

Application Ref: 19/00272/OUT

Proposal: Outline application for the Erection of up to 870 residential dwellings with access from Newborough Road; provision of a two-form entry primary school and playing field; a local centre up to 0.25ha with A1/A2/A3/A4/A5/D1 use classes; open space and landscaping; and other infrastructure and associated works including demolition of all buildings on site, with access secured and all other matters reserved.

Site: Land Off Newborough Road, North Of A47 And West Of A16, Paston, Peterborough, PE4 7AA

Applicant: Taylor Wimpey and Calco 101 Ltd

Agent: Mr Kieran Rushe
Stantec Uk Ltd

Site visit: 14.03.2019

Case officer: Miss A McSherry

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Recommendation: **GRANT** subject to relevant conditions, and the completion of a S106 agreement. Delegated Authority is requested to allow the Head of Planning Services to agree the final planning conditions and completion of the Appropriate Assessment under the Habitats Regulations.

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

Site and Surroundings

The application site measures approximately 35.03 hectares in size, and is located within the urban boundary of Peterborough.

The application site forms part of the Norwood LP35.6 Urban Extension. The total urban extension is for an indicative 2,000 residential dwellings, and is approximately 74.47 hectares in size. This application site therefore covers about 47% of the total land area for the Norwood Urban Extension site.

The site is generally level and lies at approximately 14m above ordnance datum (AOD). The majority of the site is agricultural fields in arable use, with a small area of broadleaved semi-natural woodland, known as Norwood Spinney present along the northern boundary. Leeds Cottage and associated buildings are located in the south west corner of the site. There are a number drainage ditches running across the site, which are marked by hedgerows with the occasional hedgerow trees, a number of small scattered trees are also present within the site.

There are no public rights of way which pass through the site. Bridleway Peterborough 70 is situated approximately 120m south of the site and connects Newborough Road with Whitepost Road. There are no listed buildings within the site.

The site is bounded by and contains part of the Scheduled Monument the Roman Car Dyke which runs along the northern part of the application site.

To the east of the site the land is bounded by the remaining land of the allocation and beyond this is the A16 road. To the south similarly is the other allocated land and beyond this the A47 and A16 road and the roundabout intersection between them.

To the west the site is bounded by land of the wider allocation and the Newborough Road. On the opposite side of Newborough Road are some houses and the Paston Reserve housing site and new school site beyond.

Proposal

Outline planning permission is sought for :-

- Up to 870 residential dwellings with access from Newborough Rd;
- A 2 form entry primary school and playing field (enough land for a 3 form entry primary school, 2.9 hectares, is being provided for);
- A local centre of up to 0.25 hectares with up to 929sqm of A1/A2/A3/A4/A5/D1 (now all new Class E)uses
- Open space, recreation areas and landscaping (including buffer to the Car Dyke);
- Associated works and infrastructure;
- Demolition of all buildings on site (Leeds Farm cottages and associated farm buildings)
- 2 foul water pumping stations

Under this outline planning permission, all matters, except access, are reserved for future applications and consideration.

2 Planning History

Reference	Proposal	Decision	Date
17/00001/SCOP	Scoping opinion	Comments	16/06/2017
16/00002/SCOP	Scoping opinion request	Comments	06/06/2016

3 Planning Policy

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

National Planning Policy Framework (February 2019)

Paragraph 47 - Determination of Applications

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Paragraph 94 - School Provision

Local Planning Authorities should take a proactive, positive and collaborative approach to ensuring the sufficient choice of school place is available to meet the needs of existing and new communities. Great weight should be given to the need to create, expand or alter schools.

Paragraph 108 - Transport Impacts

Any significant impacts from development on the transport network (capacity and congestion) or on highway safety should be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highway safety grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact on the road network would be severe.

Paragraph 163 - Flood Risk - Site Specific FRA

In determining applications Local Planning Authorities should ensure that flood risk is not increased elsewhere. Where appropriate applications should be supported by a Site Specific Flood Risk Assessment. Development should only be allowed in areas of flooding where in lighting of the assessment (and the sequential test and exceptions test as applicable) it has been demonstrated that within the site, the most vulnerable development is located in areas of lowest flood risk, unless

there is an overriding justification, the development is appropriately flood resistant and resilient, it incorporates sustainable drainage systems unless inappropriate, any residual risk can be managed and safe access and escape routes are included as appropriate.

Paragraph 175 - Biodiversity Enhancement

Development whose primary objective is to conserve or enhance biodiversity should be supported. Opportunities to incorporate biodiversity in and around developments should be encouraged.

Paragraph 180 - Pollution

New development should be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life, identify and protect tranquil areas which have remained relatively undisturbed by noise and limit the impact of light pollution from artificial lighting on local amenity, intrinsically dark landscapes and nature conservation.

Paragraph 189 – Significance of Heritage Assets

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 190 – Impact on heritage Assets

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise.

Paragraph 193 – Impact on heritage Assets

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

Paragraph 196 – Weighing up the harm on heritage Assets

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

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

MW26 - Mineral Safeguarding Areas

Mineral Safeguarding Areas identify potentially economic deposits of mineral to ensure they are not unknowingly or needlessly sterilised.

MW30 - Waste Consultation Areas

Waste Consultation Areas will be identified through the Core Strategy and Site Specific Proposals Plan and development will only be permitted in these areas where it is demonstrated it will not prejudice future or existing planned waste management operations.

Peterborough Local Plan 2016 to 2036 (2019)

LP35 - Urban Extensions Allocations

Identifies the site allocated for urban extensions in accordance with policy LP05.

LP05 - Urban Extensions

Development of new urban extensions (500 or more dwellings) must be planned and implemented and in a comprehensive way through an agreed broad concept plan. Urban extensions should (as appropriate) make efficient use of land, provide open space, play facilities and landscaping, a mix of housing including self-build plots, include a range of employment opportunities, provide an

appropriate level of school facilities, retail, leisure, social, cultural, community and health facilities, minimise the need to travel and maximise sustainable travel, provide appropriate access and mitigate against any wider highways impacts.

LP01 - Sustainable Development and Creation of the UK's Environment Capital

The council will take a positive approach that reflects the presumption in favour of sustainable development within the National Planning Policy Framework. It will seek to approve development wherever possible and to secure development that improves the economic, social and environmental conditions in the area and in turn helps Peterborough create the UK's Environment Capital.

LP02 - The Settle Hierarchy and the Countryside

The location/scale of new development should accord with the settlement hierarchy. Proposals within village envelopes will be supported in principle, subject to them being of an appropriate scale. Development in the open countryside will be permitted only where key criteria are met.

LP03 - Spatial Strategy for the Location of Residential Development

Provision will be made for an additional 21,315 dwellings from April 2016 to March 2036 in the urban area, strategic areas/allocations.

LP07 - Health and Wellbeing

Development should promote, support and enhance the health and wellbeing of the community. Proposals for new health facilities should relate well to public transport services, walking/cycling routes and be accessible to all sectors of the community.

LP08 - Meeting Housing Needs

LP8a) Housing Mix/Affordable Housing - Promotes a mix of housing, the provision of 30% affordable on sites of 15 or more dwellings, housing for older people, the provision of housing to meet the needs of the most vulnerable, and dwellings with higher access standards

LP8b) Rural Exception Sites- Development for affordable housing outside of but adjacent to village envelopes maybe accepted provided that it needs an identified need which cannot be met in the village, is supported locally and there are no fundamental constraints to delivery or harm arising.

LP8c) Homes for Permanent Caravan Dwellers/Park Homes- Permission will be granted for permanent residential caravans (mobile homes) on sites which would be acceptable for permanent dwellings.

LP12 - Retail and Other Town Centre Uses

Development should accord with the Retail Strategy which seeks to promote the City Centre and where appropriate district and local centres. Retail development will be supported within the primary shopping area. Non retail uses in the primary shopping area will only be supported where the vitality and viability of the centre is not harmed. Only retail proposals within a designated centre, of an appropriate scale, will be supported. A sequential approach will be applied to retail and leisure development outside of designated centres.

The loss of village shops will only be accepted subject to certain conditions being met. New shops or extensions will be supported in connection with planned growth and where it would create a more sustainable community subject to amenity and environmental considerations provided it is of an appropriate scale.

LP13 - Transport

LP13a) New development should ensure that appropriate provision is made for the transport needs that it will create including reducing the need to travel by car, prioritisation of bus use, improved walking and cycling routes and facilities.

LP13b) The Transport Implications of Development- Permission will only be granted where

appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

LP13c) Parking Standards- permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

LP13d) City Centre- All proposal must demonstrate that careful consideration has been given to prioritising pedestrian access, to improving access for those with mobility issues, to encouraging cyclists and to reducing the need for vehicles to access the area.

LP14 - 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. Developers will be expected to contribute toward the delivery of relevant infrastructure.

LP16 - Urban Design and the Public Realm

Development proposals would contribute positively to the character and distinctiveness of the area. They should make effective and efficient use of land and buildings, be durable and flexible, use appropriate high quality materials, maximise pedestrian permeability and legibility, improve the public realm, address vulnerability to crime, and be accessible to all.

LP19 - The Historic Environment

Development should protect, conserve and enhance where appropriate the local character and distinctiveness of the area particularly in areas of high heritage value.

Unless it is explicitly demonstrated that a proposal meets the tests of the NPPF permission will only be granted for development affecting a designated heritage asset where the impact would not lead to substantial loss or harm. Where a proposal would result in less than substantial harm this harm will be weighed against the public benefit.

Proposals which fail to preserve or enhance the setting of a designated heritage asset will not be supported.

LP21 - New Open Space, Sport and Recreation Facilities

LP12 Part A New Open Space, Outdoor Sport and Recreation Facilities- Residential schemes of 15 or more dwellings will be required to make appropriate provision for new or enhanced open space, sports and recreation facilities in accordance with the standards. The council's first preference is for on site provision.

LP21 Part B: Indoor Sports and Recreation Facilities- All residential development below 500 dwellings will contribute to the provision of 'off site' strategic indoor sports and recreation facilities by way of CIL. For sites of 500 dwellings more a S106 Planning Obligation will be sort.

LP21 Part C Designated Sites- Mitigation of Recreational Impacts of Development- Where development has the potential to have a significant adverse effect on the integrity of a designated international or national site for nature conservation as a result of recreation pressure, the development maybe require to provide open space of sufficient size, type and quality over and above the standards to mitigate that pressure.

LP22 - Green Infrastructure Network

The council in partnership with others will seek to maintain and improve the existing green infrastructure. Strategic and major development proposals should incorporate opportunities for green infrastructure. Proposals will be expected to provide clear arrangements for long term maintenance and management. Development must protect existing linear features of the green infrastructure network. Proposals which would cause harm will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts.

LP27 - Landscape Character

New development in and adjoining the countryside should be located and designed in a way that is sensitive to its landscaping setting, retaining and enhancing the landscape character.

LP28 - Biodiversity and Geological Conservation

Part 1: Designated Site

International Sites- The highest level of protection will be afforded to these sites. Proposals which would have an adverse impact on the integrity of such areas and which cannot be avoided or adequately mitigated will only be permitted in exceptional circumstances where there are no suitable alternatives, over riding public interest and subject to appropriate compensation.

National Sites- Proposals within or outside a SSSI likely to have an adverse effect will not normally be permitted unless the benefits outweigh the adverse impacts.

Local Sites- Development likely to have an adverse effect will only be permitted where the need and benefits outweigh the loss.

Habitats and Species of Principal Importance- Development proposals will be considered in the context of the duty to promote and protect species and habitats. Development which would have an adverse impact will only be permitted where the need and benefit clearly outweigh the impact. Appropriate mitigation or compensation will be required.

Part 2: Habitats and Geodiversity in Development

All proposals should conserve and enhance avoiding a negative impact on biodiversity and geodiversity.

Part 3: Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact as the first principle. Where such impacts are unavoidable they must be adequately and appropriately mitigated. Compensation will be required as a last resort.

LP29 - Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered.

Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

LP30 - Culture, Leisure, Tourism and Community Facilities

LP30a) Development of new cultural, leisure and tourism facilities will be supported in the city centre. Facilities elsewhere may be supported in accordance with a sequential approach to site selection.

LP30b) Development proposals should recognise that community facilities are an integral component in achieving and maintaining sustainable development. Proposals for new community facilities will be supported in principle.

LP30c) The loss via redevelopment of an existing community, cultural, leisure or tourism facility will only be permitted if it is demonstrated that the facility is no longer fit for purpose, the service provided can be met by another facility or the proposal includes a new facility of a similar nature.

LP32 - Flood and Water Management

Proposals should adopt a sequential approach to flood risk management in line with the NPPF and council's Flood and Water Management SPD.. Sustainable drainage systems should be used where appropriate. Development proposals should also protect the water environment.

LP33 - 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.

4 Consultations/Representations

PCC Peterborough Highways Services

No Objection – Subject to the imposition of conditions. The modelling undertaken has established that the first 200 dwellings could be built out without highway mitigation measures being required. However ongoing monitoring will be required to ensure the actual traffic impacts reflect those of the modelling. Monitor and manage conditions are recommended to ensure the highway mitigation measures are implemented at the correct time. The Norwood Access study funded by the Combined Authority is looking at highway schemes for the whole of the Norwood housing allocation including providing access through the site to the A16. It could be that rather than implement the highway mitigation measures identified through the ‘Monitor and Manage’ process developer contributions are re-directed to deliver the wider highway scheme for the whole site. Conditions in respect of the detailed access, works to Newborough Road and provision of a footpath are also recommended.

PCC Conservation Officer

No Objection - There is some concern regarding the proximity of the development to the Car Dyke and the interaction and relationship of the site to the Scheduled Monument. The Dyke for a significant section provides a boundary between the city of Peterborough and the adjacent Fen. This is an important relationship that helps define the founding of the city as well as a substantial and significant part of Peterborough’s existing setting. It is noted that the development is on the city non-fen side of the Dyke continuing the existing arrangement to the north.

Car Dyke is a Scheduled Monument and as such we defer to Historic England’s expertise in ensuring that the development does not unduly impact upon the heritage asset.

The heritage statement identifies six Listed Buildings and a Conservation Area within a 1.5km radius. There is agreement however with the submitted assessment that none of these heritage assets has a material relationship with the proposed site and therefore the proposal will not impact upon their significance.

PCC Pollution Team

No Objection – Subject to the imposition of conditions in respect of contamination. A Phase 11 report is required together with details of any required remediation. Once the remediation works are completed on site a site completion report will be required to be submitted for agreement. An unsuspected contamination condition is also recommended. A condition in respect of details for the extract and ventilation for cooking smells/fumes should be imposed. Details of plant noise should be secured by condition. Electric charging points should be proposed for both the residential and business uses.

PCC Archaeological Officer

The proposed development site borders onto the well-preserved scheduled section of the Roman Car Dyke (SM1021133), which forms the northern boundary of the site. The development will have no direct effect on the scheduled monument. The retention of the existing woodland and the provision of a buffer zone will contribute to conserve the asset integrity and minimise potential physical damage during all stages of development and subsequent occupation and use of the site. The introduction of buildings will have a negative impact on the current rural setting of the monument. Historic England will advise on the setting issues and the provision of a buffer zone, as well as the need to secure temporary/permanent fencing.

Past archaeological work carried out in the areas adjacent to the proposed development site had already identified evidence for Iron Age, Roman and medieval activity. A recent programme of pre-

determination archaeological geophysical survey and trial trenching evaluation has confirmed the presence of three 'zones' of archaeological interest within the site boundary. Zone 1 is in the north-eastern corner where uncharacterised and undated shallow features may have been associated with the use of the Car Dyke in Roman times. Zones 2 and 3 in the central and south-western part of the site have produced evidence for activity of Early to Middle Bronze Age date contemporary with Flag Fen, which is located some 3.5km to the south.

The three 'Zones' (Zones 1-3) of archaeological interest, are located in areas which will be affected by groundwork in the form of housing and/or SuDS, as well as utility provision, access and landscaping. Therefore, further archaeological work in the form of open area excavations targeted on the identified areas of significance should be carried out pre-determination (preferred option) or at least secured by condition, as part of the formulation of a strategy to ensure the recording, preservation and management of the resource directly threatened by the proposed development during all phases of construction. The programme of excavation may lead to the formulation of a proposal for further archaeological investigation within a programme of research.

Although the geophysical survey and evaluation by trial trenching have revealed three main 'zones' of activity (to be further investigated, above) and scattered peripheral features, further, undetected features may be present. Therefore, monitoring of all groundwork operations should be carried out under archaeological supervision, in addition to the targeted open area excavations (above). The proposed open space would include the provision of SuDs which may affect potential features associated with Car Dyke. Monitoring of all groundwork operations within the area of open space should be carried out under archaeological supervision.

All archaeological work must be carried out in accordance with a Written Scheme of Investigation (WSI) which is expected to fulfil the conditions specified in a brief issued by this office, unless otherwise agreed, and must be approved by the local planning authority. No demolition/development shall take place/commence until the WSI has been submitted to, and approved by, the Local Planning Authority in writing in advance of fieldwork. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI.

Lead Local Drainage Authority

No Objection – 2 different FRA and drainage strategies have been submitted, this needs clarification. The quick storage estimate used to calculate the surface water attenuation only accounts for 30.5 ha, however the FRAs state the site is between 34.4 - 35.03ha. Therefore we require clarification of why 30.5ha has been used as the total area. Clarification of how the 60% impermeability was calculated for the site. Confirmation of who will be responsible for the maintenance and management of all of the ditches within the allocated land, as well as the final outfall. These ditches are a fundamental part of the surface water management strategy and their maintenance is essential for the site to function. We require confirmation in principle of the types of SuDS proposed for all phases and what techniques are proposed to drain different areas of each phase. Confirmation of what effects the increased volume of surface water entering the ditch system will have on the PCC Highways pond asset downstream; with details of the mitigation measures required to prevent deterioration the asset.

In respect of the amended FRA and drainage strategy and additional information received. The methodology in calculating the 18.36 ha impermeable area is based on the 60% positively drained area for the development, and I note that as part of the MicroDrainage Flood Storage Estimates that both CV values have been set at 0.750 and 0.840. However, as these estimates are based on the impermeable area both CV values should be set to 1 and the drainage strategy amended to reflect this. Although I have no concerns with the principle of providing swales / filter strips and detention basins to fulfill some aspects of the SuDS requirement on site, I do note that the FRA and Drainage Strategy states that the development will also utilise traditional drainage methods in order to collect and convey surface water runoff. However, it should be noted that traditional drainage methods would only be considered where all other SuDS methods have been proven to not be viable as part of the detailed design for each phase, including source control SuDS. Therefore, the

current SuDS statement within the FRA and Drainage Strategy needs to be amended to reflect this requirement. I note that the proposals of the development only cover a proportion of the site allocation. As such, we require clarification that the proposed development will allow for the remainder of the allocated land to be drained successfully, and as a result not impede other development going forward. I would encourage the applicant to contact with Anglian Water regarding the potential adoption of SuDS features, you can email any queries to SuDS@anglianwater.co.uk. I would encourage contacting the Environment Agency as the proposed development may require an environmental permit.

The amended FRA and drainage strategy now received are now acceptable, subject to the detailed drainage strategies being secured by condition.

PCC Landscape Technical Officer

Objection – None of the pre application open space comments appear to have been taken on board or addressed.

Further consultation – I am pleased that a Central Green Area of POS has been created with the inclusion of the NEAP. A couple of points on such the watercourse running through here that appears to be retained will need to be piped. Secondly I see where it says about Natural Contour all Play Areas need to be fenced & PCC and require in this location not to use Natural (ie wooden) Play Equipment. I see that 2 x LEAPS are also proposed while this is welcomed, to enable the 450m buffer to reach the outside perimeters of the Development the LEAP nearest Newborough Road is needing to be relocated into the area forming the rest of the Development. It may well be that with the split in Developments that this Developer contributes via offsite to the neighbouring Development on this aspect. I can see no inclusion of Allotments. To be clear to make sure all households are within the required 560m buffer the Allotments are needing to be in a central location. We are needing to slightly amend the set backs still on the Hedgerows, while what is proposed is definitely an improvement on the already constructed Paston Reserve the set back needs to be a minimum of 3m from Private Drives and Pedestrian footpaths (with root protection barriers installed).

PCC Bereavement Services

No Objection - The development will potentially impact on bereavement services and a s106 contribution should be sought towards the provision of a new cemetery as existing facilities are nearing exhaustion. The estimate capital cost for the New Cemetery Project - purchasing 20 acres for 15,000 graves, will be £2,220,500, therefore £148.00 per bedroom however as the current demand for burials are at 20% compared to cremations, I request that the contribution per bedroom, per property should be £29.60.

PCC Travel Choice

I have considerable concerns about sustainable travel accessibility options. It seems the only way out of the site is by car or over a footbridge through a Travellers site. There is currently no safe or convenient cycle route currently available between the site and the city centre. The submitted information highlights that there is an extensive network of pedestrian and cycle routes accessible from Welland Road. However Welland Road cannot be conveniently or safely accessed by cycle from the site. The Travel plan mentions the pedestrian/cycle footbridge that crosses the A15 however this is not on the dominant desire line from the site and therefore is unlikely to be attractive route for use by pedestrian or cyclist from the site. The Travel Plan mentions he bridleway that runs along the southern boundary of the allocated site, and then has a Pegasus crossing on the A16 to connect to Whitepost Road. This route runs in the opposite direction for the city centre and employment areas and therefore is likely to be used for leisure only. In addition to this route not being a desire line, the Pegasus crossing on the A16 does not provide a safe route to Welland Road. It can be used to reach an uncontrolled crossing on the A47 immediately east of the A47/A16 roundabout but this does not provide a safe or convenient route to Welland Road. The A47 crossing is located on a multi lane, high speed section of road which carries a high volume of traffic. It is at a point where drivers enter or exit the roundabout, often at speed, and where they will be focusing on the movements of other vehicles. Even if drivers do observe a

pedestrian or cyclist waiting to cross they are unlikely to slow or stop in order to give way. The bridleway is mainly unlit, and does not connect to any existing infrastructure, ending on Welland Road, therefore this is not a safe and attractive route. Welcome Packs with travel information for all new residential units will be required. The householder travel survey questions need clarification. An outline travel plan for the school would have been expected. Followed by a full travel plan once open.

PCC Strategic Housing

Objection – We expect to accord with policy 30% on site provision of affordable housing. On a site of 870 dwellings this would equate to 261 residential units. The tenure split expected would be 70% affordable rented tenure and 30% intermediate tenure. This would mean 183 affordable rented homes and 78 intermediate tenure. 20% (174 units) of the units should meet the lifetime home standard and 2 % (17 units) the wheelchair home standard. In the event that it is proven that 30% on site affordable housing would not be viable, the developer must discuss with the Council the availability of grant funding to facilitate delivery of 30% affordable housing at no financial detriment to the developer.

PCC Minerals And Waste Officer (Policy)

No Objection - As an application for development on allocated land, there is no requirement for consultation with regards the Minerals Safeguarding Area (MW policy CS26), however the applicant should be encouraged to consider how to make best use of the underlying resource when developing the site (the MSA is for brickclay).

The proposal site lies just outside the Waste Consultation Area (MW policy CS30) W8Q associated with the waste management facilities to the south, and although there is no requirement for this application to demonstrate how the proposal would not prejudice the wastes uses associated with the WCA, the applicant should be encouraged to consider the interaction between this proposal and the masterplanning for the wider urban extension SA1.5 to ensure that suitable proposals come forward for the area directly to the south of the current proposal site.

I would also like to draw your attention to EIA proposals at the Dogsthorpe landfill site which may have cumulative impacts to take into consideration, including 18/02196/MMFUL, which includes the importation of approximately 600,000 tonnes of material over a 6 year period, and a Scoping request 19/00001/SCOP for the importation of approximately 135,000 tonnes of material.

Please note there is also a S73 application, 18/028)15/WCMM for the landfill site which concerns amendments to the restoration scheme, and an extension of time for the importation of approximately 400,000 tonnes of restoration materials (which are required to be imported under the extant consent).

PCC Wildlife Officer

Objection – Until a measurable demonstration of biodiversity net gain using the Defra metric is provided. Detailed discussion with Natural England is required to ensure adequate green infrastructure is provided on site to avoid negative impacts from increased recreational pressure to Dogsthorpe Star Pit SSSI. The potential impacts on Dogsthorpe Star Pit SSSI must be assessed including water levels and quality, air quality and recreational pressure. In respect of breeding birds, reptiles, badgers, bats, hedgehogs, and brown hare, the ecological management plan should cover the avoidance and mitigation measures to ensure their protection. To substantiate the claims the proposal will deliver net biodiversity gain, the defra metric or similar should be submitted to provide a clear demonstration of the measurable net gain. The provision of a green corridor along the northern boundary, incorporating the retained Norwood Spinney and buffer to Carr Dyke is welcomed. However it is not clear what proportion of the site is proposed as green infrastructure, and this should be demonstrated to ensure adequate mitigation is provided to have absorb increased recreational pressure on the nearby SSSI. Newly created habitats should be designed to maximise biodiversity benefits e.g. incorporating native aquatic planting into the drainage scheme, the use of species rich wild flower seeding in areas of grassland and open space. The submitted construction environment Management Plan lacks all the necessary detail

required in respect of ecology. This should be updated accordingly or an Ecological Construction Method Statement could be provided to cover this. A detailed Ecological Management Plan (setting out all ecological avoidance, mitigation and enhancement measures as well as habitat management and ecological monitoring details), Ecological Construction Method Statement and Sensitive Lighting Scheme are required to be submitted for approval, prior to commencement. These documents may be secured by condition.

2nd Consultation – The CEMP does now have an ecology section, but it is very basic. There is still additional information required to be covered this could be submitted pre-determination or conditioned. The defra metric or similar has still not been provided to demonstrate biodiversity gain. The Wildlife Trust have also raised this issue. Whilst the scheme may well provide biodiversity gain it should be evidenced.

PCC Waste Management

No Objections – Appropriate waste storage, access and provisions should be provided for any flats to be proposed. Information and guidance of these requirements can be found in the RECAP Waste Management Design Guide. Advice can be given if required in respect of commercial waste generation, including the school if required. For residential development appropriate bin collection points for at least 2 bins per property would be required. Where roads are to be adopted the turning area must be fully suitable to account for collection vehicles accessing the site on a regular basis. Full tracking details will be required at the reserved matters stage to ensure vehicles can access the roads with ease.

Highways England (HE)

Objection – A holding objection was imposed until HE could review and assess all the technical information submitted to consider the impact of the development and any proposed mitigation required, to enable the strategic road network to continue to perform in accordance with the requirements of the Highways Act 1980. It should be noted that this development is part of a larger allocation site in the Local Plan and it will need to be considered in that context and considering the impacts and mitigation of the whole development. We recommend that the application is not determined before 21 June 2019.

A holding objection – HE are working with the Local Highway Authority and the applicant's consultants to understand and agree the technical information provided in support of the application. It is likely that mitigation measures will be required where the local road network meets the A47 trunk road and assessment of this junction to ensure there is sufficient capacity and that it meets required design standard. This work is ongoing. We recommend that the application is not determined before 22 August 2019.

A holding objection – Discussions are ongoing. We recommend that the application is not determined before 22 October 2019.

A holding objection – Discussions are ongoing. We recommend that the application is not determined before 7 December 2019.

A holding objection - Further work on the modelling to inform the impact of the development proposals on the A47 trunk road by the applicant's consultants is ongoing. This modelling is required to clearly understand what mitigation is required and that it will not undermine the performance of the highway in accordance with the requirements of the Highways Act 1980. We recommend that the application is not determined before 7 February 2020.

A holding objection - Highways England are currently reviewing the technical information provided in support of this planning application. We recommend that the application is not determined before 27 March 2020.

A holding objection – Discussions are ongoing. We recommend that the application is not determined before 26 May 2020.

A holding objection - Highways England are currently reviewing the technical information provided in support of this planning application. We recommend that the application is not determined before 24 July 2020.

A holding objection – Discussions are ongoing. We recommend that the application is not determined before 30 October 2020.

A holding objection – Agreement of the transport assessment of the likely impacts of this proposed development on the A47 trunk road is close to being finalised. Currently HE are discussing with the applicant's consultants Stantec details of suitable trigger points beyond which mitigation will be required to enable the A47 to continue to perform in accordance with the requirements of the Highways Act 1980. The proposed mitigation works to the junction of Newborough Road with the A47, and the A16/A47 junction will be subject to a safety audit. We recommend that the application is not determined before 1 December 2020 to allow this to be resolved.

A holding objection - Highways England are currently reviewing the technical information provided in support of this planning application. We recommend that the application is not determined before 08 January 2021.

A holding objection - Following detailed discussions with the applicant and the local authority, mitigation measures to address the impact of this development on the highway network need to be considered in conjunction with the overall accessibility requirements for the Norwood Extension. Consequently, a review is being concluded on how this can be taken forward. We recommend that the application is not determined before 3 February 2021 to allow this to be resolved.

A holding objection – Discussions are ongoing. We recommend that the application is not determined before 3 March 2021.

A holding objection – Discussions are ongoing. We recommend that the application is not determined before 2 April 2021.

No Objection – Subject to the imposition of conditions. Following extensive discussions with the developer's technical team Stantec and Peterborough City Council (PCC) as local highway authority, agreement has been reached, on the impact of the proposed development on the A47 trunk road and the level of required mitigation to ensure that the A47 can operate safely and effectively. It was agreed that there should be an initial trigger point on the number of dwellings to be delivered followed by an assessment based on a 'monitor and manage' process to assess levels of further delivery prior to the implementation of strategic highway interventions.

This is to account for:

- limited highway capacity on the A47 trunk road, the Newborough Road/A47 and A47/A16 junctions;
- the lack of suitably identified mitigation measures to mitigate the impact of the development, and;
- the lack of a committed future strategic transport investment to the A16, A47 and the A16/A47 junction needed to facilitate access to the Norwood Extension area of Peterborough.

Given the significant lack of capacity without robust mitigation this will have a detrimental impact on the efficient and safe operation of the A47 trunk road and local road network.

In line with the above approach, and in discussion with PCC, Highways England accepts that no highway intervention is required to mitigate the impact of up to 200 dwellings (Key Phase One) and that this can be considered as the threshold before strategic highway interventions are required.

It is recommended that the delivery of the development is subject to monitoring of its impact on the performance of the highway network to provide the opportunity for the release of additional phases

if it can be demonstrated there is sufficient capacity on the highway. Therefore, it is important to monitor the impact of Key Phase One.

Historic England

No Objection – The proposed development is located in close proximity to the Car Dyke, a Roman canal which survives as a extant landscape feature and water course. The Car Dyke is a rare example of a surviving Roman canal and is designated a scheduled monument. Consented and built out developments to the wets of the site (Paston Reserve) have adopted a buffer zone to protect the landscape setting of the scheduled monument and this proposal seeks to also follow this approach of providing a buffer zone to protect the landscape setting of Car Dyke. Given the quantum of development proposed (and the cumulative impacts on the scheduled monument from the development to the west) the impact of the built development would affect the current open setting of the scheduled monument which derives part of its significance from its fen edge setting. The existence of and retention of vegetation in the buffer zone would contribute towards softening the interface between the northern edge of the built development and the Car Dyke. However if SUDS features are to be located within the 30-50m buffer then these should be designed and located in such a way as to maximise their distance from the Dyke and draw on the grain and appearance of natural water features so as not to compete or detract from the scheduled monument, while opportunities should be taken to enhance the management, visual amenity and public appreciation of this nationally important water course.

The proposed development would cause an appreciable degree of harm to the significance of Car Dyke due to the changes in its landscape setting, and this includes a degree of cumulative harm from previously completed and consented development. Measures to minimise the harm which would be caused to its significance are proposed and the Council should look for opportunities to further offset this harm and enhance its significance when weighing this harm against the public benefits of the proposals. Historic England should be consulted on the detailed design and character of the buffer zone.

Anglian Water Services Ltd

No Objection – There are assets owned by Anglian Water within or close to the development boundary that may affect the layout of the site. An informative making the developer aware of their responsibilities in respect of this should be added to any planning consent. The foul drainage from this development is in the catchment of Peterborough Flag Fen Water Recycling Centre that will have capacity available for these flows. Development will lead to an unacceptable risk of flooding downstream. Anglian water will need to plan effectively for the proposed development, if permission is granted. Anglian Water will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. Therefore a condition requiring a phasing plan and an on-site drainage strategy will be required.

Police Architectural Liaison Officer (PALO)

No Objection – I note the application is at outline stage with all matters apart from access to be dealt with at reserved matters stage. My role as designing out crime Officer involves working with developers and Planners to design out crime and disorder from proposed development and promote healthy and safe communities and reduce the vulnerability to crime. We would very much welcome further consultation as the application progress to the next stages.

Cambridgeshire Fire & Rescue Service

No Objections – Subject to the imposition of a condition to secure the provision of fire hydrants. Access and facilities for the Fire Service shall be provided in accordance with Building Regulations Approved Document B5, Section 16.

Environment Agency

No Objection – Subject to the imposition of conditions in respect of contamination remediation, verification report, any unsuspected contamination, and foul water phasing details. The applicant's attention is brought to their responsibilities in respect of groundwater and contaminated land, flood risk activity permits, and the required 30m standoff distance with Car Dyke a Scheduled Ancient

Monument.

Natural England - Consultation Service (31.05.2019)(29.09.20)

No Objection - The proposed development in this location triggers Natural England's Impact Risk Zones (IRZs) for the Nene Washes Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site and Dogsthorpe Star Pit SSSI due to potential air and water-mediated impacts. The development site also falls within the residential IRZ for Dogsthorpe Star Pit SSSI on account of the potential for recreational pressure impacts.

Hydrology

Natural England is satisfied that the ES, including Chapter 7 Biodiversity and the Hydrology Assessment (Appendix D.6) and the Flood Risk Assessment and Drainage Strategy (Appendix K.1), demonstrates that with proposed mitigation, the development is unlikely to have an adverse effect through changes in hydrology or water quality on the Nene Washes or Dogsthorpe Star Pit. The assessment shows that surface water is proposed to be discharged via the existing surface water outfall located c.50m north of Dogsthorpe Star Pit SSSI boundary and as such it is unlikely that surface water will be discharged to any part of the SSSI and so is unlikely to impact water quality within it.

Air Quality

Natural England has reviewed ES Chapter 12 Air Quality and a separate Technical Note prepared by PBA (AQ01, 16 May 2019), incorporating a nitrogen deposition contour map for Dogsthorpe Pit. We are satisfied that the detail provided in these reports confirms that the only exceedance of Natural England's 1% 'significance' thresholds is for nitrogen deposition across a small extent of woodland within Dogsthorpe Star Pit SSSI (up to 125m from the A47 and up to 50m from the A16), at a maximum level of 2.7% of the critical load. Natural England supports the ES conclusion that this effect can be considered insignificant on the basis that the woodland habitat does not support the notified invertebrate interest of the SSSI and taking into account a range of other factors including:

- Current NO_x concentrations are more than 200% of the Critical Load for Dogsthorpe Star Pit SSSI hence the woodland habitat is unlikely to be sensitive to a potential predicted change of 1 – 2.7%;
- The maximum 2.7% exceedance for N deposition represents only 0.5% of future baseline deposition rates;
- The assessment assumes no reductions in future baseline deposition rates;
- The assessment has modelled air quality impacts for the entirety of the proposed Norwood development;
- Additional sensitivity test modelling using 2022 emission factors indicate that reductions in vehicle emissions counteract the effect of the development traffic. Modelling shows predicted concentrations below the 2021 baseline;
- Further mitigation / enhancement measures will be implemented including measures to minimise dust and vehicle emissions.

Whilst Natural England is generally satisfied with the conclusions of ES Chapter 12 Air Quality and accompanying Technical Note AQ01 our advice is that minor revisions should be made to amend incorrect referencing of critical load / level and N concentration / deposition, for example section 4 of the Technical Note referenced nitrogen deposition critical load (30 µg/m³). The N deposition critical load for Dogsthorpe Star Pit SSSI, advocated by Natural England air quality specialists in 2016, is 10kg/ha/yr. This critical load is more stringent than those for woodland and are much more appropriate for the open water habitat present. It is not clear why critical levels are referenced for specific habitat when these are generic for all habitats as far as we are aware. It would be helpful for the reports to clarify whether it is the deposition or levels in the air that is potentially significant. We trust that delivery of proposed embedded and additional mitigation measures will be secured through appropriate planning conditions.

Recreational Pressure

Given the existing shortfall in accessible greenspace provision across the wider Cambridgeshire growth area it is important for residential development to provide sufficient extent and quality of accessible greenspace to meet people's recreational needs and to minimise additional pressure on more sensitive sites such as Dogsthorpe Star Pit SSSI. Whilst current levels of visitors to the nearby SSI are not considered to be having a detrimental impact on site habitats and notified invertebrate interest, appropriate management is needed to maintain this. There is no official car parking for the SSI and at the closest point the development will be about 1.2km away, accessed via a pedestrian crossing of the busy A16. Our view is that despite the lack of parking facilities and perceived barrier of access across the A16, this development due to its proximity and scale will result in additional visitor pressure to the site. To address this visitor pressure a two pronged approach should be taken. One, the delivery of appropriate high quality on site accessible greenspace. Focussed along the northern boundary. And two, a financial contributions to secure agreed SSSI access management measures, through a legal agreement. On site accessible greenspace should be carefully designed to be highly attractive alternative greenspace to the SSSI for regular visits such as dog walking. We understand the site would deliver around 12ha of green infrastructure, approximately 7 ha of which will be informal parkland. We advise it should be conditioned that green infrastructure is fully implemented ahead of occupation to ensure that it delivers the required mitigation from the outset.

Other advice

Biodiversity net gain should be demonstrated through a qualitative assessment. This should focus on delivering habitat creation and enhancement appropriate to local ecology / conditions. Opportunities should be taken to incorporate biodiversity enhancements wherever possible e.g. native species / seed mixes in landscaping, amenity grassland areas. We advise that an ecology sensitive lighting scheme should be detailed and agreed through an appropriate planning condition.

Natural England is satisfied based on the information provided in the submission documents that the proposed development is unlikely to have any adverse impact on the Nene Washes, SSSI, SAC, SPA and Ramsar site and Dogsthorpe Star Pit SSSI and has no objection to the application. This is subject to a mitigation strategy to address recreational pressure impacts to Dogsthorpe Star Pit SSSI being agreed, and delivery of all proposed mitigation measures being secured, through appropriate planning conditions.

The Council, as Competent Authority under the Conservation of Habitats and Species Regulations 2017, as amended (the 'Habitats Regulations'), should have regard to the findings of the ES and associated technical documents when recording your HRA. In preparing your HRA you should have regard to the judgement of the Court of Justice for the European Union on 12 April 2018[1]. This has ruled that mitigation measures should be assessed within the framework of an appropriate assessment (AA) and that it is not permissible to take account of measures intended to avoid or reduce the harmful effects of the plan or project on a European site at the screening stage.

The Wildlife Trusts (Cambridgeshire)

No Objection – This application is only for about 40-50% of the wider allocated site. It is therefore difficult to judge how the proposed green infrastructure and areas of habitat would integrate with the adjacent area, and provide a coherent linked network of green spaces. It is not clear if there will be adequate provision of semi-natural green spaces. In order to meet the recreational needs of the new residents and help to mitigate impacts on nearby nature conservation sites (such as Dogsthorpe Star Pit SSSI) by providing an attractive on-site alternative area for leisure activities such as walking, dog-walking, and enjoyment of nature, the proposal site should include a significant area of accessible semi-natural greenspace. Natural England 2008 guidance on provision of Suitable Accessible Natural Greenspace (SANGs) suggests that 8ha of SANGs should be provided per 1000 population. For 870 houses, using an average occupancy of 2.4 people per house, the new population would be approximately 2088. The SANGs recommended according to

Natural England guidelines (8ha/1000 population) would therefore be 16.7ha. It appears that the figure of semi-natural green space will be significantly lower than the 16.7ha recommendation.

The proposal retains a 30m buffer to Car Dyke, retention of Norwood Spinney and the majority of the existing mature trees and hedges, as well as the creation of new woodland, grassland and wetland/SUDS features. It also proposes that a detailed Landscape and Ecology Management Plan would be produced. We welcome these measures, however, request a further assessment of whether the proposals can deliver a net gain in biodiversity, in line with national planning policy. The EIA has stated a net gain will be delivered, but has not provided a measured assessment to demonstrate this. We request the use of a recognised biodiversity metric (such as the Warwickshire Biodiversity Impact Assessment calculator). The Wildlife Trust experience from other recent planning applications on largely arable land suggests that the 35% open space proposed in this application (of which less will be natural habitats), will not be able to demonstrate a net gain and will result in a net loss in biodiversity contrary to local and national planning policies.

Potential impacts on nearby designated sites (such as Dogsthorpe and the Nene Washes SSSI/SAC/SPA) include hydrological and air quality impacts as well as impacts from increased recreational pressure. An analysis of hydrological and air quality impacts on nearby sites was completed at the request of Natural England, and further specialist comments from Natural England should be sought on the results of these studies. With regards to recreational impacts, the closest site where impacts are likely to be greatest is Dogsthorpe Star Pit SSSI, managed as a nature reserve by the Wildlife Trust. The EIA concludes that the main activities of bird-watching and dog-walking are not likely to impact on the aquatic features of interest of the SSSI, however it should be noted that dogs swimming in the ponds could be detrimental. The EIA concludes that there will be moderate adverse impacts on Dogsthorpe and minor adverse impacts on the associated County Wildlife Site as Little Wood. As noted in the EIA, it is proposed that a package of Visitor Access Management Measures will be discussed and agreed with the Wildlife Trust and Natural England.

The Wildlife Trust (WT) has reviewed current access provision and considered a variety of options for once the new development is being occupied. The WT objectives for the site regarding access, promotion and engagement (as opposed to our ecological objectives) are that we would like Dogsthorpe Star Pit to be recognised as a Wildlife Trust nature reserve and for visitors to understand why it is a special place and to value and respect nature when visiting. Access will be restricted to specified access points and surfaced paths. Visitors walking their dogs will ensure dogs are on leads at all times. The site will be secured from unauthorised vehicle access. The habitats adjacent to paths and access points will be managed both to provide high quality habitats for key species and act as barriers to parts of the nature reserve with restricted access. Finally, the residents of the Norwood development(s) will be informed of the location of the nature reserve, that it is managed by the Wildlife Trust, a local charity, and will know where they can visit locally for a variety of recreational activities, including dog walking routes and areas where dogs can roam off lead. Costs for the various works to achieve the above objectives have been given and these could be secured by way of a financial contribution secured by legal agreement.

Sport England

Objection - A development of this scale requires provision for on-site or off-site facilities for outdoor and indoor sport, to be secured via a s106 obligation. The only on-site provision for sport relates to the proposed primary school and associated playing fields, though this should not be included within the provision for community sport as it can only provide facilities for young children. At this stage it is not possible for Sport England to give support to this application, as further information is needed on how the provision for indoor/outdoor sport will be provided, whether it will be on site or off-site, and if off-site how financial contributions will be secured and where the contributions will be spent. The Peterborough Playing Pitch Strategy (2017) can be used as an evidence base to identify projects relating to off-site priorities. Sport England has developed the Sports Facilities Calculator (SFC) to help Assess the demand generated for community sports facilities. This reveals that the development proposed does not generate sufficient demand to justify on-site provision, but a financial contribution to off site provision should be secured.

2nd consultation :-

No Objection - The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, Playing Pitch Strategy or other relevant needs assessment. We understand the S106 obligation will now include a £800,000 contribution towards outdoor sport. Therefore we are now in a position to support the application, as it will secure investment into sport and physical activity.

Planning Casework Unit

No comments to make on the environmental statement.

Ramblers (Peterborough)

No Objection

Peterborough Cycling Forum

Objection - All other cycling related issues concerning the proposed development are, to a great extent, irrelevant at this stage. Unless a suitable means of crossing the A47 is provided, residents who travel by foot or cycle, either through necessity or by choice, will have no safe or convenient route by which they can travel to the city centre, major centres of employment, leisure, retail and other facilities. The volume and speed of traffic on this section of the A47 make it essential the required crossing is grade separated.

The Design and access statement states that there is an extensive network of pedestrian and cycles routes from Welland Road. Whilst this is correct what that the statement fails to note is that Welland Road cannot be safely or conveniently accessed by cycle from this site. There is no safe and convenient cycle route currently available between the site and the city centre. There is a pedestrian and cycle bridge across the A15, west of the site, which has the potential to provide a route between Norwood Lane and Paston Ridings. However currently this bridge only provides access to a Travellers site. Even if a route were to be provided via this bridge sometime in the future, it would not be on the dominant desire lines from the new development. The Bridleway to the southern edge of the allocation along A16, runs in the opposite direction to the city centre and employment areas and so is likely to be only used for leisure trips. This route requires use of a Pegasus crossing to cross over the A16, but then does not provide a safe route to Welland Road. As pedestrians/cyclists would then need to use an uncontrolled crossing on the A47 immediately east of the A47/A16 roundabout to reach Welland Road. The A47 'crossing' is located on a multi-lane, high speed section of road which carries a very high volume of traffic. It is at a point where drivers enter or exit the roundabout, often at speed, and where they will be focussing on the movement of other vehicles. Even if drivers observe a pedestrian or cyclist waiting to cross they are very unlikely to slow or stop at this point in order to give way. Therefore this route does not provide a safe or convenient route to Welland Road.

Newborough & Borough Fen Parish Council

Objection – The Parish have concerns about the amount of traffic that this development is likely to generate and the likely impact it would have on the village of Newborough. They believe that unless careful considerations are made to Newborough Road, it could have a detrimental effect on the peaceful enjoyment of the village by its residents and their ability to travel to and from Peterborough.

1. They are very concerned that traffic from the development will use the village of Newborough as a rat run, especially those travelling to and from Deepings or Spalding.
2. They are very concerned that Newborough Residents travelling south along Newborough Road will have difficulties joining the A47 during peak periods as they will be

competing with traffic from the new development doing the same. They can foresee major difficulties with traffic joining the A47 and re-entering the development during peak times and this is likely to result in traffic using the village of Newborough to avoid these difficulties. They therefore ask that this application be declined until a safer, more viable access route onto the A47 or A16 is agreed with the developer.

2nd set of comments - The Parish Council of Newborough and Borough Fen met on Tuesday 22nd September 2020 to discuss this application. The Council raised concerns that the traffic entering Newborough Road, which is a country road, would require improvements from Norwood Lane upwards to incorporate the new estates. There were also concerns with the junction on the A47.

Peakirk Parish Council

Objection – We understand that this site has been allocated as part of the Norwood Urban Extension. 870 houses, a local centre and school under this application, and a further 1,130 houses under the remaining allocation. It will link up to the designated Paston Reserve site opposite (644 dwellings and a probable 1,500 place secondary school). Both developments will have direct vehicular access onto the Newborough Road, a single lane, 2-way carriageway currently approximately 6m wide, via a T junction.

We have concerns about the volume and direction of traffic using Newborough Road. We have studied the documents included in the application, including Appendix A Pre-application Technical Notes, Appendix 1.4 Traffic Data and Road Network and Appendix F Traffic Assignment Diagrams and have the following comments:

1. The current data seems to be based on surveys carried out between Monday 18th September and Sunday 24th September 2017, which, in our experience in Peakirk, could be out of date.
2. The surveys were carried out at 4 points on either the A15 or A47. We can't see any record of traffic numbers using the rat run from the A15 Maxey roundabout at Northborough, through Peakirk and back onto the A15 via B1443 and Werrington Bridge Road or A47 via Guntons Road Newborough.

The Transport Assessment is complex to understand for non-engineers, but we think it does acknowledge that 4.8% of the traffic in to and out of the site at peak times, will travel to or from the site via Newborough Road (Guntons Road) through Newborough.

In doing this it make the assumption that:

- southbound traffic on the A15 would not travel northbound on Newborough Road (the reasoning being that there are alternative routes further north for traffic to use)
- southbound traffic on the A15 would not travel northbound on the A16 (the reasoning being that there are alternative routes further north for traffic to use)
- traffic from the A16 would not travel to Newborough Road (the reasoning being that there are alternative routes further north for traffic to use).

We challenge these assumptions based on data collected by local villages over the past few years. Peakirk Speedwatch data for 5/3/2019 8.05am to 8.05am recorded 445 vehicles entering the village from the Deeping Road.

Peter Tebb Highways Services PCC 20th January 2015 carried out a vehicle flow check counting the number of vehicles exiting Peakirk along the B1443 Thorney Road towards Newborough between 8am and 8.55 am. He recorded 476 vehicles.

Numbers for the following hour are much lower. 2/3/2019 Thorney Road B1443 towards Newborough 9.08 am to 9.38am 57 vehicles. 9/2/2019 Deeping Road into Peakirk 9am to 10am 87 vehicles recorded.

Not all of these vehicles will use Newborough Road to join the parkway, but we would like to know how many do this currently and how many extra vehicles also use Newborough road coming through Newborough from Mason's bridge?

We can foresee that there will be major traffic hold ups and possibly accidents, as vehicles from the new site (agreed in the report as, 398 exiting the site and 114 entering the site in the morning peak hours and 308 entering the site and 141 exiting the site in the evening peak hours) tries to join or cross the constant flow of traffic already on Northborough Road and join the queueing traffic at the A47 junction. This could easily lead to more drivers turning right as they leave the site to find

an alternative route back through Newborough and/or Peakirk, adding to the already dangerous numbers on Gunton's Road and the B1443.

We would ask that this application was declined until a dedicated, safer, more viable access onto the A47 or A16 is agreed with the developer.

Local Residents/Interested Parties

Initial consultations: 1106

Total number of responses: 12

Total number of objections: 9

Total number in support: 0

9 letters of objection have been received raising the following issues:-

- The junction of A16 onto Thorney Road (B1443) would need to be closed to prevent traffic from Lincolnshire using the village of Newborough as a short cut (rat run) to the A47. The B1443 and Gunton's Road could not cope with any further traffic. If this was addressed I would be happy to support the much needed building of homes
- Would support the application if there was a walkway/bridge for access across the Parkway
- Will this affect the Waltonboro caravan site on White Post Road South
- 850 homes possibly 1000 vehicles using one entrance onto Newborough Road. We will have a total gridlock of traffic, as it tries to merge with the A47. As Roman Fields progress (opposite side of the road) and schools are completed the increase in vehicles, pedestrians and school children are already raising concerns, add another 1000 vehicles and mayhem commences
- 870 houses means 870 cars at 1 per house. Building on farming land is a disaster, food is meant to be grown on fertile land for the people that live here in the United Kingdom. The Newborough Road is a narrow country road more cars joining the busy A47 would be chaotic. If we need so many houses surely you should look at many infill sites first.
- I am very concerned that traffic from the development will try to use the village of Newborough as a rat run, especially those travelling to and from the Deepings, Peakirk or Spalding. We have a school with young and old people crossing Guntons Road at different times, so traffic heading North could increase dramatically through our village, and we have no pedestrian crossing controls.
- I believe that Newborough residents travelling south along Newborough Road will have serious danger issues joining the A47 during peak periods as they will be competing with traffic from the new development doing the same - potentially 1,600 vehicles - plus traffic already on the A47 Eastbound. They will also be competing with traffic from the already congested roundabout at Dogsthorpe.
- My main concerns regarding this planning application are:- 1. There is to be 1 access point for both entering and existing the site. With the proposed 870 houses and other facilities this seems to be poor, especially as at peak times Newborough Road is busy and the junction with A47 is difficult to access especially if you are travelling west as it means crossing a very busy road with traffic coming off junction 20 (A47) very fast.
- The residents have been experiencing mess and noise from the Paston Reserve development on the East side of Newborough Road for some time now and I am concerned this development may start before that is finished, especially as plans have been in pipeline for a secondary school behind my property which to date has no planning.
- The entrance to this envelopment is directly opposite my property.
- I believe traffic will use Newborough as a rat run and this will have a massive impact on the already excessive traffic flow through Peakirk. Every minor road around Peakirk is used as a rat run during peak times and this will increase traffic in the opposite direction causing massive congestion at the railway crossing and at the junction of Thorney Road and St Pegas Road.
- The only junction is on to Newborough Rd. The developers should carry out a complete traffic survey of the whole area and develop entry and access points that would eliminate

- traffic turning onto Newborough Rd preventing traffic impacts on nearby villages.
- I believe that Newborough residents travelling south along Newborough Road will have difficulties joining the A47 during peak periods as they will be competing with traffic from the new development doing the same. In order to overcome planning objections, I strongly recommend that, a new highway scheme is introduced to ensure that traffic exiting the development must turn south towards the A47 and prevent vehicles turning left from Newborough Road into the development when travelling south from Newborough. This would ensure Newborough village is unaffected by additional traffic, which would blight this community. In addition Newborough Road should be widened to create an additional lane to cope with the extra traffic joining the A47. I also request that a carriageway separator is added between the development junction and the A47 to prevent traffic making U-turns to head north after exiting the development. This section of road is key to reducing the effects of traffic through the village of Newborough and beyond.

3 comments were received neither supporting nor objecting to the application. They commented:-

- Any kind of additional facilities in this area would be welcome. The new houses built in the adjacent area over the last 7 years have no facilities apart from houses. There are no open spaces for kids to play, no bus service, no shops (anyone without a car has to walk 20mins crossing the parkway to get to the nearest shop). Residents in that area would welcome an access onto Newborough Road as Manor Drive is the biggest cul de sac I've ever seen. Would have liked more details of what is being proposed in the local centre. Whilst cautiously supporting the development in principle, remain neutral until further details are given as to what is being proposed.
- What protection is being planned for the Car Dyke?
- There is no objection to the principle of one landowner bring forward their piece of the wider allocation in isolation but it is important that due consideration is given to the requirements of the allocation as a whole, and ensuring that this first phase does not prejudice or hinder the delivery of later phases. The application proposes to deliver 870 residential units from Newborough Road. Having a single point of access is not typically appropriate for larger developments of this scale. The illustrative masterplan identifies other potential access points into adjacent land and most significantly the A16, but these all need third party land to deliver. In order to achieve access from Newborough Road various improvements have been proposed to the road and its junction with the A47. It appears these improvements assume a 40mph speed limit for the road rather than the current 60mph limit, and this along with implications for the proposals, will need to be clarified. It is not clear whether the proposed inclusion of a footway to the east side of Newborough Road and widening of Newborough Road is deliverable, including drainage requirements, within the highway boundary or whether third party land is required. This needs to be resolved. In addition there are detailed matters relating to methodology of the Transport Assessment around trip rates and the application of discounts for meeting Travel Plan targets, which may require further consideration. The masterplan whilst high level includes the provision of a local centre and a 2FE primary school in about 2.9ha of land. Is this sufficient to meet the needs of the entire allocation, or just this application? Is there detail as to the timing of the delivery of the school and how and when the school could be extended in future to meet the needs of the wider allocation. The masterplan contains little detail on the layout and design of specific development areas, including allowances for drainage, landscape, open space and environmental mitigation. The assumptions made for this application, how for example proposals for drainage interact with adjacent land, and how these relate to the requirements for the remainder of the allocation should be clarified to ensure future phases are not unreasonably burdened. The draft s106 heads of terms has topics only. There is no publicly available information which details the conclusions of an assessment of the allocations entire infrastructure requirement, and the share that this application will be addressing and the share the remaining landowners will be expected to accommodate. There is no detail over the timing of the delivery of these requirements. This application does not set out the mechanism for delivery of infrastructure on this site and the rest of the

allocation to ensure the timely delivery of infrastructure. We fully support the delivery of the allocation and look forward to continuing to engage with all interested parties to ensure that a viable and sustainable development is brought forward.

5 Assessment of the planning issues

The main issues for consideration are:

a) Principle of development

The application site is located within the Urban Extension of Norwood, therefore the principle of residential use and supporting school and local centre uses are considered to be acceptable and in accordance with Policy LP5, and LP35.

It was always envisaged that an outline application would come forward for the whole of the allocated site and then subsequent detailed/reserved matters applications would come forward for individual parcels. This is in particular, and in accordance with Policy LP5, to ensure the development that comes forward is planned and implemented in a comprehensive co-ordinated way, through a broad concept plan, to ensure the timely delivery of key infrastructure. The differing landowners of the whole of the allocation have been unable to agree to the preparation of a single outline application within the same timescales, hence why this outline application has come forward in isolation. The other landowners did submit an Environment Impact Scoping Opinion at the end of last year, so they are working to bring forward a planning application for the remaining land within the allocation.

In terms ensuring the delivery of infrastructure not just for this site, but the allocation as a whole, this application will provide sufficient land to accommodate a 3 form entry primary school which would meet the needs of the primary school for the whole 2,000 homes allocation. Providing for the school under this first application would make sure there is sufficient land available for it to be delivered and allow it to occupy a reasonably central location within the whole of the allocated site. It is also proposed that this scheme would also provide 0.25ha site and deliver a local centre of shops and services for the whole allocation and wider population. Again to give a reasonably central location for the local centre to serve the whole site, it makes sense to deliver this on this site. These matters would be secured through the legal agreement.

It is important that by allowing this development it would not in any way prejudice the delivery of the wider allocation coming forward. In the illustrative masterplan indicative future links have been shown to show how this site could connect to the future parcels of land coming forward. Ensuring means of future connections between the differing land ownership parcels will be secured through the legal agreement.

The wider remaining allocation will have to take on the cost and delivery of the new junction on to the A16. This land is not within the control of the existing applicant. Viability assessments were considered not only for this site, but indicatively for the wider site also, to try and look equitably at the delivery of site infrastructure costs and this was found to be reasonable.

It is not ideal to consider this allocation under differing outline applications dependent on landownership and there are risks that subsequent applications to not happen or are delayed. Also there are potential associated risks in terms of the delivery of a comprehensive and co-ordinated development over the whole allocation. However, for various reasons including very different delivery timetable of the major land owners, it has not been possible to secure a single application for the whole allocation. Nevertheless, there is the need to balance the disbenefits against the need to ensure a steady supply of new housing development sites with planning permission. Officers are satisfied that the proposal before committed has taken all reasonable steps to ensure that delivery of this site would not prejudice the wider allocation coming forward. It is therefore not considered reasonable to delay the determination and delivery of this site, as it appears that a single application in this instance would not come forward.

b) Parameter Plans/illustrative Master plan

A parameter plan has been submitted in support of the application, to set out landscape parameters, built form parameters, and access and movement parameters.

In respect of the landscape parameter the plan sets of the retained trees and vegetation. This is mainly along the northern edge of the site in the buffer zone with Car dyke but also in respect of some of the hedgerows and trees on site. This is considered to be acceptable. It also sets out the general provision of open space and green corridors. In addition to this parameter plan for new open space, an open space parameter plan has been provided which more clearly defines the quantum and type of open space. This will be secured through conditions and the legal agreement. The table below summaries the provision:-

	Site requirements (870 dwellings/2.66 dwelling)	Site provision (23020 population)	+/-
Natural greenspace	0.97ha	3.85ha	+2.88ha
Neighbourhood Parks	3.15ha	7.42ha	+4.27ha
Children and Young people	0.09ha	0.18ha	+0.09ha
Allotments	0.67ha	0.00ha	-0.67ha
Playing pitches/outdoor sports	2.32ha	0.00ha	-2.32ha
Overall	7.20ha	11.95ha	+4.75ha

In terms of the built form parameter this sets out the maximum building's heights across the site, with the maximum 3 storey height for dwellings being within the central middle area of the site. It then reduces down to 2.5 storey and then 2 storey as the site moves towards its northern boundary with Car Dyke, western boundary with Newborough Road and 2.5 storey towards the eastern boundary with the remaining allocation. The principle of these heights graduating down towards the boundaries is acceptable. There is a large area of 3 storey height across the site and more so than would be expected in this urban fringe site, however it is set well within the allocation boundaries and intervening development and landscaping will help soften the scale and mass of the development therefore on balance it is considered to be acceptable.

The built form parameters also sets the approximate location of the school and local centre and their position are considered to be acceptable.

The access and movement parameter show identifies the approximate primary and secondary vehicle access corridors, including a linkages into the neighbouring land to connect into the future housing land parcels and the A16 new linkage corridor. This is all considered to be acceptable in principle.

Masterplan

An illustrative masterplan has been provided for this site of 870 dwellings and for the whole of the allocation to show one possible way the site could be developed comprehensively.

In pre application discussions it was proposed to achieve 800 dwellings on the site. This has been increased to 870 dwelling and over an area of 19.56 ha of the site, it would give an average density of 44 dwellings per hectare. Whilst this is relatively high, it is not deemed to be unacceptable. It shows similar to the parameter plan the 2.9 ha school site, the 0.25ha local centre site, the

proposed drainage basins, landscaping and likely pedestrian and vehicles movement corridors throughout the site.

The illustrative masterplan and parameter plans are considered to demonstrate an acceptable way that the site could be redevelopment. The key principles of these will be secured through conditions and the legal agreement to ensure future detailed reserved matters deliver the essential requirements of the scheme.

c) Highway Implications

As a result of this part of the allocation is coming forward independently of the other land within the allocation, it has resulted in this application proposing to take all vehicle access from Newborough Road. The illustrative masterplan for the whole allocation, proposes a new vehicle junction with the A16, but delivery of this is outside the landownership of this applicant.

Newborough Road is a two way single carriageway rural road which runs along the western boundary of the site and links to the A47, approximately 180m to the south of the site and Newborough village to the north. At its southern end is a left-in/ left-out T-junction with the A47, allowing the vehicles coming out from Newborough Road to turn eastward. At its northern end, it provides access to the village of Newborough. The road is approximately five to six metres wide and is subject to the national speed limit. Although there is some street lighting along the road at the junction with the A47, there is no pedestrian provision along the section fronting the Norwood Urban Extension.

A Pegasus crossing is proposed across Newborough Road as part of the adjacent Paston Reserve development. This will allow pedestrians from this development to access the Manor Drive/Paston Reserve development (and the primary and secondary schools being built there) on the opposite side of Newborough Road. This development would provide a footway along the eastern side of Newborough Road to the existing bridleway and connection to the Pegasus crossing when it is built. This footway will also extend north to Norwood Lane where dropped kerbs will be provided to facilitate crossing of Newborough Road and access into the Paston Reserve development via Norwood Lane.

The modelling undertaken in support of this application identifies the need for interventions to reduce the number of vehicles undertaking U-turning manoeuvres at the A47/A16 roundabout. The nature of these interventions will be identified through the further modelling and assessment work under the 'Monitor and Manage' process.

A single vehicle access point will be provided from Newborough Road to the south-western section of the Site. This will be the primary vehicle access corridor to the site and provide a direct connection to the local centre and primary school. The masterplan shows potential access points from within this application site where the development can connect into the adjacent parcels of the wider allocated site.

Notwithstanding the concerns expressed with regard the impact of the development on the rural roads, the transport assessment had identified how much traffic from the development would using these roads and it has been concluded that the additional flows would be acceptable and that no mitigation is needed other than that proposed for Newborough Road.

As has been identified earlier in this report, Highways England and PCC Highways are suggesting that the development be subject to a monitor and manage planning condition. The idea is that through the monitoring process, the timely provision of highway mitigation measures is provided by the development. One of the key drivers behind this approach is the fact that PCC is working with the Combined Authority and Highways England on wider improvement scheme for the A47 / A16 and there is the desire to avoid the risk that the development 'installs' highway improvements that end up having to be removed / significantly revised by the wider Combined Authority / PCC / Highways England scheme.

Comments have been received that express concern over the relative inaccessibility to the / from the development site by cycle and foot. This is mainly as a consequence of the location of the site which is significantly 'land locked' by major arterial roads that boarder the site on two sides. There are no feasible additional measures that the applicant could implement over and above those proposed that could make improved access.

Therefore subject to the imposition of appropriate highway conditions, the impact of the development on highway safety and the surrounding highway network is considered to be acceptable, in accordance with Policy LP13 of the Local Plan.

d) Viability/planning obligations

Affordable housing

In accordance with Policy LP8 of the Local Plan 30% of the residential units proposed on site should be affordable, with the tenure split 70% social rented and 30% intermediate/shared ownership housing. The applicant submitted an open book viability appraisal for consideration as they calculated that the scheme could not be delivered if this level of affordable housing was required, as it would not be financially viable. The financial information has been assessed (including by the District Valuer) and found to be sound, and it states that only 10% on site affordable housing on this site would be viable. Whilst the 10% does fall substantially short of the 30% policy requirement position, the financial information submitted supporting the scheme does demonstrates that this higher provision would mean that this housing allocation site would not be delivered. Therefore the Officer recommendation is in this instance is that the shortfall in provision could be accepted. Notwithstanding the acceptance of only 10% affordable housing, the applicant has agreed to inclusion within the Section 106 of a requirement to bid for affordable housing funding to boost provision on the site.

Infrastructure costs

The financial viability assessment submitted demonstrated that the S106 pot available for infrastructure costs once all the costs taken into consideration would be approximately £3.9million. The applicant has offered to provide £4.4million s106 'pot' to the Council to be split between all the different service/infrastructure needs generated by the needs of the development. This does not cover the total infrastructure costs of the development, so Officers have tried to reasonably and fairly apportion this money between the competing priorities/requests. Given the context of the viability position of the development.

School - Primary

The whole Norwood allocation for 2,000 houses requires the provision of a 3 form entry primary school. The cost for a 3 form entry primary school is £11million. So £11million split between 2,000 houses would be £5,500 per house, so for 870 houses £4,785,000. Whilst this development does not generated the full need for a 2 form entry school (approximately 1.3 form entry) that would have to be delivered to accommodate the needs of the school children from this development, as part form entry schools cannot be built. The cost of a 2 form entry primary school is £7million.

The applicant is proposing to give the Council 2.9 hectares which is sufficient land to provide a 3 form entry primary school. This would allow the land for building a 2 form entry primary school to means the needs of this part of the housing allocation. It would also allow in future the expansion of the school by an additional 1 form entry to meet the needs of the remaining housing allocation.

In addition money is proposed to be taken from the overall S106 pot of money to be put towards the overall cost of the £7million school, and it is proposed approximately £2,680,000 would be allocated towards this cost. This is £2,105,000 short of what the education team requested to cover the primary educational needs of the 870 houses proposed. Additional funding sources

would have to be sought to find the remaining £4,320,000 shortfall to provide the 2 form entry primary school on site.

Secondary

In terms of the Secondary school provision a housing development of 2000 houses can expect to generate 500 secondary age children (equivalent to a 3.3FE school). Based on the cost of the new secondary school at Manor Drive/Paston Reserve adjacent to the site a 6 form entry secondary school costs £20million, this equates to £22,222 per pupil. 870 dwellings would likely generate 218 secondary age pupils (1.4FE). This would therefore require this development to make a contribution of £4,844,396 towards secondary education. No financial contribution is being made from this scheme towards secondary school because the viability assessment says this cannot afford to do so.

Sporting provision

The occupiers of this new residential development will generate the demand for sporting provision. The only on site provision proposed is the playing field associated with the primary school. Whilst this could provide some out of school hours community uses, it likely this could only provide facilities for young children. Therefore the majority of the provision for outdoor/indoor sport will be through a financial contribution so these facilities can be provided/enhanced off site. Using the Sport England facilities calculator to help assess the demand for community sports facilities that would result from this development, they have based this on an average of 2.5 person per household so for 870 houses, this would be 2,175 people. This would generate the need for :-

Facility	Demand	Cost (pro-rata)
Sports Halls	0.63 court, or 0.16 of a 4 ct sports hall	£378,887
Swimming pools	23.71sqm or 0.11 of a swimming pool	£410,452
Artificial pitches	0.07 pitch	£69,083 (3G pitch)

The above amounts total £858,422 contribution requested for sport provision. In view of the viability issues of the site it is proposed that £800,000 contribution of the S106 pot goes towards outdoor sport. Sport England have raised no objection to this.

Bereavement

The development will potentially impact on bereavement services and a s106 contribution should be sought towards the provision of a new cemetery as existing facilities are nearing exhaustion. The estimate capital cost for the New Cemetery Project - purchasing 20 acres for 15,000 graves, will be £2,220,500, therefore £148.00 per bedroom however as the current demand for burials are at 20% compared to cremations, I request that the contribution per bedroom, per property should be £29.60. At this stage we do not know the exact number of bedrooms per house proposed. In view of the viability constraints it is considered £20,000 of the S106 pot be given to bereavement services.

Ecology mitigation

The proposed development would increase existing visitor pressures on the nearby Dogsthorpe Star Pit SSSI. The Wildlife Trust manage this site and their objectives for the site regarding access, promotion and engagement (as opposed to our ecological objectives) are that they would like Dogsthorpe Star Pit to be recognised as a Wildlife Trust nature reserve and for visitors to understand why it is a special place and to value and respect nature when visiting. Access to be restricted to specified access points and surfaced paths. Visitors walking their dogs will ensure dogs are on leads at all times. The site would be secured from unauthorised vehicle access. The habitats adjacent to paths and access points will be managed both to provide high quality habitats for key species and act as barriers to parts of the nature reserve with restricted access. Finally, the

residents of the Norwood development(s) would be informed of the location of the nature reserve, that it is managed by the Wildlife Trust, a local charity, and will know where they can visit locally for a variety of recreational activities, including dog walking routes and areas where dogs can roam off lead.

To protect the site from increased visitor pressure they have two mitigation strategies. One which would involve creating additional natural greenspace on the land between the SSSI and A16 where dogs could be allowed off the lead, this would involve, paths, fencing, signage, dog bins etc and would take pressure off the more sensitive parts of the SSSI. The total costs for this not including acquiring the land which belongs to the church commissioners, which would be required to be gifted as part of their development would be £487,550. If this option was not possible the secondary option would be to put measures in place to restrict the visitor access to the SSI, with more fencing, signage, paths etc. The total costs for this estimated at £410,300.

Due to the viability constraints it is considered £100,000 of the S106 pot be given to the ecological mitigation of the SSSI.

Sustainable travel

£800,000 has been set aside to assist in the enhancement to sustainable travel from the site, this could be to help assist in the provision of bus travel from the site, or the improvement to cycling routes, in addition to the household welcome packs containing bike/bus vouchers. If the provision of bus routes is not going to be possible as this is deliverable from a third party commercial company then it is proposed that the money should be re-directed to help the provision of education facilities for the site.

Members can see from the above information that there is a significant shortfall in the amount of S106 contributions being provided to cover the service needs/demands of this development and that only 10% rather than 30% is being proposed. Members in their decision making will have to balance the benefits of scheme, including the delivery of this allocated housing site, against this shortfall in contributions, to come to a decision on whether the benefits outweigh the harm.

e) Flood Risk/Drainage

The application is located wholly within Flood Zone 1, the lowest flood risk zone. It is defined as having a less than 1 in 1,000 annual probability of flooding from rivers and streams.

The site generally falls from south west to north east, with the lowest ground level at the north east point. There are a series of field drains within the application site. The field drains flow toward the final outfall to the east and connect into Car Dyke via a piped crossing underneath the A16. The proposed drainage system would similarly also outfall to the Car Dyke in this manner.

As the site is within Flood Zone 1, there is no requirement to undertake a sequential or exception test. The strategic flood risk for the local plan also considered the suitability of the site for the proposed uses prior to its allocation.

The risk to the development from flooding from potential sources outside the site is therefore found to be low.

In assessing the risk of flooding arising from this development, generally the proposed surface water arrangement should ensure that the volumes and peak flow rates post development are no greater than the rates prior to the development. In addition the on-site drainage system should take account of predicted increased rainfall from climate change.

To accommodate surface water runoff from the site it is proposed that a number of SUDS ponds/drainage basins be installed on the periphery of the built development within the site. The illustrative masterplan shows the creation of SUDS ponds and features, and it is anticipated that 6

such features would be provided. Swales will also be provided as part of the drainage strategy to help manage surface water runoff. Some traditional drainage methods for some building and roads would be used to then drain into the attenuation basins on site but this will only be considered where all other SUDS methods have been proven not to be viable. The Environment Agency will need to agree the discharge into Car Dyke as it is classed as a main river.

It is not considered the proposed development would result in any detrimental impact for neighbouring sites in terms of flooding. It is not considered the principle of the drainage scheme would cause of increase flood risk to the site or surrounding sites.

In respect of foul drainage, Anglian Water have stated that this development can connect into the existing foul water sewer to the south of the site near Paston Parkway. However due to the topography of the site and the location of the sewer the foul water will need to be pumped. Anglian Water have requested foul water storage on site to mitigate the detrimental impact that additional flows would have on the existing system. This will be designed at the detailed design stage. All foul water connections would have to be agreed by Anglia Water. Anglian Water and the Environment Agency have raised no objections subject to conditions in respect of the phasing of development and the associated drainage infrastructure to ensure that appropriate connections and capacity to prevent any adverse impact on their existing drainage infrastructure.

The Environment Agency and the PCC as Lead Local Flood Authority raise no objection to the drainage or flood risk of the site, subject to the imposition of conditions. The proposal is therefore considered to be in accordance with Policy LP32 of the Local Plan and the NPPF.

f) Historic Environment/Archaeology

Listed Buildings/Conservation Areas

There are no listed buildings or Conservation Areas within the application site. The heritage information submitted in support of the application identifies 6 listed buildings and 1 conservation area within a 1.5km radius of the application site. Officers are in agreement with the findings of the report that conclude that none of these heritage assets has a material relationship with the site and therefore this proposal would not have an unacceptable impact upon their significance.

The proposal would therefore not have any adverse impacts on the surrounding historic environment or heritage assets in accordance with Policy LP19 and the NPPF.

Car Dyke

The application is bounded to the north by the Car Dyke which is a Scheduled Monument. The southern boundary of the monument is partly within the application site. The dyke extends approximately 3km to the west and 8000m to the east of the site boundary and varies between 40 and 70m in width. As a Scheduled Monument, the asset is considered to represent a heritage receptor of high value.

The dyke is a water filled channel with a parallel earthen bank on its northern side, which although modified originated as a Roman canal. The monuments southern bank is partially within the site, but is covered by dense trees and vegetation. At the western end, the edge of the dyke is relatively open with a number of mature trees bounding it. The value of the asset is mainly historical, as an important feature of the Roman historical landscape, and archaeological, through its alignment and function and any deposits within it.

The development will have no direct effect on the scheduled monument. In respect of assessing the impact on the setting of Car Dyke. It is proposed there would be a buffer of between approximately 40 and 100m between the monument and the proposed houses (with a minimum offset of 50m), this would provide both an ecological and archaeological buffer. The buffers will contain sustainable drainage systems (SUDS). This standoff includes the retention of trees and

other vegetation known as Norwood Spinney, which lie upon the monument and which extend southwards into the site.

The adjacent Paston Reserve housing developments to the west of the site have also adopted a buffer zone approach to protecting the landscape setting of the scheduled monument. Given the amount of development proposed and the cumulative impacts on the scheduled monument from other developments to the west, the new built development would affect the current open setting of the scheduled monument which derives part of its significance from its fen edge setting. The retention and provision of vegetation in the buffer zone will contribute to softening the interface of the new housing and Car Dyke. If the SUDS features are to be included in the 30-50m buffer zone they must be designed to maximise their distance from the dyke and be designed to appear as natural water features so as not to compete or detract from the monument.

The proposed development would cause an appreciable degree of harm to the significance of Car Dyke due the changes in its landscape setting, and this includes a degree of cumulative harm from previously completed development adjacent. However the retention of the Spinney Wood and provision of the buffer zone and enhanced landscaping in this area would all help to minimise the harm to the significance of this asset. In accordance with the NPPF this less than substantial harm to the significance of Car Dyke, must be weighed against the public benefits of the scheme. These include the bringing forward this allocated housing site including some affordable housing, improved open space and ecology benefits, the provision of primary school and local centre. It is therefore considered in this instance the public benefits of the scheme would outweigh the harm to the heritage asset. Therefore the proposal would accord with Policy LP19 and the NPPF.

In addition to the above, separate Scheduled monument consent will be required to be sought separately by the developer.

Archaeological investigation

Archaeological investigation was carried out across the whole of the site in the form of a geophysical survey and trial trenching.

The archaeological work recorded buried remains related to Early-Middle Bronze Age settlement and agriculture, as well as undated remains. These were identified within 3 distinct areas within the site. In the south-western part of the Site, large ditches and a watering hole of prehistoric date were recorded and are of limited archaeological value. In the north-western part of the Site, a large pit and ditch were recorded to contain Early Bronze Age pottery which is likely to relate to other archaeology elsewhere in the site. In the centre of the Site, widely distributed features were identified including large ditches, small pits and gullies containing Early-Middle Bronze Age pottery, suggesting domestic and possibly industrial activity in this part of the site.

All 3 zones will be affected by groundwork from proposed development, either through landscaping, SUDS, housing building etc. Further archaeology trial trenching targeted on the area identified as significant will be required to be secured by condition, under a written scheme of investigation. Undetected features may also be present on site therefore monitoring of all groundwork operations under archaeological supervision should also be secured by condition. In the buffer zone with Car Dyke there will be landscaping and SUDS features. Monitoring of all groundwork operations within the open space under archaeological supervision should also be secured by condition.

Officers are satisfied that subject to the imposition of conditions the proposed development could take place without unacceptable impact on heritage assets and the archaeological remains/features on site, in accordance with Policy LP19 of the Local Plan and the NPPF.

g) Ecology/Trees

Designated Sites

The Dogsthorpe Star Pit Site of Special Scientific Interest (SSSI) is located approximately 50m east of the site at its closest point. It is separated from the site by the A16. It is a former clay pit designated as a SSSI for its diverse and interesting aquatic invertebrates including 64 water beetle species, 5 of which are nationally rare and 35 nationally scarce. The site also supports a range of plant communities with species that are scarce in Cambridgeshire. Therefore in considering the potential impacts of this development on the SSI studies were undertaken and in particular in respect of air and water quality. The site is managed as a Local Nature Reserve by the Wildlife Trust. In terms of hydrology it has been sufficiently demonstrated that this development is unlikely to have an adverse effect through changes to hydrology or water quality to Dogsthorpe Star Pit. In terms of air quality the submitted information has demonstrated that there would be no unacceptable impacts in terms of impacts on air quality. In terms of recreational pressure the proposed development would result in increased visitor pressure to the SSSI which could result in harmful effects. The approach taken to mitigate for this increased visitor pressure is to deliver appropriate high quality on site accessible greenspace focused along the northern boundary of the site to provide an attractive alternative to visiting the SSSI, and a financial contribution to help manage visitor access to the site to prevent harmful impacts. It is considered that these two measures would satisfactorily deal with increased visitor pressure and associated management to prevent harm to the SSSI.

In addition the submission also considered the direct and indirect impacts on the Nene Washes Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar and SSSI, as this development falls within the 5km buffer. Part of the Nene Washes SAC lies 5.2km to the south of the site. The seasonally flooding grasslands and grazing marsh parts of the Nene that are designated as SPA and SSI lie 4.7km south of the site. In terms of hydrology it has been sufficiently demonstrated that this development is unlikely to have an adverse effect through changes to hydrology or water quality to Nene Washes.

Natural England is satisfied based on the information provided in the submission documents that the proposed development is unlikely to have any adverse impact on the Nene Washes, SSSI, SAC, SPA and Ramsar site and Dogsthorpe Star Pit SSSI and has no objection to the application. This is subject to a mitigation strategy to address recreational pressure impacts to Dogsthorpe Star Pit SSSI being agreed, and delivery of all proposed mitigation measures being secured, through appropriate planning conditions.

Impacts on locally important sites were also considered, including the Little Wood County Wildlife Site (CWS). The Little Wood CWS is an ancient semi-natural woodland supporting more than 30 woodland plant species, and is less than 2 hectares in size. There would likely be increased visitor pressure by this development from dog walkers etc. However it considered that the likely impacts would not warrant specific mitigation measures. In addition with the provision of enhanced green infrastructure on site and management mitigation contributions for Dogsthorpe Star Pit that they would become more attractive sites for such visitors.

Existing habitats on site

The majority of the site comprises intensively farmed arable fields with a small area of broadleaved semi-natural woodland which contains a pond along its northern boundary. There is an area of semi-improved neutral grassland along the north boundary of the woodland. The arable fields are delineated by mostly dry ditches which are bounded by narrow, semi-improved grassland margins, patches of scrub and species-poor, defunct hedgerows with trees. A small number of scattered trees are present within the site.

The pond on site within the broadleaved woodland dries out yearly. The pond on site will be retained, restored and enhanced and will form part of a network of ponds and other drainage features within the greenspace for the site. Within the illustrative masterplan it is proposed to create SUDS ponds and features, and it is anticipated that 6 such features would be provided. These features will deliver a net gain for biodiversity and increase the value of the site for

amphibians and reptiles as well as increasing the quality of foraging habitat available for bats in site.

The majority of the mature trees and hedges across the site and the woodland patch that is Norwood Spinney will be retained/enhanced and will remain connected to Car Dyke and continue to be part of this continuous green corridor. The dyke acts as a wildlife corridor connecting areas of woodland and other waterbodies in the district. The masterplan proposes a landscape buffer between the development and Car Dyke of 30m at its narrowest point. This will provide open space/natural green space for the residents together with biodiversity enhancement and habitats for the site. The provision of a green corridor along the northern site boundary incorporating the retained Norwood Spinney and buffer to Carr Dyke, as indicated on the Illustrative Site Masterplan, is welcomed. Newly created habitats should be designed to maximise biodiversity benefits, for example by incorporating native aquatic planting into the drainage scheme and the use of species-rich wild-flower seeding in areas of grassland and open spaces.

The revised construction environmental management plan still lacks some of the required information, however this information can be secured by condition.

The impacts on the developments on existing habitats is considered to be acceptable and the biodiversity enhancement measures proposed in the proposed buffer zone, retention and enhancement of existing trees and hedges, new green infrastructure, new Suds and pond features etc would add biodiversity enhancement to the site. It is therefore considered that the ecological impacts and enhancement to the site are acceptable and in accordance with Policy LP28.

Protected Species

Birds

The 2015 breeding birds survey recorded 32 species of bird within the site, 5 red list and 8 amber list species. The 2017 pilot breeding bird survey recorded 30 species of bird within the site including 5 red list and 5 amber list species. Generalist species were recorded site wide throughout hedgerow and woodland habitat and there were no specific concentrations of activity. The overall assemblage of species was similar during the 2015 and 2017 survey, with no particular species identified as particularly reliant on the site. For a site of this size, abundance and diversity were low and the assemblage is not considered out of the ordinary. Officers are in agreement with the conclusions reached that the impact on breeding birds is not considered to be a constraint to redevelopment this site. The birds are legally protected under the Wildlife and Countryside Act 1981(as amended), an ecological construction method statement (ECMS) condition would be required to ensure protection during construction works. The provision of bird boxes on site and green infrastructure provision to provide a different range of habitats would provide enhancement for breeding birds on site.

Bats

6 different bat species were identified by the desk study. The most recent records were in 2012, and all closest records were 3.5km east of the site. All the buildings on site (the bungalow, 2 barns and farm outbuildings) were considered to have negligible bat roosting potential. With the exception of Norwood Spinney, the habitats within the site suitable for foraging and commuting bats is limited to the hedgerows and field margins. The managed nature of these species poor hedgerows and fragmentation on all sides by roads means that the quality of these hedgerows for foraging bats is considered low. Higher quality foraging habitat is present adjacent to the site, along Car Dyke to the north and in Dogsthorpe Star Pit SSSI to the east. Officers agree with the findings that the impact on bats is not considered to be a constraint to the proposed redevelopment this site. Bats are legally protected under the Wildlife and Countryside Act 1981(as amended), consideration to minimising the impact on bats during construction should be secured through the ECMS. The retention of the landscape buffer along Car Dyke will enhance the bat foraging habitat,

and a wildlife friendly lighting scheme including within the ECMS and within the proposed development to help minimise the impact on bats using the habitat features on site.

Great Crested Newts and other amphibians

The 2015 desk study undertaken had 1 record for common toad, common frog, and great crested newt (GCN) within 1km. No GCN were recorded during the onsite surveys of 2015 and 2017. Common frog were recorded in the pond on site in 2015, this is a common and widespread species. No common toad or other newt species were recorded in any pond surveys or during the reptile survey. Great Crested Newts or Common toad are not therefore a constraint to the proposed redevelopment of the site. The proposed SUDS features will significantly improve the suitability of the site for amphibians and therefore deliver a net biodiversity gain.

Reptiles

The 2015 reptile survey found no reptile species on site, and 1 grass snake on land to the east of the site. The site supports habitat suitable for grass snake along the ditches and field margins and the road verge to the east of the site provides suitable dispersal habitat. It is therefore considered likely that the site supports a small population of grass snake of less than local level importance. Reptiles will therefore not pose a constraint to the redevelopment of the site. Reptiles are protected under the Wildlife and Countryside Act 1981(as amended), and a precautionary method of working during construction/demolition will be recommended for inclusion in the ECMS. The enhancement landscaping and habitat creation will be of benefit to reptiles.

Badgers

During the 2015 Extended Phase 1 Survey for the whole of the allocation, an outlier badger sett was recorded east of the current site. No other setts or signs of activity were recorded within the site. The arable fields, grassland, scrub and woodland within the site provide suitable foraging habitat for badgers. This sett remained in 2017 but is not within the current application site and no other signs were found in the 2017 survey. Badgers however still remain legally protected from harm under The Protection of Badgers Act (1991). Therefore, a precautionary method of working will be recommended for inclusion within the ECMS. The habitat creation opportunities embedded within the Masterplan will also benefit badgers.

Water Voles

Due to the unstable water levels and regular drying of the ditches, water vole are considered unlikely to be using the site and so are not considered to be a constraint to development. The retention and buffer along Car Dyke will also further benefit this species in the Local area.

Officers are therefore satisfied all protected species have been fully considered in assessing the impacts of the proposed development upon them. Subject to the above identified mitigation, ecological management plan and construction environmental management plans being secured by conditions the impact on protected species is considered to be acceptable and in accordance with Policy LP28 of the Local Plan and the NPPF.

Whilst it is accepted that there will be biodiversity gain on the site, the requested Defra metric has not been provided to give a measurable demonstration as to exactly what the biodiversity net gain will be. Whilst this is disappointing it is not considered that the development could be resisted on the basis of its absence and through the conditions of this consent and the subsequent reserved matters the necessary biodiversity enhancements would be secured. On that basis Officers consider the proposal to be in accordance with Policy LP28.

In addition to the above the Council, as Competent Authority under the Conservation of Habitats and Species Regulations 2017, as amended (the 'Habitats Regulations'), should have regard to the findings of the ES and associated technical documents when recording your Habitats Regulations

Assessment (HRA). In preparing the HRA mitigation measures should be assessed within the framework of an appropriate assessment (AA).

h) Landscape

The site is located within the Landscape Character Area (LCA) 5 Peterborough Fen Fringe LCA, sub-unit 5a Norwood Fen Fringe.

The LCA forms a transitional, gently undulating, arable agricultural area between Peterborough and the Fens, which has also been influenced by clay extraction activities (notably at Dogsthorpe Star Pit, now a Nature Reserve) and road infrastructure. Modern roads create visual and audible intrusion, although much of the LCA away from these detracting features is open and exposed. 5a, however, possesses a more intimate character with hedgerows, scattered trees and tree belts, including those that line local roads and the belt of tree at the site's northern perimeter adjacent to Car Dyke (Roman ditch).

The site itself, which is essentially flat, is bounded to the east and south by the A16 and the A47, where the site boundary is largely defined by drainage ditches, hedgerows, belts of trees, set back from the road edge by three large intervening arable fields. The A16 and the A47 intersect close to the site's south-western corner, forming a major road junction. The site's western boundary (adjacent to Newborough Road) is bordered by a hedgerow (along its western and partially southern section) and defined by scrub vegetation to the north-west. Woodland along the northern boundary physically and visually confines the site.

Within the site, the large arable fields are separated by ditches and some hedgerows (with groups of trees) that, to some limited degree, restrict views within and across the site from external locations. Views of the site are possible from the A16, the A47 and Newborough Road, although more distant views are somewhat constrained by trees within and surrounding the site. The result is that there is very limited intervisibility between the site and the suburbs of Peterborough or the wider rural landscape to the north and east; a situation accentuated by the flat topography. Woodland along the northern boundary (Norwood Spinney) provides some physical and visual containment and enclosure to the northern part of the site.

To the west of the site lies Paston Reserve, a mixed-use development. Planning permission was granted for up to 1050 dwellings with local facilities and a school in addition to existing houses constructed on the initial section of Manor Drive. This now forms the urban edge of Peterborough.

Various viewpoints were considered when assessing the impact of the proposed development on the existing landscape character.

Inevitably, a housing development on a 'greenfield' site, which results in the loss of open farmland and some hedgerows and trees, will materially alter the character of the existing environment.

In the short-term, the existing views from Public Right of Way to the south of the site from rural fields to housing would completely change, giving rise to a major/moderate adverse effect, which is significant.

However in the long-term, with the bringing forward of the remaining allocation and the likely landscape buffer with the A47/A16, and the maturing of landscaping on this site these effects will be reduced to a level where it is considered there would be no significant effects. This development would be viewed in the context of the urban edge of Peterborough, enclosed by the roads of the A4, A16, Car Dyke and Newborough Road, limiting its impact on the wider rural setting.

In landscape/visual terms, it is considered the proposed development could acceptably be accommodated on this site with no significant long-term visual effects. These effects would lessen over time as a result of the effective mitigation proposed as part of the masterplan. The landscape proposals will assist in the integration and improvement of the new settlement edge with the wider

agricultural landscape. The proposal is therefore considered to be in accordance with Policy LP27 of the Local Plan.

i) Contamination

A contamination report was submitted in support of the application. A further Phase II report is required to be secured by condition. This further report would establish any necessary remediation or protection measures required to enable safe the development of the site, which would also be subject to agreement by condition. The Environment Agency note that the previous use of part of the proposed development site as a farm with fuel storage presents a risk of contamination that could be mobilised during construction and go on to pollute controlled waters unless suitable mitigation is put in place. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a secondary aquifer and surface water drains appear to be located on-site and adjacent to the site. Based on the submitted report they do have confidence that it would be possible to suitably manage the risk to controlled waters. They agree with the recommendation of the report for additional investigation around the exploratory position WS2 on Leeds Farm. This should be delineated and an assessment should be made of any risk posed to controlled waters. Based on the results, further assessment or remediation made be required. They are content that this detail can be satisfactorily dealt with by condition.

An unsuspected contamination condition should also be imposed to deal appropriately with any unknown contamination that may be uncovered during works. Officers are satisfied that subject to the imposition of these conditions to deal with any contamination on site that the site would be acceptable for the uses proposed. The development would therefore be in accordance with Policy LP33 of the Local Plan.

j) Noise

A detailed daytime and night-time fully automated sound survey was undertaken in order to establish the existing environmental and sound and vibration climate at suitable locations around the proposed development. An acoustic model was prepared to be used in addition to these surveys. The model includes the traffic flows from the surrounding road network. Various scenarios were modelled. To help understand the noise impacts during construction, the suitable of the site for residential in terms of securing acceptable internal and external noise levels for residents, the impact of noise from the school and local centre. Where the assessment identified exceedance of acceptable noise levels of significant effects, mitigation measures were identified.

The results of the assessment indicate that for the majority of the residential areas, noise levels are likely to fall below the proposed lowest observed adverse effect level (LOAEL) of 55 dB. For a small area of residential provisions within 40 m to the main noise source in the area (Newborough Road and the A16) it is likely that noise levels may exceed the proposed LOAEL criteria for external amenity areas. For these residential areas it is likely that mitigation measures may be required. With mitigation in place, including orientation of dwellings/gardens, the proposed LOAEL is likely to be met and therefore, the acoustic impact on the proposed development would be negligible. Suitable internal noise levels for proposed residential buildings are likely to be met through conventional external building fabric constructions. The specifications of the external building fabric will be detailed at the reserved matters stage accounting for the window sizes and internal layout.

Traffic flows associated with the development (including cumulative traffic flows) have been assessed to determine the impact on the existing road network and the potential increase of noise on existing receptors. The level of impact that development traffic is likely to have on existing receptors is deemed to be negligible

Noise impacts associated with the construction phase could impact on nearby properties. Therefore, mitigation measures will be incorporated through the Construction Environmental Management Plan to be secured by condition to minimise the impacts. This would include use of

best practicable measures. This should include things such as construction hours avoiding evenings and Sundays/Bank Holidays. Locating noisy plant, loading and unloading areas away from sensitive receptors. Using quiet working methods and doing noisy operations during reasonable hours. Keeping local residents informed of the proposed working schedule etc. With these measures in place the impact would be deemed as negligible.

All primary and secondary schools should be designed in order to comply with the Building Regulations and the guidance in BB93 "Acoustic design of schools - performance standards". The acoustic assessment relating to the design of the internal and external construction of the school will therefore be included at the detailed design stage. Advice in relation to the potential noise impact from outdoor play areas and sport pitches will also be assessed at the detailed design stage and will be based on the advice in the document Guidance from Planning and Design for Outdoor Sport and Play, Fields in Trust, 2008.

Officers accept that the assessment has demonstrated that with the use of appropriate mitigation measures, the site is suitable for development and that the proposed development would not result in any significant noise or vibration effects for occupiers or surrounding residents, in accordance with Policy LP17 of the Local Plan.

k) Other matters

Air Quality:

The air quality assessment information submitted in support of the application is considered to be acceptable.

Point of access opposite existing dwelling:

The access is proposed to be positioned to the south Mayville house on the opposite side of Newborough Road and to the north of the buildings on Slate Farm. It is recognised that the development will result in an increase in traffic passing by the properties on Newborough Road at all times of day and night and therefore there will be some impact on the occupants of the dwellings. However, this impact is not considered to be so great as to justify the refusal of planning permission.

Impact on Caravan Site White Post Road South:

There is no evidence that suggests that the site will be adversely impacted on by the proposed development.

Planning Balance:

In addition to the issues and harms identified in the above report. The benefits of the scheme must be weighed in the balance.

The main public benefits are the provision of housing, affordable housing, land for a primary school and a local centre. However it has to be acknowledged that the full policy requirement of affordable housing would potentially not be delivered (subject to enhanced provision being facilitated via Combined Authority or other funding source), due to viability issues. Whilst the land for the school would be provided, insufficient financial contributions are secured to build the school and so additional funding will need to be sought, again this due to viability issues.

Open space and play facilities for residents are proposed on site which is a benefit.

In the short term, the proposal would result in a number of construction jobs. In the longer term employment would be provided from the local centre and school on site. There would also be

additional household expenditure to support the local economy and community infrastructure. There would also be council tax income for the authority.

In weighing in the balance the benefits of the development against the harms, it is concluded that the benefits would outweigh the harm, and therefore subject to the imposition of conditions and securing of a legal agreement, the development can be supported

6 Conclusions

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

- The site forms part of an allocated urban extension therefore the principle of housing, school and local centre uses are considered to be acceptable and in accordance with Policies LP5 and LP35.
- Subject to conditions, the impact on the highway network is considered to be acceptable, in accordance with Policy LP13.
- Viability appraisals have demonstrated why a policy compliant position in respect of affordable housing and S106 contributions cannot be achieved.
- The proposal would not result in any unacceptable landscape impacts, in accordance with Policy LP27.
- The provision of a landscape buffer would assist in mitigating the impacts on the Car Dyke, in accordance with Policy LP19.
- Issues of noise, contamination, drainage and ecology can be suitably dealt with by way conditions in accordance with Policies LP17, LP33, LP32, and LP28.

7 Recommendation

The Executive Director of Place and Economy recommends that Outline Planning Permission is **GRANTED** subject to securing a legal agreement, an appropriate assessment and the following conditions:

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

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

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

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

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

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

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

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

5. The proposed development is initially limited to the occupation of 200 dwellings (Key Phase One) only. No further occupation of dwellings can beyond Key Phase One shall take place unless in line with a monitoring strategy it is demonstrated that:
 - further impact from additional trips from the development can be accommodated on the highway network (A47, Newborough Road/A47 and A47/ A16 junctions) in line with the agreed Monitoring Strategy, or
 - a fuller and more comprehensive and robust sustainable transport strategy is agreed in writing with the Local Planning Authority, in conjunction with the Highways Authorities that provides suitable mitigation measures and highway capacity to support the role out of future phases of the development. Future phases will be predicated on agreed trigger points determined from the outcomes of comprehensive monitoring of trips generated by the development and on the surrounding highway network.

Reason: In the interest of Highways Safety and in accordance with Policy LP13 of the adopted Peterborough Local Plan 2019.

6. Prior to the first occupation of Key Phase One, a Monitoring Strategy, together with Travel Plan shall be submitted to and agreed in writing with the Local Planning Authority.

The monitoring strategy, which provides for a system for vehicular trip monitoring shall be agreed in writing with the Local Planning Authority, in conjunction with the Highways Authorities. The agreed system of vehicular trip monitoring shall include provisions for annual surveys of vehicular trip generation to and from the site, the Newborough Road/A47 junction and the adjacent highway of site occupiers' travel patterns and it shall incorporate details of:

- The frequency, timing, duration and location of the vehicular trip surveys from the development;
- The frequency, timing and scope of the travel pattern surveys;
- The format for reporting and evaluation of the above survey results;
- The timing for the submission of survey reports to the local planning authority and Highways Authority.

Reason: In the interest of Highways Safety and in accordance with Policy LP13 of the adopted Peterborough Local Plan 2019.

7. In the event a strategic highway intervention is identified and implemented to the A47 and A16 roads which provides for sufficient highway capacity to accommodate the impact of trips generated by this development, then subject to agreement in writing with the Local Planning Authority, in consultation with the highways authorities, the requirement of condition 5 shall be discharged.

Reason: In the interest of Highways Safety and in accordance with Policy LP13 of the adopted Peterborough Local Plan 2019.

8. No development other than groundworks and foundations shall take place until, details of a scheme of widening of Newborough Road to 6m and appropriate traffic management measures on Newborough Road, from the proposed site access to the A47 junction shall be submitted to and agreed by the Local Planning Authority. The agreed traffic management measures shall be implemented in accordance with those details prior to the occupation of any dwellings hereby approved.

Reason: In the interest of Highways Safety and in accordance with Policy LP13 of the adopted Peterborough Local Plan 2019.

9. No development other than groundworks and foundations shall take place until, details of appropriate traffic management measures on Newborough Road, from the proposed site access to the A47 junction shall be submitted to and agreed by the Local Planning Authority. The agreed traffic management measures shall be implemented in accordance with those details prior to the occupation of any dwellings hereby approved.

Reason: In the interest of Highways Safety and in accordance with Policy LP13 of the adopted Peterborough Local Plan 2019.

10. Prior to the commencement of the development, details of the proposed site access onto Newborough Road based on plan 40766-5502-008A shall be submitted to and agreed by the Local Planning Authority. The access details shall include (but not exclusively), the access geometry, appropriate visibility splays in accordance with vehicles speeds on Newborough Road and any required improvements to Newborough Road. The access shall be implemented in accordance with those details prior to the occupation of any dwellings hereby approved.

Reason: In the interest of Highways Safety and in accordance with Policy LP13 of the adopted Peterborough Local Plan 2019.

11. No development other than groundworks and foundations shall take place until, details of the proposed footway along Newborough Road from the proposed site access, northwards to the junction with Norwood Lane and southwards, to the proposed Manor Drive Academy access junction in broad accordance with information on plan 40766-5502-008A shall be submitted to and agreed by the Local Planning Authority. The footway shall be implemented in accordance with those details prior to the occupation of any dwellings hereby approved.

Reason: In the interest of Highways Safety and in accordance with Policy LP13 of the adopted Peterborough Local Plan 2019.

12. Prior to the commencement of each phase/sub-phase of development or any associated site clearance, a Construction Environmental Management Plan (CEMP) for that phase / sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include for each phase/sub-phase of the construction/site clearance:

- a) A scheme for the monitoring, reporting and control of construction noise and vibration including hours of working and scope for remedial action.
- b) A scheme for the control of dust and scope for remedial action in the event that dust is identified as an issue or any complaints are received.
- c) A scheme of chassis and wheel cleaning for all construction vehicles to include the details of the location and specification of a fully working jetted drive-thru bath type wheel wash system together with hard surfacing laid between the apparatus and public highway in either concrete or tarmac, to be maintained free of mud, slurry and any other form of contamination whilst in use. A contingency plan including if necessary the temporary cessation of all construction operations to be implemented in the event that the approved vehicle cleaning scheme fails to be effective for any reason.
- d) Haul routes to the site and hours of delivery.
- e) Measures to ensure that vehicles can access the site upon arrival so there is no queuing on the public highway.
- f) Details of site compounds, storage area and contractor and visitor parking.
- g) Details of the site enclosure or part thereof and gated site security.
- H) Confirmation that tree protection measures are in place.
- I) Confirmation that any demolition/construction will be carried out in accordance with the

ecological management plan/method statement

j) A scheme for dealing with complaints.

k) Details of any temporary lighting which must not directly light the public highway.

h) Ecological protection measures

The CEMP shall thereafter be adhered to throughout the relevant period of construction.

Reason: In the interests of highway safety, residential amenity and ecological protection in accordance with policies LP13, LP17 and LP28 of the Peterborough Local Plan (2019). This is a pre-commencement condition because the details to be approved are required to be put in place before development commences for the duration of the development.

13. No development approved by this planning permission shall commence until the developer has contacted the Highway Control Team to agree the extent of a pre-condition highway survey and carry out a joint inspection of the condition of the public highway before site traffic uses the road/s. A similar inspection will take place on completion of the road.

Reason: In the interests of highway safety, in accordance with Policy LP13 of the Adopted Peterborough Local Plan.

14. Notwithstanding the submitted information no development above ground works shall take place, within each phase/sub-phase, until provision has been made for fire hydrants for that phase/sub-phase in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details.

Prior to the first occupation of any dwelling/building to be served by the scheme written confirmation shall be submitted to and approved in writing by the Local Planning Authority that the scheme has been implemented in full and is certified as being ready for use.

Reason: In the interest of community safety and to ensure that adequate supplies are available for fire fighting, in accordance with Policy LP16 of the Peterborough Local Plan (2019).

15. The plans and particulars to be submitted as reserved matters for each plot/phase shall be accompanied by a detailed scheme for the provision, implementation, ownership and maintenance of the sustainable surface water drainage scheme/infrastructure for that plot/phase. It shall be based on the Flood Risk Assessment and Drainage Strategy - Rev B, dated 14th November 2020.

The details shall include, but are not limited to the following:

Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;

- A detailed surface water drainage plan;
- Confirmation of source control and details of how run-off will be collected from all hardstanding;
- Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- Flood water exceedance routes, both on and off site;
- Construction details of all drainage assets and SUDS;
- A timetable for its implementation;

- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime; and
- Demonstration that it meets the government's national standards

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details. Please note that no hardstanding areas shall be constructed on site, until the associated surface water drainage strategy infrastructure is in place, to ensure adequate drainage of the site and prevent amenity or flooding issues.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system. In accordance with Policies LP19 and LP32 of the Peterborough Local Plan (2019).

16. No building works which comprise the erection of a building required to be served by water services shall be undertaken in connection within any phase of the development hereby permitted until full details of a scheme including phasing, for the provision of mains foul sewage infrastructure on and off site has been submitted to and approved in writing by the Local Planning Authority. No dwelling/building shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason :To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure. In accordance with PolicyLP32 of the Peterborough Local Plan (2019).

17. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme.

Reason To prevent environmental and amenity problems arising from flooding. In accordance with PolicyLP32 of the Peterborough Local Plan (2019).

18. Prior to construction above damp proof course, a Phasing Plan setting out the details of the phasing of the development shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in complete accordance with the approved Phasing Plan.

Reason To ensure the development is phased to avoid an adverse impact on drainage infrastructure. In accordance with PolicyLP32 of the Peterborough Local Plan (2019).

19. No building works, which comprise the erection of a building required to be served by water services, shall be undertaken in connection with any phase of the development hereby permitted, until full details of a scheme, including phasing/connection point/discharge rate, for the provision of mains foul sewage infrastructure on and off site has been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the works have been carried out on site in accordance with the approved scheme, and thereafter maintained as such.

Reason: To prevent flooding, pollution and detriment to public amenity, through ensuring appropriate provision of suitable water infrastructure. In accordance with Policy LP32 of the Local Plan and the NPPF.

20. The development hereby permitted shall not be commenced until Phase II report, based on the findings of Geo-environmental site assessment reference 301757-R03 (02) prepared by RSK dated April 2018, has been submitted to and approved in writing by the Local Planning

Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure potential risks arising from previous site uses have been fully assessed in accordance with Policy LP33 of the Peterborough Local Plan (2019) and paragraph 178 of the National Planning Policy Framework (2019). This is a pre-commencement condition because contamination must be adequately identified and re mediated prior to construction works taking place to prevent risks of pollution during the ground works and construction process.

21. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

22. On completion of remediation, two copies of a closure report shall be submitted to the Local Planning Authority. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post remediation sampling and monitoring results shall be included in the closure report.

Reason: To provide verification that the required remediation has been carried out to appropriate standards, in accordance with Policy LP33 of the Peterborough Local Plan (2019) and paragraph 178 of the National Planning Policy Framework (2019).

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

Reason: To ensure all contamination within the site is dealt with, in accordance with Policy LP33 of the Peterborough Local Plan (2019) and paragraph 178 of the National Planning Policy Framework (2019).

24. No demolition/development shall take place/commence until a programme of archaeological work based on the archaeological investigations undertaken to date for additional trial trenching, including a Written Scheme of Investigation has been submitted to, and approved by, the local planning authority in writing. No demolition/development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with Policy LP19 of the Peterborough Local Plan (2019) and Chapter 16 of the National Planning Policy Framework (2019). This is a pre-commencement condition because archaeological investigations will be required to be carried out before development begins.

25. No demolition/development shall take place/commence details of a watching brief for monitoring of groundworks have been submitted to and agreed in writing by the Local Planning Authority. Thereafter all works shall be carried in accordance with the approved brief.

Reason: In order to protect the designated heritage asset, in accordance with Policy LP19 of the Peterborough Local Plan (2019).

26. The plans and particulars to be submitted for reserved matters approval under condition 1 shall include full details of the proposed 30-50m archaeological buffer zone along the northern boundary with Car Dyke, as shown on the illustrative master plan P16-0761_009 Sheet 1 Rev E and Parameter. Details of works within this buffer zone must be submitted to and approved in writing with the Local Planning Authority, to ensure unacceptable impacts on the Scheduled Monument are avoided. Thereafter all works must be carried out in accordance with the approved details and the buffer zone maintained in perpetuity.

Reason: In order to protect the designated heritage asset, in accordance with Policy LP19 of the Peterborough Local Plan (2019) and Chapter 16 of the National Planning Policy Framework (2019).

27. The plans and particulars to be submitted for reserved matters approval under condition 1 shall be submitted to accord with the principles of the illustrative master plan P16-0761_009 Sheet 1 Rev E and Parameter Plan - P16-0761_006 Sheet 01 Rev D.

Reason: In order to ensure the key principle and parameters of the development are comprehensively followed through the development for an acceptable design, appearance and amenity within the development in accordance with Policies LP16, LP17, and LP21 of the Peterborough Local Plan.

28. Development shall not take place, before a strategic phasing plan, identifying any sub areas for the area, based on the approved Parameter Plan and illustrative masterplan and setting out the phasing of key infrastructure which must comprise any relevant drainage works, development tranches, primary streets and strategic open space etc has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved strategic phasing plan.

Reason: 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 Policy LP5 of the adopted Peterborough Local Plan. This is a pre commencement condition as it is necessary to secure the phasing of key infrastructure before any works commence.

29. No development shall take place nor any submission of reserved matters applications under condition C1 shall occur or sub-area thereof (as identified by the strategic phasing plans secured under the terms of condition C28, until a Development Area Brief (DAB) for that area or sub-area has been submitted to and approved in writing by the Local Planning Authority. This shall include amongst other things details of the proposed serviced plots for self build and custom build homes.

Development shall thereafter be carried out in accordance with the relevant approved DAB. Each reserved matters application shall be accompanied by a statement setting out how the scheme complies with the requirements of the relevant DAB along with elevations and design rationale plan to demonstrate this compliance. In the case of lifetime homes and wheelchair housing, 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 LP5, LP16, LP17, This is a pre-commencement condition as it is necessary to secure the overarching design approach to the development before any works commence.

30. The plans and particulars to be submitted as reserved matters under condition C1 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 into 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; and
 - Car parking, circulation areas and loading and unloading areas.
 - Electric charging points/infrastructure;
 - Details of connections into adjacent sites.

Development shall be carried out 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 LP13 of the Local Plan.

31. No part of the development shall be occupied or brought into use until the roads/footways and cycleways linking that part of the development to the existing public highway have been implemented in accordance with the approved details secured under condition C30. 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 LP13 of the Local Plan.

32. The plans and particulars to be submitted as reserved matters under condition C1 shall include details of existing and proposed site levels including the finished floor levels of all new dwellings / buildings and any associated parking shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of visual and residential amenity in accordance with Policies LP16 and LP17 of the Peterborough Local Plan.

33. The plans and particulars to be submitted for reserved matters approval under condition 1 shall include noise mitigation strategy based on the findings of an updated Noise assessment, based on the reserved matters layouts and shall include full details of proposed mitigation measures. The development shall thereafter be carried out in accordance with the approved mitigation measures which should be installed prior to the first use of the dwelling to which they relate, and shall thereafter be retained as such.

Reason: In order to ensure adequate amenity for the future occupiers in accordance with policy LP17 of the Adopted Peterborough Local Plan (2019).

34. The plans and particulars submitted under condition 1 shall include details for all dwellings to meet Building Regulations Part M4(2), 5% of the dwellings to meet Building Regulations Part M4(3)(2)(a); and all rented tenure affordable housing to meet the minimum National Space Standards (as defined by Building Regulations). All housing development hereby approved shall achieve the Optional Technical Housing Standard of 110 litres per person per day for water efficiency as described by Building Regulation G2.

Reason: In order to meet housing needs and reduce impact on the water environment and achieve water efficiency in accordance with policies LP8 and LP32 of the Adopted Peterborough Local Plan (2019).

35. The plans and particulars to be submitted for reserved matters approval under condition 1 shall include an ecological management plan and ecological method statement to demonstrate the measures that will be taken to ensure sufficient ecological protection and management takes place both during and after site works. Thereafter all works will be carried out in strict accordance with these approved details.

Reason: To protect features of nature conservation importance, in accordance with Policy LP28 of the Peterborough Local Plan (2019) and paragraphs 170 and 175 of the National Planning Policy Framework (2019).

36. The plans and particulars to be submitted as reserved matters for each plot/phase shall be accompanied by details to ensure that a minimum of 10% biodiversity net gain (DEFRA metric 2.0 as may be revised) within that phase of the development. This should amongst other things include a scheme for bird and bats boxes where appropriate. Cumulatively the site should achieve a 15% biodiversity net gain.

Reason: To ensure biodiversity enhancement of the site, in accordance with Policy LP28 of the Peterborough Local Plan (2019) and paragraphs 170 and 175 of the National Planning Policy Framework (2019).

37. The development hereby permitted shall be carried out in accordance with the following approved plans:

- Location Plan – P16-0761_004 Sheet 02 Rev C
- Site Location and Allocation - P16-0761_004 Sheet06 Rec C
- Open Space Provision - P16-0761_011 Sheet 01 Rev C
- Parameter Plan - P16-0761_006 Sheet 01 Rev D

Reason: For the avoidance of doubt and in the interests of proper planning.

Copies to Councillor Andrew Bond, Councillor Darren Fower and Councillor Sandra Bond