

Application Ref:	19/00836/OUT
Proposal:	Construction of up to 265 dwellings, associated public open space, infrastructure and the provision of land for school extension with access secured and all other matters (appearance, landscaping, layout and scale) reserved
Site:	Land East Of, Eyebury Road, Eye, Peterborough
Applicant:	Mr Chris Dwan, Allison Homes
Agent:	N/a
Referred by:	Cllr Simons
Reason:	Outline planning was for 250 houses now 300. In the Local Plan Inspectorate Report it states any development in Eye should not be allowed unless sufficient infrastructure is in-place and proven. This is not the case. Eye is already overdeveloped with existing infrastructure.
Site visit:	06.09.2019 and 13.06.2021
Case officer:	Mrs C Murphy
Telephone No.	01733 452287
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Recommendation:	GRANT subject to relevant conditions and the completion of a S106 agreement. Delegated authority is requested to allow the Development Management Group Lead to agree the final planning conditions.

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

Site and Surroundings

The application site is located off Eyebury Road in the village of Eye. It is approximately 0.5 km south from the village centre and immediately adjacent to the primary school. The village centre is designated as a conservation area.

The application site extends to around 13.1 hectares (ha) and is generally level. The land is currently arable land and is split into two distinct parts divided by the central drainage ditch which runs north to south. There is a public right of way (PRoW) running down one side of it which extends along the southern border of the site.

The site is currently accessed from the existing field in the southwest corner of the site from Eyebury Road. There is a hedgerow running along this frontage and some of this will need to be removed to make way for the new access. Along the other boundaries of the site are similar intact hedgerows and trees and where possible these are intended to be retained.

There are a number of residential properties located along Eyebury Road at this point. To the north of the site lies a care home (Field House) as well as the local primary school, both located off Eyebury Road. Further east along the northern boundary are the rear gardens of Fountains Place that back onto the site. There are other properties on Anglesey Way, some of which directly front the site and are part of a recent development by the applicant.

To the east is a residential estate of 'Park Homes' and Pioneer Caravans. Further east of the site there is open countryside.

To the south west of the site are a number of residential properties which are located off Eyebury Road and beyond these is open countryside. There is also a cottage which is a Grade II listed building on the west side of Eyebury Road, opposite the south west corner of the site.

The application site is allocated for residential use under Policies LP39.7 and LP40 of the Peterborough Local Plan (2019).

An outline application (planning ref. 21/01542/OUT) has recently been submitted for Eyebury Road House, 19 Eyebury Road. The site is directly south of this application site and is for the construction of 1no. detached dwelling with access, appearance and landscaping secured and layout and scale matters reserved.

Proposal and background

The application seeks outline planning consent for the construction of up to 265 dwellings. The application seeks approval of the access only at this stage with matters relating to the appearance and design of the buildings, scale, layout and landscaping reserved to a later stage, if outline planning permission is granted.

The application was initially a scheme for up to 300 dwellings, but this was then reduced to 284 dwellings, with a further recent reduction bringing the number of dwellings proposed down to 265. The proposal would provide 30% affordable homes.

The proposal would also provide for up to 2.54ha of public open space which would also include a locally equipped area of play (LEAP) and allotment land.

The proposal also includes an area of land (1ha) to be given over for the purposes of extending the adjacent primary school and the creation two additional access points into the school site. One will be a vehicular access along its southern boundary abutting the application site and the other a pedestrian access only on the eastern boundary of the school site south of Fountains Place.

The primary vehicular access is proposed off Eyebury Road. The access proposals include an on-site cycleway at the site access, along with pedestrian crossing improvements near the school.

Revised proposals also submitted include a footpath/ cycle way to be constructed to the north of the site on a strip of land between properties at Fountains Place and the recent Allison Homes (previously Larkfleet Homes) development linking up to Thorney Road. The cycle way would then continue in a westerly direction alongside the footpath on the south side of Thorney Road up to where it meets with Eyebury Road and the High Street. There will also be upgrades to two bus stops on Thorney Road along this section.

As required by Policy LP40, a masterplan has been submitted with the application and this also includes further details via a parameters plan, strategic movements plan and indicative public open space areas drawing. These plans would provide controls on future Reserved Matters applications.

The Local Planning Authority (LPA) has undertaken a screening opinion in respect of the outline application as to whether or not the development would require an Environmental Impact Assessment (EIA). The project falls under Schedule 2, item 10 (b) 'Urban development projects,' of the Regulations. The LPA considered that the development would not have significant environmental effects and as such an Environmental Impact Assessment was not required (ref. 21/00013/SCREEN).

Consultation

There have been four rounds of formal public consultation on the application. The first ran from 21 August to 19 August 2019. Since the receipt of the initial application in August 2019 further information and amended details as referred to above have been received, as well as a number of revised plans and documents to address comments received from technical consultees. A further 3 rounds of full statutory public re-consultation have been undertaken: 1) 7 June to 6 July 2021; 2) 4 September to 27 September 2021; and 3) 21 October to 28 October 2021.

2 Planning History

Reference	Proposal	Decision	Date
21/00013/SCREEN	Screening opinion	Comments	03.12.21

3 Planning Policy

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

Planning (Listed Building and Conservation Areas) Act 1990

Section 66 - General duty as respects listed buildings in exercise of planning functions. The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

Section 72 - General duty as respects conservation areas in exercise of planning functions.

The Local Planning Authority has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

National Planning Policy Framework (July 2021)

Section 5: Delivering a sufficient supply of homes

Paragraph 60: To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Paragraph 65: Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership.

Section 8. Promoting healthy and safe communities

Paragraph 92: Planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Paragraph 95: It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Paragraph 98. Access to a network of high quality open spaces and opportunities for sport and

physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Paragraph 100. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

Section 9. Promoting sustainable transport

Paragraph 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Section 11: Making effective use of land

Paragraph 119: Planning decisions should promote an effective use of land in meeting the need for homes and other uses while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12: Achieving well-designed places

Paragraph 124: Planning policies and decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places.

Paragraph 126: The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130: Planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities), establish or maintain a strong

sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

Paragraph 131: Planning decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments and that appropriate measures are in place to secure the long-term maintenance of newly-planted trees.

Section 15: Conserving and enhancing the natural environment

Paragraph 180: Development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

Paragraph 183: Planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

Paragraph 185: Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. 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 the quality of life.

Paragraph 186: Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

Paragraph 187: Planning decisions should ensure that new development can be integrated effectively with existing businesses and community facilities. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

Section 16: Conserving and enhancing the historic environment

Paragraph 194: 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. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 195: 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.

They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 205: Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

Section 14: Meeting the challenge of climate change, flooding and coastal change

Paragraph 152. The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Paragraph 169. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Paragraph 159. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Section 15: Conserving and enhancing the natural environment

Paragraph 174. Planning policies and decisions should contribute to and enhance the natural and local environment.

Paragraph 185. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Peterborough Local Plan 2016 to 2036 (adopted July 2019)

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 Settlement 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.

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.

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.

LP17 - Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

LP17b) Part B Amenity of Future Occupiers- Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

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.

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.

LP39 - Large Village Allocations

Identifies the sites within the large villages which are allocated primarily for residential use. Site 39.7 Tanholt Farm, Eye is included in the list of allocation.

LP40 - Tanholt Farm, Eye

A comprehensive masterplan should be submitted for this site. In developing the masterplan there should be a high level of engagement with appropriate stakeholders and the local community. The masterplan should address amongst other matters the scale of development to be informed through a Transport Assessment, a residential led scheme, impact on residential amenity, provision of education and community facilities, access and highway works, details of long term governance. Detailed proposals will not be approved without a masterplan.

Cambridgeshire & Peterborough Mineral and Waste Core Strategy DPD (adopted July 2021)

Policy 5: Mineral Safeguarding Areas (MSAS)

Mineral Safeguarding Areas (MSAs) are identified for mineral resources of local and/or national importance. The Mineral Planning Authority must be consulted on certain development proposals.

Planning (Listed Building and Conservation Areas) Act 1990

Section 66 - General duty as respects listed buildings in exercise of planning functions

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

Section 72 - General duty as respects conservation areas in exercise of planning functions.

The Local Planning Authority has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

4 Consultations/Representations

PCC = Peterborough City Council

Environment Agency

No objection, no comments to make.

Natural England

No objection

The proposal in this location triggers Natural England's Impact Risk Zone (IRZ) for the Nene Washes swan functional land. Based on the information provided, it is not considered that the development site and surrounding area to be functionally linked with the Nene Washes SPA Ramsar & SSSI.

Recommends consideration of recreational pressure based on the updated Impact Risk Zones (IRZs).

PCC Wildlife Officer

No objection, subject to conditions requiring an ecological design strategy, construction environmental management plan, soft landscaping plan and provision of locally native species. Ecological enhancements are required as part of these provisions.

PCC Archaeological Officer

No objection, providing that a programme of archaeological work is carried out predetermination comprising a geophysical survey possibly followed by an evaluation by trial trenching to be informed by the results of the geophysical survey.

PCC Senior Landscape Technical Officer

Objection

Does not wish to see the Allotment provision split over two sites within a single development. Proposed LEAP needs to be referred to as Super LEAP (SLEAP). POS needs to be able to be used for informal recreational activity. The retention of areas within the POS/around the dry ponds as SUDS/Wetland habitat is needing to be removed. Clarification is required on how the natural green space (NGS) will be implemented within such a narrow strip of land (minus the drain and footpath) to deliver appropriate NGS. If the provision of NGS is not achievable onsite, an offsite contribution will be considered.

PCC Conservation Officer

No objection, subject to conditions to ensure that materials respect and reflect the positive material palette of Eye and a robust landscaping scheme to ensure that the countryside facing site boundaries are delineated by native planting, not close boarded fencing, as Eye is a historic conservation village.

PCC Tree Officer

No objection, following receipt of amended information. Subject to conditions requiring a landscaping scheme. Recommends that the proposed access into the school site should not affect Tree T5 Horse Chestnut nor any trees be removed from Group G8 until such time as an appropriate and suitable route has been identified on site, marked out and a no dig solution, as discussed within the AIA, for the path construction has been considered and submitted for approval. Detailed advice on tree planting is provided.

PCC Pollution Control Officer

No objection, subject to conditions requiring a detailed noise assessment and associated mitigation measures. An Air Quality Assessment would be required if the change of Light Duty Vehicles (LDV) flows are more than 500 Annual Average Daily Traffic. Due to the size of the development and potential for disturbance during construction a condition requiring a construction management plan for prior approval is also recommended.

Cambridgeshire Fire & Rescue Service

No objection, requests that adequate provision be made for fire hydrants, by way of Section 106 agreement or a planning condition.

Police Architectural Liaison Officer (PALO)

No objection, provides details comments on how community safety and vulnerability to crime is addressed at an early stage.

PCC Housing Officer

No objection, subject to provision of 30% affordable housing based on an acceptable tenure split.

PCC Planning Obligations Officer

The proposal is CIL liable, the amount due will be calculated at the approval of Reserved Matters when the Gross Internal Area of the development is confirmed.

PCC Place Planning and Sufficiency Officer (Education)

No objection

First Comments

The development of 300 houses is forecast to generate 90 0-3 year olds, 120 primary aged children and 75 secondary aged children.

Early Years - There is currently no planned expansion project for Early Years provision in Eye. Officers would need to explore potential projects in order to establish costs.

Primary - A potential project to expand the school by 210 places (1 form of entry). This will require a financial contribution in addition to the land the developer is offering. The cost of this is currently unknown. The boundary for this land will also need to be changed in order to fit the required sports pitches.

Secondary - Manor Drive Secondary Academy is a new planned 6FE school to be built on the Paston Reserve development. It is due to open in September 2022. The school at Paston Reserve will cater for 6FE at the cost of £20m. The cost per pupil is £22,222. The cost to provide 75 secondary places at £22,222 per place is £1,666,650.

The masterplan designates a piece of land for the proposed school extension. The Council commissioned a RIBA Site Capacity Study to explore options for this extension. The current designation of land is not of sufficient size to fit sports pitches which meet Sport England guidelines. The Council proposes that the site boundary is adjusted and made rectangular in order to accommodate the pitches.

The masterplan proposes a school pedestrian/cycle access from the development site onto the school site. This proposal would mean the access goes directly across the planned sports pitches. The Council would prefer the access to come from Fountains Place. This would allow use of the pitches and access simultaneously and ensure an improved community link to Eye village.

Final Comments:

Further development within this location and the resulting additional children requiring childcare and funded entitlements will result in pressure on local providers and create capacity issues. From a primary school perspective, 2021 catchment and admissions data show there are already more children living in the catchment than there are places at Eye Primary School and that the situation will become increasingly problematic over the forecast period. A feasibility study conducted on behalf of the local authority in 2019 gives Education/School Place Planning and Education Capital colleagues to understand that the developer proposals to provide a new access into the school site and additional land (as shown on submitted plans) to ensure that the school has appropriate vehicular access and site area to support an expansion by one form of entry is viewed as sufficient.

From a secondary perspective, the catchment school, Arthur Mellows Village College, pupil roll forecasts also indicate rising pressures as younger cohorts progress up the school, with high numbers in Y7 ageing forward. Numbers are above PAN capacity.

Further development in this area will put increased pressure on childcare, primary and secondary school infrastructure, above capacity.

Anglian Water

No objection

Assets - Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement, including a sewage pumping station located within 15m of the site. This must be taken into account in the layout of the development including providing access for maintenance and achieving a 15m separation distance to the nearest residential property to avoid nuisance in the form of noise, odour or general disruption from maintenance work.

Foul Water - The foul drainage from this development is in the catchment of Peterborough (Flag Fen) Water Recycling Centre that will have available capacity for these flows

Surface Water - The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.

PCC Peterborough Highways Services

No objection, subject to conditions and informatives in respect of a Travel Plan, offsite highway works, on-site sustainable travel provision, access, vehicle to vehicle visibility splays, provision of adequate space for parking and turning, wheel wash on large development, construction management plan and pre-condition highway survey.

PCC Public Rights of Way Officer

No objection, the public rights of way which border the site and also run through the site will need to be kept unobstructed and open during construction unless a temporary diversion regulation order is requested. The footbridge into the site will need replacing at the developers cost as part of this development in order to make the route more accessible for the extra users which will be generated by the additional housing. The upgrade to the footpath / cycleway heading out of the site should include a surfaced footpath. New bridges to be provided on the footpaths from the site linking into the countryside. Given the volume of housing on this site a fully surface path/cycleway should be available all the way to the school from all areas within the site.

North Level District Internal Drainage Board

No objection, following receipt of amended plans and provision of detailed comments on the proposed cycleway and PRow.

PCC Drainage Team

No objection, following receipt of additional plans and removal of the IDB objection, subject to conditions relating to details of a sustainable drainage scheme.

Reserved matters applications would be expected to provide details on access to riparian watercourse for maintenance, overland flood and exceedance routes for the additional school land and any details of any mitigation measures required and overland flood flow routes, exceedance routes, proposed finished floors levels and details of the construction of the pond in relation to the eastern wetland pond, in order to demonstrate that flows will be directed away from the properties in the event of a system failure or exceedance event.

PCC Travel Choice

No objection, agree with the Travel Plan submitted.

Peterborough Cycle Forum

Detailed comments are provided on the proposed cycle routes and cycle storage provision.

National Highways (formerly Highways England)

No objection, further documents have been received from the applicant, including revised details. The revised information has no material impact upon the Strategic Road Network, and therefore National Highways retain their no objection to the application.

Sport England

No objection, in terms of quantity, approximately 0.49 hectares of playing field will be lost to accommodate the new car park, but the new playing field covers an area of approximately 0.95 hectares, thus a quantitative gain. As it will be a new playing field, the qualitative requirement can be covered by a planning condition, and management will be as existing.

Sport England are supportive of the application because it will provide new pitches for sport, in line with our Planning Objective 3, together with parking and access. Subject to conditions to control the programming of the replacement playing field prior to the loss of the existing playing field and a detailed assessment of ground conditions for the new playing field.

PCC Minerals and Waste Officer

No objection, the proposal site is located within a Minerals Safeguarding Area (MW Local Plan policy 5), and as such there is no requirement to consult the MPA on proposals that are consistent with the Development Plan for that area.

Eye Parish Council

First Comments - Objection

- The Planning Inspectors report recommended that 250 houses or less for this site and this application is up to 300 houses with 283 being shown.
- Eye has been promised by Peterborough City Council that no further development will take place in the village of Eye until the infrastructure is improved. There are currently 100 houses under construction over 3 sites in the village.
- We note the objections from the North Level Drainage Board and fully support their comments.
- Roads - the road system in and out of Eye are clogged with traffic, especially in the morning and evening rush hour and at school times. The safety of our children is paramount and with potential 600 more vehicles from this development next to Eye Primary School is of a great concern and of the pollution from the vehicles and the potential noise pollution.
- Eyebury Road past the school towards Peterborough is only a single track road.
- Eye Primary School is almost full.
- The doctors surgery is near to capacity.
- The Post Office has just closed.
- Youth Facilities - more and better facilities required. More youngsters coming to live in the village and police statistics show that without such facilities anti-social behaviour increases.

Second Comments - Objection

- The infrastructure of the village needs improving before such a large development takes place. The school, doctors surgery, dentist and youth facilities are all over subscribed now.
- Eyebury Road is a very heavily used road and goes into a single track road as it leaves the village. This goes by the primary school and a further 250+ houses with at least 2 vehicles per house will greatly increase pollution and noise pollution. The Red Brick Farm development at the other end of Eyebury Road has just been approved which will further increase the volume of traffic to it along Eyebury Road in Eye. Traffic is very heavy on all routes out the village now and need upgrading before any further such developments take place.
- Access to the development is of a concern.

Third Comments - Objection

- Eye Parish Council strongly object to this application as they have done since the original application was made in 2019.
- The original inspectors report recommended 250 houses or less - the application is for up to 280.
- We agree with the objections from the North Level Drainage Board, Peterborough City Councils Open Space Management Officer and share the concerns from Anglian Water that the application shows houses within 15metres of the sewage pumping station.
- Eyebury Road is a busy "rat run" passing the Primary School and goes into a single track road to Eastern Industry where the large Red Brick Farm Development has recently been approved and this will only add to the volume of traffic.
- The traffic survey shown was undertaken during the school holidays and during Covid Restrictions making it totally meaningless.
- Increase pollution and noise pollution from the proposed development next to our primary school and in the centre of our village is of concern,
- Infrastructure within the village is overstretched already with villagers struggling to get in and out due to the road system both on the A47 and the A1139.
- Doctors/dentists books at capacity, Youth Facilities and support well over stretched.
- The drainage system throughout the village needs improvement as demonstrated with recent rains caused flooding for many villagers.

Paul Bristow – MP for Peterborough

There is a need for more housing in Peterborough, but it must be the right housing and gone about the right way. This includes key improvements to our road and transport infrastructure, with extra capacity for our health facilities and schools.

My objections to this outline application include:

- The Local Plan allocation is for 250 dwellings or fewer. At 300 dwellings, the scheme is an overdevelopment of the site, which prevents sufficient open space from being incorporated and would have a significant impact on the village.
- The transport assessments undertaken to date are inadequate and understate the existing pressures. Fundamental problems in the scheme's design cannot be remedied by a later, more detailed transport plan or a slight reduction in dwellings.
- There is no provision of extra-care or supported housing to meet the needs of the area's aging population.
- Eye Primary School needs more land than is currently allocated for new facilities and appropriately sized sports pitches.
- There is inadequate information on the s106 contributions required to increase primary and secondary school capacity and provide sufficient community health and GP coverage.
- Flooding and drainage risks have not been addressed.

I believe that the local community in Eye would be best served by the developer withdrawing this application, in order to rethink their proposals and reengage with residents.

Cllr Nigel Simons - Eye, Thorney and Newborough

First comments

Along with my fellow councillors Cllr Steve Allen and Cllr Richard Brown, We would like to very strongly object to the application. Outline planning was for 250 houses now 300. Also in the local plans inspectorate report it states Eye any development in Eye should not be allowed unless sufficient infrastructure is in-place and proven. We do not believe this to be the case. Eye is already overdeveloped with existing infrastructure. We kindly ask for this application to go before planning and environment committee.

Subsequent Comments:

I would like to register my strong objections to this application. As indicated by our highways department, the access to the proposed site is unsuitable. Also LP40 requires all reserved matters to be agreed at outline stage, although Larkfleet are very much aware of this seem to have total disregard for the planning process agreed by the inspectorate. I can never support this application until an alternative access road is to be arranged, as discussed some two years ago. With the then leader of the council and Larkfleet. Also the inspectorate recommendation with regard to the village's infrastructure has certainly not been considered.

Cllr Steve Allen - Eye, Thorney and Newborough

First Comments

Specifically I wish to register my concern that the original application for 250 houses has been increased to 300. The local plan recommendations state any development in Eye should not be allowed unless sufficient infrastructure is in-place. I do not believe this has been addressed, and I need to see further evidence that the proposed East / South relief road is being prioritised.

Second Comments

- LP allocation for 250 houses has been increased to 300. This being an overdevelopment of the site.
- The village should not be further burdened with large scale housing developments without real infrastructure improvements including an East /South relief road(from the A47 to Eastern Peterborough) to take traffic away from the village centre and Eyebury Road.
- Eyebury Road is already overburdened with traffic and the additional vehicle movements will create gridlock on a road which is effectively a one track lane between Eye and Peterborough's

Eastern Industry Zone. An overburdened rat run now – additional vehicle movements will further exacerbate the problem.

- Although the planning proposals indicate provision of extra intake to the school, the site plan shows insufficient/inadequate playing field space being provided. Additionally it should be recognised that more pupils will be added to the roll of a school which has been added to on an 'ad hoc' piecemeal basis over recent years and is now already suffering from overcapacity and pressure on its facilities.
- Access to the school car park and drop off area needs to be reviewed. Traffic movements from and to Eyebury Road will add to further congestion – in particular to the morning commute and school run.
- The proposals show only small pockets of open space and play facilities – insufficient and inadequate for the size of the development.
- Eye has serious pressures with the medical facilities currently in place and this substantial increase in population will place further burden on the availability healthcare in the village.

Believes that the developer should reconsider the proposals and look again at the site with a more considered approach, taking into account what is right for Eye.

Third Comments

The road infrastructure is inadequate to handle the additional traffic movements which will inevitably be generated by the proposed 284 dwellings.

Eyebury Road is already an acknowledged 'rat run' for traffic between the A47 and Peterborough's Eastern industry which will be further impacted by the pending development at Red Brick Farm. Eyebury Road is restricted to a single line carriageway with passing points between Pearces Road and Eyebury Grange. The demands from additional houses combined with increased commercial and industrial traffic will see the route becoming chaotic gridlock at times of peak demand; this on road with a busy school already generating traffic and parking issues morning and afternoon during term times. The level of traffic passing the school gates contradicts the Safe School Routes initiative.

I will put on record I am unable to support any development at this location until the issue of improved infrastructure is addressed; specifically, the provision of a relief Road - from the A47 to Eastern Industry by-passing the Village, as discussed at a meeting with the former Council Leader, representatives of Larkfleet, Planning Officers and fellow Ward Councillors some 2 years ago. In addition to the infrastructure issues, I have real concerns regarding overdevelopment of the site - 284 dwellings rather than the 250 (or less, as approved by the inspectors); the mix of housing not including bungalows and supported living to accommodate 3rd age and the elderly in the community, and what appears to be an under provision of Open Space and Children's play facilities.

Cllr Richard Brown - Eye, Thorney and Newborough

First Comments

I wish to support my fellow Councillors with my objections to the proposed new development of 300 houses in Eye. I agree with all the points mentioned regarding the increase number from the original quoted of 250 and the need for further infrastructure to be planned.

Subsequent Comments

Feel that an addition of 284 houses with maybe 3 cars per house is an amount of traffic that cannot be justified on a very busy road. Where the plans for an alternative road ever considered that was discussed 2 years ago.

Local Residents/Interested Parties

A total of 381 individual written responses have been recorded predominantly objecting to the

proposal. These are as follows:

Consultations: 206 separate addresses, increased to 307 addresses in later stages to reflect the need to consult wider on the proposals due to the proposed pedestrian/ cycleway upgrade

Total number of individual responses: 381

Total number of objections: 378

Total number in support: 3

Due to the large number of representations received from the local population and their detailed nature in parts, a copy of the summaries of these are set out separately in Appendix 1.

5 Assessment of the planning issues

The main considerations are set out under the headings below.

1. The Principle of Development
2. Highways impacts and parking
3. Design and layout (including impact on heritage assets)
4. Ecology, trees and landscaping
5. Drainage and flood risk
6. Planning obligations - S.106 and CIL matters
7. Others matters (contamination, construction management etc.)
8. Miscellaneous

1. Principle of development

Development proposal

As indicated under Section 1, this is an outline application for up to 265 dwellings with only the principle of access being established at this stage.

In planning policy terms, Eye is identified in Policy LP02 of the Peterborough Local Plan within the settlement hierarchy as a large village, second only to the urban area of Peterborough City. The site is allocated for residential use under Policy 39: Large Village Allocations (reference 39.7 Tanholt Farm refers). This allocation has established the principle of developing housing on this site and it cannot be re-visited through this application.

Due to the complex nature of the site, there is a specific allocation policy for it. Policy LP40 sets out a number of guiding principles for the site and requires that prior to the approval of detailed proposals an outline planning application comprising, amongst other matters, a comprehensive masterplan for the whole area should be submitted and approved by the LPA to demonstrate achieving how future development would accord with these principles.

A masterplan which covers the whole of the allocation has been submitted in support of this application to demonstrate how the site could be developed and meets these key principles.

Policy LP40 also states that, with the exception of minor proposals of very limited consequence to the overall redevelopment of the entire site, the Council will not approve any detailed planning proposals for any parts of the site until, and subsequently in accordance with, a comprehensive planning permission for the entire site has been achieved (including any agreed Planning Obligation to ensure specific elements of the wider scheme are guaranteed to be delivered). The applicant has advised subject to the granting of outline consent for the entire allocated area, it is expected that a reserved matters application will be submitted shortly after. It is most likely that a

single reserved matters application will be submitted for the entire site, although due to the number of dwellings envisaged these could be constructed in different phases.

To provide more clarity in terms of the design approach being followed, the masterplan is accompanied by a parameters plan and a strategic movement plan.

- The parameters plan sets out the built form parameters, indicative areas of public open space as well as access and movement parameters.
- The strategic movement plan shows the approximate primary and secondary vehicle access corridors, including linkages to neighbouring land.

These layouts have been considered but only insofar as to determine whether the masterplan adequately addresses the constraints of the site, and whether the number of dwellings proposed is acceptable.

Officers are of the view that the masterplan is acceptable in principle and shows the site could satisfactorily accommodate up to 265 units, together with appropriate levels of open space, sustainable drainage features (SuDS), circulation space and the provision of land for the expansion of the school. The submission is, therefore, considered to be a comprehensive masterplan for the overall allocation area and in accordance with the requirement of Policy LP40 in this respect.

Further assessment of how the application complies with the 8 key principles set out in Policy LP40 are covered in the following sections.

Quantum of development

The Local Plan allocation sets out an indicative number of 250 dwellings for the site. The indicative scheme proposes up to 265 no. new homes. The precise number of dwellings will be determined at the reserved matters stage. For instance, if there is a demand for larger properties, then fewer properties could be accommodated across the site. Conversely, if smaller units are required then the overall numbers of dwellings would be upper end of the limit. The proposals for up to 265 new homes represent an increase of 6% over the 250 dwelling figure the indicated in the Local Plan which is a modest amount.

It should be noted that the figure in the Local Plan is indicative only and does not fully take account of the further assessment required to assess the amount of housing that the site is capable of providing. This work has been carried out as part of this application.

Key principle 1 under Policy LP40 specifies that the scale of residential development would need to be subject to a detailed transport assessment (TA) and travel plan which will demonstrate that the quantity of homes proposed is deliverable taking account of safe and suitable access to the sites, and cost effective and necessary improvements to the transport network. It was anticipated that the scale would be around 250 dwellings but potentially less following the outcome of the transport assessment.

The findings of the TA concluded that additional traffic from the development of up to 300 dwellings would not unduly impact on the surrounding local and strategic highway network, with some mitigation measures. Both the Local Highway Authority (LHA) and National Highways have confirmed a position of no objection. The scale of residential development is regarded as appropriate in this instance taking into account matters such as the provision of a safe and suitable access to the site and cost effective and necessary improvements to the transport network. This is set out in more detail below under 'Highway Impacts'.

The net residential area (taken as generally 60% for this size of site) equates to a density of around 33 dwellings per hectare, which would be in keeping with the village character and immediate context. This is comparable to the density envisaged for the site in the Local Plan

evidence base i.e. 30 dwellings per ha based on approximately 250 dwellings. Officers are therefore satisfied that the quantum of proposed development is appropriate.

Meeting housing needs

Policy LP08 requires the provision of 30% affordable housing on developments of 15 or more dwellings. All dwellings are required to be Building Regulations Part 4(2) compliant in respect of accessible standards and on developments of 50 dwellings or more, 5% of homes are required to meet Building Regulations Part M4(3)(2)(a).

Key principle 2 of Policy LP40 requires a residential led scheme, of a range of types and tenures that meet needs and respects the surrounding context.

The application proposes 30% affordable housing and appropriate tenure split with an appropriate tenure split of 70% affordable rented tenure and 30% intermediate tenure which will need to be secured by a S106 Agreement. The provision of the necessary access standards to meet the changing needs of people over time can be secured via planning condition.

Subject to the above, the proposal is considered to be in compliance with Policy LP08 and Policy LP40 of the Peterborough Local Plan (2019).

Public Comments

A number of objections have been raised regarding the proposed number of dwellings. The public representations query why the application has been made in excess of the 250 housing figure and it should in fact be less than this. To re-iterate this figure the Local Plan figure is only an estimate and not a target or a prescribed upper limit, subject to further assessment of the transport impacts.

It is acknowledged that a significant number of the objections received are in relation to what impact the development will have in terms of pressures on existing local services/ facilities and that there are already insufficient for the local population. Whilst these concerns are noted, the site is allocated for development therefore the principle of locating development at this location has been established through the local plan process.

In accordance with the Local Plan, the development will need to make a payment toward local infrastructure under the Council's Community Infrastructure Levy (CIL) and this will be determined against the number of plots proposed at the reserved matters stage.

There have been objections made that the housing does not provide for an adequate range of types and tenures, do not respect the surrounding context or reflect the local need. Further details on the intended housing mix will become forward through a reserved matters application. At this stage, only the amount and tenure of the affordable housing can be agreed.

The City Council could also not reasonably insist on bungalows in the proposed housing mix. There is no guarantee that changing the house types, such as to bungalows would result in any reduction in the total number of residents nor that there would be less children occupying the development.

Conclusions

In summary, the illustrative masterplan and technical reports (including TA) are considered to demonstrate that the site could be developed in an acceptable way and for the scale of development proposed.

As demonstrated above, the application has satisfactorily addressed the requirements of key principle 1 of Policy LP40 in respect of confirming the suitable quantum of development for the site through an assessment of the highway network and that safe and suitable access to the site can be achieved.

The development proposed is residential led but also allows for the extension of the school and the provision of an improved access for the school. The application will provide for affordable housing and accessible accommodation in line with Policy LP08. Details of the housing mix and their tenures will be provided and further considered at reserved matters the site and would be capable of providing the necessary range of accommodation and tenures.

The masterplan shows the site can satisfactorily accommodate 265 units, together with appropriate levels of open space, sustainable drainage features (SuDS), circulation space and the provision of land for the expansion of the school, subject to further details at reserved matters. At this stage, the masterplan is considered to adequately respond to the constraints/ context of the site and the requirement of both key principles 1 and 2 of Policy LP40.

For the purposes of determining this outline application, the key provisions will be secured through the conditions and the legal agreement to ensure future detailed reserved matters deliver the essential requirements of the scheme. The principle of development is therefore considered to be acceptable in accordance, subject to conditions with Policies LP02, LP08, LP39.7 and LP40 of the Peterborough Local Plan (2019).

2. Highway impacts and parking

Transport Assessment

A TA has been submitted in support of the application for up to 300 dwellings. This has assessed whether the highway network has capacity to accommodate the level of development proposed and/ or whether any mitigation/ off-site highway works are required. Revised versions of the TA have been submitted to address comments made, in order to adequately assess the impacts of the proposed development. It has continued to be based on a proposal for up to 300 dwellings.

The LHA as the highway body responsible for the local road network and National Highways who has responsibility for the strategic road network of the A47 truck road nearby, have both concluded that they raise no objections to the application and the impact of the development on these roads is acceptable.

The LHA has stated that whilst the TA has identified that the roundabout within Eye north of the site at the junction with the High Street/ Thorney Road/ Crowland Road) is already near/ at capacity in peak hours, the additional traffic from the development has little impact alone (when taking into account the background traffic growth, and other permitted developments nearby). It cannot be considered to be severe enough to warrant a LHA recommendation of refusal for the application. Nevertheless, it is important to maximise the opportunities to promote the use of sustainable travel modes, particularly for local journeys, to assist in mitigating the impact on that junction. These measures are explained further below.

National Highways has responded that whilst parts of the nearest junctions on the A47 trunk road to the proposed development are predicted to operate near to or at capacity, the additional trips generated are likely to worsen conditions only by a small amount. Consequently, based on sustainable transport measures to be incorporated with the development, which will lessen the impact, they do not object to the application.

Off-site Highway works

Based on the findings of the TA, the LHA has requested a number of mitigation measures to improve sustainable travel links from the development to local facilities and public transport provision. These are:

- Amendments to the existing traffic calming scheme on Eyebury Road, including provision of the upgraded pedestrian crossing.
- The provision of a cycle link through the site and along with the existing PRow footpath to the north of this will enable convenient pedestrian and cycle access to the existing primary school for residents of the housing along Thorney Road.
- An off-site cycleway upgrade to the existing footway along the southern side of Thorney Road to improve sustainable travel links from the development to local facilities and public transport provision.
- Upgrades to identified bus stops on Thorney Road and provision of real time public information (RTPI) equipment on Thorney Road. A Travel Plan will encourage bus use.

The applicant has agreed to include these measures and revised plans have been submitted. The proposals also now include satisfactory details of access to and from Eyebury Road and the on-site cycleway at the site access, along with pedestrian crossing improvements near the school.

It should also be noted, that Peterborough Cycle Forum is also supportive of this scheme providing for a good level of permeability for cyclists and pedestrians, including the link to Thorney Road to enable and encourage local journeys to be made by cycle.

Planning conditions are appended to ensure that necessary further design details are approved for these measures and in addition for their implementation.

The provision of the cycle link will need to be secured via S106 Agreement, in recognition that there are some possible site constraints to converting the footway along the southern side of Thorney Road and so to ensure every effort is made to deliver this cycle link. As this is an outline application the S106 will need to cover further design details required based upon the concept drawings submitted as well as a suitable timetable for its delivery. Also, the provision of fallback option in the event that that this link is only able to be delivered in part ie from the north of the site up to Thorney Road, or in the event of a suitable design not able to be achieved as a whole. It is also recommended that the necessary upgrades to the bus stops on Thorney Road as part of these identified mitigation measures are also covered within the S106.

Other Highway matters

Access to school land

In terms of the access to the additional school land, this will need to be carefully managed to ensure that occupants of the new dwellings are not impacted upon as the access could potentially still be required for a period of time by construction vehicles through the residential development site. A planning condition requiring details of the timetable for the phasing of the development will ensure this matter is satisfactorily addressed.

Travel Plan

In conjunction with improvements to encourage the use of more sustainable modes of travel, for developments of multiple dwellings the Council requires a Travel Plan to help occupiers to make such informed decisions. The Travel Choice Team has agreed to the Travel Plan that has been submitted with the application.

Parking

The parking for the proposed dwellings would be subject to a future reserved matters application, however, that all future layouts would be required to adhere to the Council's current adopted minimum parking standards, including for visitor parking, under Policy LP13.

In addition, the detailed design of the site will need to accommodate the necessary cycle parking and appropriate numbers of electric vehicle chargers along with ducting to enable the future installation of additional chargers as required in the future.

Policy LP13 sets out minimum standards for cycle parking in residential developments, and national cycle parking guidance LTN 1/20 also details levels which should be provided. The applicant has been made aware of these requirements for the detailed design stage.

PRoW

In respect of the PRoW footpaths which cross and border the site, the Council's Rights of Way Officer has commented that these will need to be kept free of obstruction and open during the construction or alternative temporary diversions be made. This will be included as a planning condition.

In order to make the route across the site more accessible for the extra users which will be generated by the development, it has been requested that a fully surfaced path should be available to the school for all areas within the site. New bridges should be provided on the footpaths from the site into the countryside. The upgrade to the footpath/ cycleway heading out of the site to the north should also be upgraded to include a surfaced footpath.

Discussions on the nature of these improvements being sought are still taking place with the applicant. Further details will be provided in the Update Report, as necessary.

Public Comments

It is acknowledged that a significant amount of objections received are concerned about the overall increase in traffic which the development would create and, also as the site is adjacent to the local school which generates traffic pressures at times on Eyebury Road. Some additional commentary is provided below to clarify in relation to the representations made.

- *Traffic in the area is extremely busy without this additional development*

There will be some level of increase in traffic with more car journeys and potential for congestion as a result of the development. However, the TA has not concluded that this would be severe and the issue of Eyebury Road being a 'rat run' cannot be considered as a development issue.

It has been acknowledged by the LHA that the school drop-off and pickup traffic and also traffic using Eyebury Road to access the Eastern Industry area of Peterborough are existing issues and that the development traffic will cause additional pressure in this area. The proposed improvements to pedestrian and cycle facilities in the area of Eyebury Road and designed to encourage trips from the new development to be undertaken by walk and cycle modes rather than by car thus reducing the development impact in this area to an acceptable level. It should be borne in mind that the LHA cannot require developers to mitigate existing issues. The provision of the new access will help to alleviate the existing problem at drop off / pick up times by providing a better solution for the school.

The LHA are of the view that a new pedestrian/cycle facility is required along Thorney Road to alleviate the impacts of the development. This will not only provide a safer environment for existing users along Thorney Road but also will provide a safe and convenient route to the centre of Eye from the development. This will encourage more pedestrian and cycle traffic and thus reduce the impact of the development further on Eyebury Road in terms of vehicular traffic. It is considered that this scheme is a critical element of mitigation in order that the development may be considered acceptable in transport terms.

The road safety implications of the development have been assessed as part of the Transport Assessment. There is no evidence to suggest that there are any existing road safety issues in the area around the school or on Eyebury road, particularly with reference to pedestrians, cyclists and

vulnerable road users. Furthermore, the implementation of enhanced walking and cycling facilities as previously mentioned will serve to create a safer environment for pedestrian/cyclists and vulnerable road users.

- *Criticisms of the TA and the survey information*

The TA has been amended to take account of any comments from the highway authorities. It has assumed the development would be for up to 300 dwellings and not the reduced number of 265 dwellings.

The developer has worked with the Local Highway Authority and PCC to produce a Transport Assessment that is now considered to be acceptable for the purposes of this application. The restrictions associated with the COVID 19 pandemic has given rise to the need to consider an alternative methodology of validating the base modelling to that which might have been requested under 'normal' circumstances. However the work undertaken has shown that the model does replicate the current situation on site within acceptable parameters. The future year modelling shows there is pressure on the network particularly in the vicinity of the A47 and the A1139 and Crowland Road junctions.

Highways England have been involved in the process of reviewing the Transport Assessment and they are aware that there will be an impact on the A47 and the aforementioned junctions. It is considered that the problems on the A47 including the additional pressure created by this development could not be mitigated by localised junction improvements and that a comprehensive scheme is required in this area to alleviate the current and future congestion issues. They are planning to undertake a study to assess the most appropriate solution. However, as a scheme has not yet been identified, contributions towards such a scheme could not reasonably be sought in associated with this planning application.

In respect of the local network around Eye village, the LHA are aware that there are congestion issues on Eyebury Road which will be exacerbated by the proposed development and thus a package of mitigation is being sought which comprise improvements to walking, cycling and passenger transport infrastructure. This will reduce the impact of the development to an acceptable level.

The traffic impacts of the development both close to the site and further beyond have been assessed and found to be acceptable in all respects, subject to the mitigation measures to improve the infrastructure and accommodate demand; in particular for local journeys generated by this development to be more sustainable and minimise impacts along Eyebury Road and connecting roads.

Summary

The traffic concerns in respect of this development are noted. Careful consideration of vehicular access to and from the site, the traffic implications for the wider Eye area and junctions on the A47. This is also a requirement of key principle 6 of Policy LP40. The evidence base has been scrutinised by the LHA and National Highways, neither of whom have objected to the scheme.

The proposal will ensure that the site will be accessible by a choice of means of transport through further enhancements and the proposal demonstrates that safe and convenient access for all users can be achieved. This adequately covers key principle 7 of Policy LP40 which potential off-site provision, of high quality access for pedestrians and cyclists from, and within, the site to the key community facilities and services in Eye.

Having assessed all of the above matters and subject to the imposition of appropriate highway conditions/ informatives and identified mitigation measures, Officers are satisfied that the proposal of this scale complies with Policy LP13 of the Peterborough Local Plan (2019).

3. Design and layout

This application seeks outline permission with detailed matters relating to appearance, landscaping, layout and scale being reserved. The masterplan sets out the overarching framework layout for the site's development, including the parameters of the residential areas, open spaces and roads. However, the detailed layout of the development (e.g. building and road positions) would be included within future reserved matters applications and as such, cannot be considered at this time. Accordingly, some of the comments from objectors cannot be taken into account because the application is in outline only. The masterplan and associated plans will be approved via planning condition to inform the detailed design and layout of the site.

The applicant has indicated that the development would comprise dwellings of varying sizes and design. All would be 2 to 2.5 storey in order to reflect the surrounding development and that the site is on the edge of the settlement with surrounding countryside. A planning condition will be appended to require further details of such.

Officers will seek to ensure that the design and appearance of any future development maintains and respects the character of the village and the local vernacular, particularly because it is on the edge of the settlement and surrounded by open countryside.

The materials to be used in the external elevations of the dwellings would be dealt with by condition, however, the surrounding development comprises a mixture of buff and red brick and therefore the development would be expected to complement the existing development to be sympathetic to the surrounding character. A planning condition will be attached stipulating further details of the buildings are to be submitted and agreed by the LPA.

The masterplan outlines key features that will need to be established within the detailed design, such as the care home, park homes and Fountains Place buffer zones, the access corridor to the neighbouring property to the south of the site, the IDB easement area through the centre of the site, the key footpath links, the agreed school site extension linkages etc.

Based on the abovementioned plans, the final overall masterplan drawing identifies the likely block structure of the development delivery along with the likely locations for relevant open space delivery, including the allotments, the likely location of the drainage attenuation basins etc.

It is considered that the development would make effective and efficient use of the land, would respect the surrounding character and would be an enhancement to the street scene along this part of Eyebury Road.

Impact on Heritage Assets

The Conservation Officer has commented that this is a large development which will be prominent on the approach from the south to the Eye Conservation Area.

There is also a Grade II Listed building opposite the south-west corner of the site and due to the fenland landscape there are long distance views to the south. The Conservation Officer has advised that the scale of the buildings fronting Eyebury Road should not exceed 2 storey and the mature hedgerows on the boundary of the site are both retained and added to in weaker areas (where the existing field entrance is) as part of a landscaping scheme, the impact on the setting and significance of the listed building will be minimal.

With any subsequent application mitigation measures will have to be proposed to ensure there is no substantial impact upon these assets/ views.

Overall, it is considered that any impact on the heritage significance of the Listed Building and the

Eye Conservation Area, is of no harm or would materially affect its heritage significance.

It is agreed that the scale of buildings fronting on to Eyebury Road should not exceed 2 storeys and dwellings generally across the site should not exceed 2.5 storey in height given the edge of village location and in order to retain the context of the wider village of Eye.

The Conservation Officer has advised that a robust landscaping scheme should ensure that the site boundaries of this edge of settlement location do not comprise close board fencing facing directly onto the open countryside. This would have a substantial impact on the approach to this historic conservation village.

The same efforts should be made to soften the frontage of the site also and the introduction of the area of green space onto Eyebury Road being extended is positive as it provides a better level of relief to the street scene.

Eye's positive character largely consists of buff stock brick and slate roofs dating from the C19. As outlined above, materials should follow this palette and consideration should be given to a quality brick and slate roof. To retain local distinctiveness, elements of design and material palette from the village vernacular should be used.

Archaeology

The Council's Archaeologist has advised that archaeological evaluation is required pre-determination due to the known archaeological context of the site. However, it can instead be secured by condition and a written scheme of works will be required to be agreed.

In summary, the Council has had regard to its special duty under sections 66 and 72 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990 in assessing the application concluding that the setting of the nearby Conservation Area and Listed Building would be preserved. The proposal would not have any harm on the surrounding historic environment or heritage assets, in accordance with the provisions of the NPPF (2021) and Policy LP19 of the Peterborough Local Plan (2019).

Impact upon existing residents

As this is an outline application, the detailed internal layout of properties is reserved for future consideration. However, from masterplan details provided it is considered that it does show that an acceptable relationship to the neighbouring properties can in principle be achieved recognising that there are existing residential properties and associated gardens which border the site, specifically along the northern and eastern boundaries.

Notwithstanding this, Officers have requested that a suitable amount of detail be shown on the masterplan, due to constraints upon the development. For example, the relationship of the proposals with existing properties located to the north and east sides of the site. Adequate separation distances between the existing development around the edge of the site and any proposed new dwellings are required to prevent unacceptable overbearing, overshadowing and overlooking impacts.

As shown on the parameters plan, for the area south of Field House Care Home the masterplan provides for a buffer to ensure that dwellings will not to be built within 26m of main windows of care home. This is because the southern elevation of this home is heavily fenestrated with windows serving bedrooms and the main communal living areas. Furthermore, the garden depth to the care home is relatively short and runs along the entire southern boundary. The separation distance is considered to be sufficient to prevent unacceptable harm to the amenity of the occupants through overbearing, overshadowing and overlooking impact.

The relationship to residential dwellings on Fountains Place is also important to consider. Some of these properties which are 2 storey in height have relatively short gardens. The separation distances will need to be greater than the normal required and the parameters plan indicated that dwellings should not be built within 23m of main windows of dwellings along Fountains Place.

To address the relationship of the proposed development with the mobile home park to the north-east any dwellings are not to be built within 17m of the boundary of this park. The mobile homes are single storey and the buffer zone indicated reflects this.

The masterplan also suggests that areas of open space may be used, such as allotment land, instead of new dwellings being positioned along all the edges of the north and eastern edges of the site. As it is not confirmed at this stage that public open space will be located in this area, the requisite buffer zone is extended along the entire length where the mobile home park adjoins the site. A suitable landscaping scheme will also be required along these boundaries to minimise potential impacts.

Overall, the separation distances shown along these boundaries are considered appropriate in this context. It is not considered that the development would, therefore, result in an unacceptable overbearing impact or result in unacceptable overlooking or loss of privacy for the future occupants.

The requirements of key principle 3 of Policy LP40 to ensure the quality of life of adjacent users, especially residential users which abut the site, are respected has been demonstrated satisfactorily in that the proposals are capable of achieving an appropriate relationship with the adjacent established neighbours.

Comments from objectors in relation to the position of the proposed dwellings cannot be taken into account. These would be for consideration as part of any future reserved matters consent application, which would be subject to further statutory public consultation.

Subject to the above, it is deemed that the development could be accommodated without impacting on the amenity of neighbouring occupiers and therefore accords with Policy LP17 of the Peterborough Local Plan (2019).

Amenity of the new development

Having reviewed the masterplan it is considered that the site can be laid out in such a way as to provide the future occupiers with an acceptable level of amenity in terms of daylight, sunlight and privacy through adequate separation distances. Further details to ensure that there is sufficient private amenity space and appropriate separation distances between properties, as well as bins and cycle storage will need to be addressed at the detailed design stage.

Noise

The Council's Pollution Control Team raises no objections to the principle of development in this location, but there are a number of identified potential off-site noise sources of varying distances (namely, the school, distribution centre, quarries) that may affect the development site. For this reason, a condition requiring a detailed noise assessment to identify any associated mitigation measures if necessary is recommended. Subject to this, the proposal is considered to be in accordance with policy LP17 of the Peterborough Local Plan (2019) and paras 174 and 187 of the NPPF (2021).

Comments have been made regarding the noise implications of the proposal during construction. As is usual for the scale of the development and the potential for disturbance during the

construction period, a condition requiring the submission and approval of a Construction Management Plan (CMP) is recommended via planning condition. This is in order to protect the amenity of adjacent residents and is recommended by both the Council's Pollution Control Team and the LHA.

Air quality

At this stage an air quality assessment has not been carried. The application site and its environs do not fall within an air quality management area. However, the Council's Pollution Control Team has advised that the guidance from Environmental Protection UK and the Institute of Air Quality Management (consideration of air quality within development control processes), suggests that an air quality assessment is identified as being required where development has the potential to cause a significant change in Light Duty Vehicle (LDV) traffic flows on local roads with relevant receptors (LDV = cars and small vans < 3.5t gross vehicle weight). The indicative criteria to proceed to an Air Quality Assessment is the change of LDV flows being more than 500 Annual Average Daily Traffic.

If the development meets this criteria, then an air quality assessment of the impacts of a development in the local area is required. The applicant has been made aware that further assessment is required in order to assess any impacts and appropriate mitigation identified at the more detailed design stage. This can be dealt with via a planning condition.

There has been public representation made regarding ignoring air quality impacts and potential health issues by allowing new development around the existing school and care home. As stated above, the site does not fall within air quality management area but there is a need to further consider any negative effects on air quality within the local context through further assessment.

In addition, the Travel Plan and the mitigation measures to improve pedestrian and cycle access within and beyond the site will encourage travel by a choice of means of transport which will help to minimise car journeys.

Community Safety and Security

There are no objections to the outline scheme from Cambridgeshire Constabulary, however, there is a need ensure that community safety and vulnerability to crime is addressed at an early stage in looking at the site layout, in accordance with the requirements of Policy LP17 of the Peterborough Local Plan (2019).

Open space provision

Given the location of the site it is considered that on-site provision including for play should be made. The illustrative masterplan shows 2.54ha of public open space (POS) which is in excess of the policy requirement of 1.8ha based on the maximum number of dwellings for this application. To clarify, the land to be given to the school is not included within this POS calculation.

The overall POS provision and relevant split between the different categories will be dependent upon the number of dwellings confirmed as part of the scheme at the appropriate reserved matters stage but this demonstrates at the masterplan stage that the site can accommodate the level of POS required commensurate to the size of the development.

The masterplan shows the indicative locations across the site for this provision to include allotments, a play area including a LEAP, natural green space etc. This can be secured via a condition and S106.

It is noted that comments from the Council's Senior Landscape Technical Officer has raised a number of points over the proposed provision. These matters have also been picked up through the public consultation.

Firstly, these relate to the allotment provision split over two sites within a single development. The applicant has responded that from a design perspective, it helps alleviate two notable constraints to development – the need for the park home buffer area and the awkward shape of the development parcel within the eastern corner.

A super LEAP (SLEAP) has also been requested, however, this is not a formal category of open space as set out in the Council's adopted space standards.

The applicant is aware that the POS needs to be able to be used for informal recreational activity and has responded that the retention of areas within the POS around the dry ponds as SuDS/ Wetland habitat. They have confirmed the intention is for the LEAP area to be sited away from the SuDs / wetland habitat, with the relevant attenuation basins to be designed to be dry outside of extreme weather events.

The areas identified as Natural Green Space (NGS) on the indicative POS areas plan provide for an over provision when considered against the policy requirement. Based upon the likely population generated by a 265 dwellings scheme, the NGS requirement is likely to be circa 0.36ha. The masterplan drawings currently identify the provision of approximately 1ha of NGS. The planting restrictions around the IDB drain will not undermine the ability to adhere to the requirement for NGS planting.

The scheme will require further refinement at the detailed design stage including discussion with the Council's Natural Environment Team on the precise location and size of individual areas. For the purposes of this outline planning application, the public open space is capable of being overlooked by the primary aspects of properties to allow for passive surveillance of the spaces.

The masterplan demonstrates that a sufficient amount and of different types of POS can be achieved on site and therefore will accord with Policy LP21 of the Peterborough Local Plan (2019).

4. Ecology, Trees and Landscaping

Arboricultural and Landscape Impacts

The application is accompanied by an arboricultural impact assessment (AIA). The Council's Tree Officer has confirmed the submitted AIA is accepted in principle given the outline nature of the application, however, this document will require updating with any future application along with a full and detailed Arboricultural Method Statement and Tree Protection Plan.

The Tree Officer has provided comments regarding the retention of certain individual trees and groups along the boundaries of the site which will need to be regarded further at the detailed design stage. The applicant has addressed the issue of a tree (T5 Horse Chestnut) which was affected by the proposed access into the school site which has been moved a short distance as shown on the masterplan, so it is now outside the root protection area to avoiding any unnecessary damage to the roots of this tree.

A number of conditions are therefore recommended relating to updated arboricultural information required. A full and detailed landscaping scheme for the site is also necessary, reflecting the indicative masterplan, including tree, shrub and hedgerow planting throughout the entire development including in both front and rear garden areas, with regard to the Council's Local Plan Policies LP16 and LP29 of the Peterborough Local Plan (2019).

Queries have been raised through the public representations regarding the intended boundary treatment along the boundaries of the site. The details of these boundary treatments will be secured by condition to ensure the amenity of neighbouring occupants is protected.

Ecology Impacts

Ecology assessment

In terms of biodiversity, a Phase 1 ecological report has been submitted and latterly updated by a site walkover. The original report still adequately reflects the current ecological position as there has been no significant changes to the site. The site is still dominantly arable, with both fields being used to grow wheat. The habitat within the site consists of arable, hedgerows, ditches and semi-improved grassland. The majority of the site is of low ecological value.

The Council's Wildlife Officer has advised that this preliminary ecology assessment (PEA) does not provide much in the way of ecological enhancement recommendations, nor does it show that the development achieves no net loss in biodiversity. Both of these factors will need to be incorporated within a detailed Ecological Design Strategy (EDS) and the soft landscaping details i.e. use of native species, by way of planning condition.

In addition, as there is potential for the disturbance of ecological features and habitats during the construction period, a condition requiring the submission and approval of a Construction Environmental Management Plan (CEMP) will be attached to cover number of precautionary measures when development proceeds on site.

Designated sites

The ecology report identifies Eye Green Local Nature Reserve / County Wildlife Site as being located within 300 metres north of the application site. As this site is relatively far away and the impacts could only be regarded as minimal as the development is also not of a strategic scale; it is not considered that there would be an adverse impact on this wildlife site.

As the application site is being located within an Impact Risk Zone (IRZ) for Dogsthorpe Star Pit SSSI, Natural England has been consulted to ensure that the proposed development will not negatively impact on this statutory site. Due to the distance between the site as well as other designated nature conservation sites in the local area the ecology report concludes is highly unlikely that there will be any adverse effects on these sites as a result of the development. On balance, Officers agree with this position.

In their response, Natural England has also required consideration about the potential impacts of the development on the Nene Washes SPA and SSSI as the application site falls within the IRZ of the designated site. There are two aspects of potential impacts raised by Natural England; firstly in relation to the loss of potential Functionally Linked Land (FLL) that may be used by Qualifying Features of the SPA and secondly the potential for recreational pressure on the SSSI as a result of the increased residential population within the site.

The applicant's ecologist has advised that in relation to the issue of FLL, the Qualifying Features that may use the application site in connection with the SPA are Bewick Swans, which overwinter within the Nene Washes and may move on to farmland for grazing during the daytime. This grazing provision supports the population of Bewick Swan within the SPA and as such, the land is considered 'functionally linked' to the SPA.

The application site is predominantly arable and is situated approximately 4.5km to the north of the SPA and at the southern extent of existing residential area of Eye. The application site forms the last area of arable fields and is traversed by public rights of way, which are regularly used by dog walkers, who have been observed on both occasions that ecological site visits were undertaken.

On this basis, whilst it is possible that Bewick Swans would travel the 4.5km from the SPA to the application site, the regular disturbance by dog walkers and close proximity of the application site to existing residential areas suggests that this area would be less favoured by these birds. In addition, the remaining landscape to the south, between the application site and the SPA, is an agricultural landscape dominated by arable habitat that would provide sufficient opportunities for foraging Bewick Swans.

Officers are of the view that the application site, based on this analysis of the conditions and location, it is unlikely to be frequented by swans. Natural England has been consulted and they concur that the development site and surrounding area are not considered to be functionally linked with the Nene Washes SPA Ramsar & SSSI.

In relation to the recreational pressure on these nearby sites, the applicant ecologist has stated that the provision within the indicative masterplan will provide recreational facilities for the predicted number of residents to undertake daily exercise with access to wider public rights of way which already cross the application site. There is only one car park that supports the SPA, which is Eldernell Lane, close to the RSPB reserve and this is, on average, a 25 minute drive from the application site by car and, depending on the route taken, around a 20km journey. It is considered unlikely that the residents of the application site would travel this time and distance from the application site to use the SPA for daily recreational activities and as such the provision within the indicative masterplan would be sufficient. Again, Officers agree with this position.

Public Comments

Concern has been made regarding the loss of wildlife and the countryside once the development is implemented. This is an allocated site and therefore the principle of residential development on this site has been agreed. The above consideration of trees, landscape and ecology matters will ensure the proposed development will have a positive impact on biodiversity.

It is therefore considered that the above matters can reasonably be addressed via conditions on the outline planning permission and that the development will accord with Policies LP27 and LP28 of the Peterborough Local Plan (2019).

It is therefore considered that the above matters can reasonably be addressed via conditions on the outline planning permission and that the development will accord with Policies LP27 and LP28 of the Peterborough Local Plan (2019).

5. Drainage and Flood Risk

Flood Risk/ Surface Water Drainage

The application is supported by a detailed Flood Risk Assessment (FRA) and preliminary drainage strategy. The site is currently a greenfield site with no existing drainage and is located within Flood Zone 1 (defined as low probability having less than a 1 in 1000 or greater annual probability of flooding). The Environment Agency has not commented on the application as for planning purposes the site is within the lowest risk area in terms of flood risk.

The Tanholt Drain which crosses the centre site is the responsibility of the North Level IDB. The IDB has been consulted on the amended plans which now shows there will be the required easement and has withdrawn their previous objection. However, they would still prefer to see the public footpath moved from the brink of the Tanholt Drain to between 6m and 9m away to minimise pedestrians going too close to the drain. They have also asked that the proposed cycleway on the northern end of the drain be moved to a minimum 6m away from the open watercourse. This is to prevent any possible damage being caused when their maintenance plant access the open watercourse. The applicant has been made aware of this request.

The IDB has confirmed in principle it agrees to the piping of a short section of the Tanholt Drain at the northern end, however, a formal application for consent to alter this watercourse will be required and request that this is conditioned to ensure agreement is reached before any work commences on site, as the details regarding this work are yet to be finalised.

It is proposed that any unattenuated surface water would be drained into the Tanholt Drain within the site. A development levy will be paid to the IDB who will manage the surface water on behalf of the proposed development.

The Council's Drainage Team, in its capacity as the Lead Local Flood Authority, has raised no objection to the most recent details submitted. The proposal is acceptable subject to the detailed design, maintenance and management regime being secured by condition. This is in order to ensure that the principles of sustainable drainage are incorporated within the development. This is considered to be a reasonable request and will be secured by condition.

Foul Water Drainage

Anglian Water has confirmed that the foul drainage from this development is within the catchment of Peterborough (Flag Fen) Water Recycling Centre and that will have available capacity for these flows. A condition requiring full details of the proposed foul water disposal scheme is recommended.

Anglian Water has also confirmed that there are assets or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Therefore the detailed site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus.

The development site is also within 15 metres of a sewage pumping station. This asset requires access for maintenance and will have sewerage infrastructure leading to it. For practical reasons therefore it cannot be easily relocated. Anglian Water consider that dwellings located within 15 metres of the pumping station would place them at risk of nuisance in the form of noise, odour or the general disruption from maintenance work caused by the normal operation of the pumping station.

The site layout should take this into account and accommodate this infrastructure type through a necessary cordon sanitaire, through public space or highway infrastructure to ensure that no development within 15 metres from the boundary of a sewage pumping station if the development is potentially sensitive to noise or other disturbance or to ensure future amenity issues are not created. The applicant has amended the masterplan accordingly to reflect this requirement.

Public Comments

There have been concerns raised regarding the current state of flooding in the area, particularly around the edges of the site, as well as sewage issues that exist in the village. As set out above, the drainage requirements of the scheme have been considered in some detail by the relevant organisations and the necessary planning conditions requiring further details to be submitted at the detailed design stage are required.

Subject to the above conditions, the proposal accords with Policy LP32 of the Peterborough Local Plan (2019) in respect of drainage and flood risk matters.

7. Planning obligations - S.106 and CIL matters

As indicated above the provision of 30% affordable housing, the proposed cycle link and bus stop improvements will be secured through a S106 Agreement.

At present, the open space provided by the development along with elements of the SuDS are intended to be handed over to a management company owned by the residents of the scheme. However, the S106 will also provide for an alternative option for the open space to be offered for adoption by the Council.

The school land to be transferred to the local authority will be included in the S106. For the roads and some elements of the SuDS it is the applicant's intention they would be adopted by the Council.

In accordance with the Council's Community Infrastructure Levy (CIL), the development will also be liable to pay a financial contribution to meet the infrastructure needs arising from it including for items such as additional school places either on or off site. The amount due will be calculated at the approval of Reserved Matters when the Gross Internal Area of the development is confirmed.

Key principle 4 of Policy LP40 requires ensuring satisfactory provision of education facilities are available, and if not, address these deficiencies on-site.

The Local Education Authority (LEA) has responded that the development will result in additional children requiring childcare and funded entitlements and this will result in pressure on local providers and create capacity issues and is seeking address capacity issues at the school. The LEA is of the view that the application proposals will provide for appropriate additional access points and the site area of the land provided will be sufficient to support an expansion of the school by one form of entry. This will address current and future demand for school places. Notably, the scheme proposals also include the provision of a new access for the school, away from Eyebury Road. This is important, as the new access for the school is necessary to facilitate the extension required. This land may potentially be used further car parking/drop off areas.

As advised in Sport England's final response, any additional requirements to meet the necessary new or replacement playing fields provision arising from the expansion of the new school, will need to be dealt with via a separate planning application for the school expansion and is therefore not under consideration in this current application.

In accordance with key principle 5 of Policy LP40, consideration has been given to assessing other wider community facilities that may be required, subject to viability deliverability and consideration of the long term management of such facilities.

Key principle 7 of Policy LP40 requires further details of the long term governance structure for the development, addressing issues such as community involvement and engagement and any financial arrangements to ensure long term viability of facilities. It is considered that all these matters have been satisfactorily addressed in the application as set out above.

The above contributions would allow the delivery of the necessary and appropriate infrastructure which would be required as a result of the development and therefore is in compliance with Policies LP14 and LP40 of the Peterborough Local Plan (2014).

Public Comments

There have been concerns regarding the impact on the services of the village ie doctors, dentists and education provision. The site is located in close proximity to services and facilities necessary to meet residential needs both within the village or more Peterborough wide. However, it is not

considered that the development would put undue pressure of these existing facilities / services as the impact on local services by the development would be covered by the CIL payment.

A proportion of the CIL monies would contribute to increasing the capacity of the schools, where necessary, either by increasing staffing or buildings on site. In addition, the application includes providing the local primary school with land to expand in the future.

8) Other Matters

Public Consultation on Proposals

Policy LP40 states that in developing the masterplan there should be a high level of engagement with appropriate stakeholders including the local community. The application is in outline form only and thus further consultation on the more detailed aspects of the development will need to be undertaken by the applicant in future, in accordance with the Council's Statement of Community Involvement (SCI).

The application is accompanied with a SCI which provides a summary of the pre-application public consultation process undertaken between April 2017 and August 2018. This involved consulting and meeting with stakeholders and the local community about the proposals. This included a public exhibition held which was attended by 130 people, and 90 people provided feedback. There was also other consultation including meetings with key stakeholders. A dedicated web-site was also set up and there was media coverage in the local press.

Of those respondents who commented on the proposals, the most frequent concerns raised about the proposals were:

- The impact of additional traffic from the proposed development on the road infrastructure, in particular on Eyebury Road.
- The proposed site should not be accessed via Eyebury Road.
- Additional strain on services such as primary and secondary schools, the doctor's surgery and dentist.
- No more houses are needed in the area.

These reflect the general nature of comments that have been received during the course of the formal application and appropriate responses are provided in this report.

Some time has now passed since the public consultation events, but further engagement has deferred to the relevant statutory consultation process and receipt of local resident responses in order to maintain an understanding of the local resident views and stakeholders; as is the standard approach post submission. The applicant has advised that progress on the application has been delayed, primarily as a result of the Covid lockdown periods.

The applicant has confirmed more recently that meetings have been held with local Ward Members and the local MP further to the comments they had made with respect to the application. These are considered to reflect the views of their local electorate when viewed alongside the local resident responses provided at the appropriate statutory consultation stages. Direct liaison has been ongoing throughout with key stakeholders such as with the LHA, North Level IDB, LEA etc.

Accordingly, it is deemed that meaningful consultation for the purposes of this outline application has been undertaken with the local community throughout, and this is reflected by the number of scheme proposal changes actioned through the decision period, in particular the plot number reduction. Furthermore, Officers will seek to ensure the feedback gained through the formal consultation process will also be used to refine the masterplan and any subsequent reserved matters application.

Contamination

Given that this is a greenfield site there should not be any significant contamination but a condition requiring the reporting of any unsuspected contamination is recommended.

Fire Hydrants

The Fire Service has requested that provision be made for fire hydrants. This is a reasonable request and will be secured by condition.

9. Miscellaneous - items not covered in the above report

Previous development is badly built and practices of the developer – These matters are not material planning considerations and cannot be used as reasons for resisting the current proposal.

Potential for future parking issues on neighbouring roads – This representation claims the improved pedestrian access to the north of the site will create alternative drop off / pick up points on neighbouring residential roads, such as at Fountains Place, defeating the purpose of this measure causing noise, disruption and pollution for residents. The LHA has advised that traffic management orders can be used to deal with parking issues on residential streets which may arise, but there is nothing to suggest this would occur. Improved routes will provide residents of Fountains Place and the surrounding streets who currently have no choice but to use Eyebury Road with opportunities to make on-car journeys this way.

Land access issues – Representations have been received making claim to ownership of part of the application site and the proposals will affect access to this land. To ensure the correct notice of ownership has been served for the extent of the area subject to the planning application, the applicant has provided satisfactory evidence via copies of the Title plans from the Land Registry. Access to this land appears to be via the adjacent public footpath and not the application site.

6 Conclusions

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

- The site is an allocated residential site therefore the principle of housing is considered to be acceptable and in accordance with Policies LP02, LP39.7 and LP40 of the Peterborough Local Plan (2019).
- Subject to conditions and mitigation, the impact on the highway network is considered to be acceptable, in accordance with Policy LP13 of the Peterborough Local Plan (2019).
- The application would not result in unacceptable harm to the character, appearance or visual amenity of the surrounding area including the preservation of Eye Conservation Area. In accordance with Sections 66(1) and 72 (1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), NPPF (2021) and Policies LP16, LP17 and LP19 of the Peterborough Local Plan (2019).
- It is considered that the site can be developed without any unacceptable adverse impact upon neighbour amenity and that it can afford the new occupiers a satisfactory level of amenity, in accordance with Policies LP16 and LP17 of the Peterborough Local Plan (2019).

- Issues of noise, air quality, contamination and drainage can be suitably dealt with by way conditions in accordance with Policies LP17, LP28 and LP32 of the Peterborough Local Plan (2019).

- A policy compliant position in respect of affordable housing and other contributions can be achieved. The development will also pay CIL in accordance with Policy LP14 of the Peterborough Local Plan (2019).

- The development will not have any unacceptable ecological and trees/ landscaping impacts. The layout can also be designed to accommodate existing on-site trees and hedgerows with new landscaping and biodiversity enhancement measures proposed. The proposal therefore accords with Policies LP27, LP28, and LP29 of the Peterborough Local Plan (2019).

7 Recommendation

The Executive Director of Place and Economy recommends that Outline Planning Permission is **GRANTED** subject to the completion of a S106 agreement and the following conditions:

C1 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 and the development shall thereafter be carried out in accordance with the approved details.

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.

C2 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).

C3 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).

C4 Not more than 265 dwellings shall be built pursuant to this outline planning permission.

Reason: In order to ensure that the development complies with the provisions of the outline permission, including the transport assessment.

C5 The details to be submitted as part of the reserved matters scheme under condition 1 above shall include the following details to demonstrate:

- all of the dwellings should meet Building Regulations Part M4(2);
- 5% of the dwellings shall 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)

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

Reason: In order to ensure that the development accords with Policy LP08 of the Peterborough Local Plan (2019).

- C6 Prior to the commencement of any development a phasing plan and timetable for the site shall be submitted to and approved in writing by the Local Planning Authority. The plan shall cover the phasing of the dwellings, new accesses to be created for the adjacent school land, all roads and cycle ways, SuDS features, landscaping and public open space areas. A timetable for their implementation shall demonstrate that the works are aligned with the proposed phasing of development.

The development shall thereafter be carried out in accordance with the approved phasing plan or any revisions to this which maybe subsequently agreed.

Reason: In order to ensure that the development can be appropriately delivered in accordance with policies Local Plan Policies LP13, LP16, LP17, LP21, L28; LP29; LP32 and LP40. This is a pre-commencement condition as the phasing of the site needs to be agreed at the outset of the development.

- C7 The development hereby approved shall be carried out in accordance with the following approved plans and documents:

- Drawing L---/LP/01 - Location plan
- Drawing L---/MP/01 Rev.E - Indicative Masterplan
- Drawing L---/MOVE/01 Rev.B - Strategic movements plan
- Drawing L---/PARAMETERS/01 Rev.A - Parameters plan
- Drawing L---/POS/01 Rev.A - Indicative POS areas
- Drawing EYE-BWB-GEN-XX-DR-TR-100-S2 P7 - Proposed access arrangements
- Drawing EYE-BWB-GEN-XX-DR-TR-102-S2 P3 - Potential traffic calming scheme
- Drawing EYE-BWB-GEN-XX-DR-TR-104-S2 P3 - Proposed cycle footway
- Drawing EYE-BWB-GEN-XX-DR-TR-110 S2-P4 - Swept Path Analysis
- Drawing MA11261-250 - Preliminary SWS Drainage Strategy Sheet 1
- Drawing MA11261-250 - Preliminary SWS Drainage Strategy Sheet 2
- Drawing IDB Drain Section
- Transport Assessment Rev.P2 (BWB, dated 31/05/2019)
- Transport Assessment addendum Rev. P2 (BWB, dated 27/04/21)
- Junction Validation technical Note (BWB, dated 20/07/21)
- Flood Risk Assessment MA10525-FRA-R01 (Millward, dated October 2017)
- Extended Phase 1 Ecology Report (Lockhart Garratt, dated May 2017)
- Updated ecological walkover survey (Lockhart Garratt, dated 06/07/21)
- Arboricultural Impact Assessment (Lockhart Garratt, dated 13/12/17)
- Archaeological Desk- Based Assessment (PCAS, dated May 2018)

Reason: In order to ensure that the development complies with what has been applied for and 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.

- C8 No development other than groundworks and foundations shall take place on each phase as identified on the approved phasing plan secured under condition C5, until details of the

following external materials to be used have been submitted to and approved in writing by the Local Planning Authority:

- Walling and roofing;
- Windows and doors;
- Rainwater goods;
- Cills and lintels; and
- Soil flues and vents.

The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

Reason: In order to ensure a satisfactory external appearance, in accordance with Policy LP16 of the Peterborough Local Plan (2019). This is a pre-commencement condition as materials need to be agreed before work progresses.

- C9 Prior to the commencement of the development or any associated site clearance, a Construction Management Plan (CMP) for each phase, as identified on the approved phasing plan secured under condition 5, shall be submitted to and approved in writing by the Local Planning Authority.

The CMP shall include the following:

- a) A scheme for the monitoring, reporting and control of construction noise and vibration including hours of working and scope for remedial action.
- 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 tarmacadam, 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.

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

Reason: In the interests of highway safety and residential amenity in accordance with Policies LP13 and LP17 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.

- C10 No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following:

- a) Summary of potentially damaging activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) including ensuring no Non-Native Invasive Species are spread across the site.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of biodiversity enhancement in accordance with Policy LP28 of the Peterborough Local Plan (2019). This is a pre-commencement condition as the CEMP needs to be in place from the duration of the development.

- C11 If, during development If during any phase or sub-phase of 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).

- C12 The development hereby permitted shall be constructed to ensure that each residential unit achieves water usage of no more than 110 litres per person per day.

Reason: In order to reduce the impact of the development upon the water environment, in accordance with Policy LP32 of the Peterborough Local Plan (2019).

- C13 The plans and particulars to be submitted as reserved matters under condition 1 shall include details of existing and proposed site levels including the finished floor levels. The plans shall include details of all finished floor levels, levels for associated garages and gardens, details of any earthworks, retaining features and confirmation that level access can be achieved. 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.

- C14 The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment. The plans to be submitted for reserved matters approval under condition 1 shall confirm how the development complies with the approved assessment and include details of all on site attenuation features. The development shall thereafter be

carried out in accordance with the approved details prior to first occupation of any dwelling to which they relate.

Reason: In order to ensure that the site can be adequately drained, in accordance with Policy LP32 of the Peterborough Local Plan (2019).

C15 Prior to the commencement of development (other than ecological investigation and surveys), a detailed scheme of the design, implementation, maintenance and management of the sustainable drainage scheme based on the approved preliminary SWS Drainage Strategy have been submitted to and approved in writing by the local planning authority. Those details shall include, but are not limited to:

- A full and up to date sustainable drainage strategy and plan;
- 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;
- 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);
- Construction/technical details of all drainage assets;
- Hydraulic calculations;
- Overland flood flow and exceedance routes, both on and off site;
- A timetable for its implementation;
- Maintenance and management schedules for all drainage assets, which includes details of the parties responsible for said maintenance throughout its lifetime. Consideration needs to be given to the access for maintenance for all drainage assets, which includes but is not limited to the wetland ponds and outfalls; and
- Demonstration that it meets the government's national standards.

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

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 Policy LP32 of the Peterborough Local Plan (2019). This is a pre-commencement condition as the foul drainage needs to be agreed at the outset of the development.

C16 Prior to the commencement of development (excluding site clearance works), a detailed scheme of foul drainage including details of any phasing or off-site connections/ infrastructure improvements shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details before the dwelling to which it relates is first occupied.

Reason: In order to ensure that the site can be adequately drained, in accordance with Policy LP32 of the Peterborough Local Plan (2019). This is a pre-commencement condition as the foul drainage needs to be agreed at the outset of the development.

C17 The plans and particulars to be submitted for reserved matters approval under condition 1 shall include details of open space provision which shall broadly accord with the amount of open space shown on Drawings L---/MP/01 Rev.E – Indicative Masterplan and L---/POS/01 Rev.A – Indicative POS areas and include a LEAP and allotments.

Prior to the first occupation of the first dwelling on the site, details of the proposed play equipment shall be submitted to and approved in writing by the Local Planning Authority along with a timetable for the delivery of the open space(s) including the play area.

The open space and play area shall thereafter be carried out in accordance with the approved details and be ready for use in accordance with the approved timetable. The open space and play area shall thereafter be retained and maintained and be available for public use.

Reason: In order to ensure sufficient public open space and provision of play equipment to serve the new development, in accordance with Policy LP21 of the Peterborough Local Plan (2019).

- C18 The plans and particulars to be submitted for reserved matters approval under condition 1 shall include a noise assessment based on the reserved matters layouts and shall include full details of any proposed mitigation measures. The development shall thereafter be carried out in accordance with the approved mitigation measures which shall 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 Peterborough Local Plan (2019).

- C19 The plans and particulars to be submitted for reserved matters approval under condition 1 shall include an air quality assessment based on the reserved matters layouts and shall include full details of any proposed mitigation measures. The development shall thereafter be carried out in accordance with the approved mitigation measures which shall 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 protect and safeguard the neighbouring occupants and future occupiers of the development, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

- C20 Details of the hard landscaping scheme to be submitted as plans and particulars under condition 1 shall include the following details:
- External paving and surfacing materials;
 - All boundary treatments and enclosures including those on the edges of the site;
 - Street furniture including bins and signage; and
 - External lighting to all highways and private driveways.

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

Reason: In the interests of the visual and residential amenity, in accordance Policies LP16 and LP17 of the Peterborough Local Plan (2019).

- C21 The soft landscaping scheme reflecting the approved indicative masterplan to include details for front and rear gardens, shared communal open spaces etc. to be submitted as plans and particulars under condition 1 shall include the following details:
- Planting plans including retained trees, species, numbers, size and density of planting;

- An implementation programme (phased developments).

The development shall thereafter be carried out in accordance with the approved details no later than first available planting/seeding season following first occupation of the dwelling(s) to which the planting relates or in accordance with any alternative timeframe as maybe agreed in writing by the Local Planning Authority apart from the open space which shall be laid out in accordance with the requirement of condition 17.

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

Reason: In the interests of the visual amenity of the area and for future occupants of the development and the enhancement of biodiversity in accordance with Policies LP16, LP21 and LP29 of the Peterborough Local Plan (2019).

C22 Prior to the first occupation of any dwelling within the development, a Landscape Management Plan (LMP) shall be submitted to and approved in writing by the Local Planning Authority. The LMP shall include, but not limited to:

- Long term design objectives;
- Management responsibilities; and
- Maintenance schedules.

The LMP shall be implemented in full following the planting of any of the soft landscaping secured under condition 21.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity, in accordance with Policies LP16 and LP21 of the Peterborough Local Plan (2019).

C23 The plans and particulars to be submitted for reserved matters approval under condition 1 shall include an updated Arboricultural Impact Assessment and Tree Protection Scheme. The development shall thereafter take place in accordance with the approved details and tree protection measures.

The tree protection measures shall be erected prior to the commencement of development or site works and thereafter retained until development within that area is completed.

Reason: In order to protect retained trees and hedges on the site, in accordance with Policy LP29 of the Peterborough Local Plan (2019).

C24 The submitted Residential Travel Plan, prepared by BWB (ref: EYE-BWB-GEN-XX-RP-TR-0001_RTP-S2-P2) received on 2 July 2019, shall be implemented prior to the first occupation of any dwelling. The development shall thereafter be occupied in accordance with the submitted Residential Travel Plan or a plan as subsequently modified and approved in writing by the Local Planning Authority.

Reason: In the interests of promoting sustainable transport and development, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C25 Prior to commencement of development, further details of the works to Eyebury Road and a timetable for its implementation, in accordance with the principles set out on EYE-BWB-GEN-XX-DR-TR-100-S2 P7 and EYE-BWB-GEN-XX-DR-TR-102-S2 P3, and in LTN 1/20, shall be submitted to and approved in writing by the Local Planning Authority.

No dwelling on the development shall be occupied until all of the works have been completed in accordance with the approved details.

Reason: In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019). This is a pre-commencement condition because the off-site highway works are required to make the development acceptable and in addition to planning approval will require separate approval from the Highway Authority under the Highways Act.

- C26 The site access from Eyebury Road hereby approved shall be provided in accordance with the details shown on drawing EYE-BWB-GEN-XX-DR-TR-100-S2 P7 prior to first occupation of the dwellings. It shall thereafter be retained in accordance with the approved plans.

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

- C27 Vehicle to vehicle visibility splays measuring 2.4 metres measured along the centre line of the minor arm from the channel line of the major arm by 43 metres measured from the centre line of the minor arm along the channel line of the major arm in both directions shall be provided at the new junction on to Eyebury Road prior to first use of the road and shall thereafter be maintained in perpetuity and retained free from any obstructions over 600mm in height above ground height.

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

- C28 Adequate space shall be provided within the site for parking and turning in order to:

- Enable residents' vehicles to park clear of the public highway;
- Accommodate appropriate levels of visitors' car parking;
- Provide electric charging points, and the ducting to enable future provision of chargers in locations where the charging points are not provided;
- Accommodate the necessary number of cycle parking spaces within the curtilage of each dwelling; and
- Enable vehicles to enter and leave in forward gear.

This provision shall be in accordance with details which have been approved in writing by the Local Planning Authority as part of a reserved matters application for the relevant areas of the site as required under condition 1.

Reason: In the interests of Highway safety and to promote the use of sustainable modes of transport, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

C29 Each dwelling must be provided with cycle parking in accordance with the standards set out in Policy LP13 and Local Transport Note 1/20.

Reason: In the interests of promoting sustainable transport and development from the outset, in accordance with Policy LP13 of the Peterborough Local Plan (2019) and LTN1/20.

C30 The developer must contact 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 Peterborough Local Plan (2019).

C31 No dwelling within any phase or sub-phase shall be occupied until the vehicle access linking that dwelling to the public highway has been completed to a minimum of base course level and footways / cycleways shall be completed to surface course level. In the event the dwelling is occupied with the roads at base course level then a timetable and phasing plan for completing the roads shall be submitted to and approved in writing by the Local Planning Authority. The roads shall thereafter be completed in accordance with the approved timetable and phasing plan.

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 Peterborough Local Plan (2019).

C32 Notwithstanding the submitted information prior to the implementation of any trees located within 4.5 metres of the highway, details of the proposed tree pits 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 amenity and biodiversity enhancement in accordance with Policies LP16 and LP29 of the Peterborough Local Plan (2019).

C33 Notwithstanding the submitted ecological documents, prior to the commencement of development an ecological design strategy (EDS) addressing the creation of mitigation and compensation habitat both on and off site. The EDS shall include the following:

- Purpose and conservation objectives for the proposed works;
- Review of site potential and constraints;
- Detailed design(s) and/or working method(s) to achieve stated objectives;
- Extent and location/area of proposed works on appropriate scale maps and plans;
- Type and source of materials to be used where appropriate, e.g. native species of local provenance;
- Timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- Persons responsible for implementing the works;
- Details of initial aftercare and long-term maintenance;
- Details for monitoring and remedial measures; and
- Details for disposal of any wastes arising from works.

The EDS should include provision for at least 8% of structures to include at least one bird/bat box of appropriate design and installation.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: In the interests of biodiversity enhancement in accordance with Policy LP28 of the Peterborough Local Plan (2019). This is a pre-commencement condition as the CEMP needs to be in place from the outset of the development.

- C34 No development other than groundworks and foundations shall take place until provision has been made for fire hydrants 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 (or building where appropriate) 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 order to ensure that sufficient resources are available for fire-fighting in accordance with Policies LP16 and LP17 of the Peterborough Local Plan (2019). This is a pre-commencement condition as the scheme for fire hydrants needs to be agreed at the outset of the development.

Copies to Councillor Allen, Brown and Simons

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