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

Copy to Councillors Scott OBE S M, Seaton D A, North N V