

Public Document Pack



PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 27 JUNE 2023

1.30 PM

Bourges/Viersen Room - Town Hall

AGENDA

Page No

Additional Information

3-22

Emergency Evacuation Procedure – Outside Normal Office Hours

In the event of the fire alarm sounding all persons should vacate the building by way of the nearest escape route and proceed directly to the assembly point in front of the Cathedral. The duty Beadle will assume overall control during any evacuation, however in the unlikely event the Beadle is unavailable, this responsibility will be assumed by the Committee Chair. In the event of a continuous alarm sounding remain seated and await instruction from the duty Beadle.

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<http://democracy.peterborough.gov.uk/ecSDDisplay.aspx?NAME=Protocol%20on%20the%20use%20of%20Recording&ID=690&RPID=2625610&sch=doc&cat=13385&path=13385>

Committee Members:

Councillors: Warren, Iqbal (Vice Chairman), Jones, Hogg, P Hiller, Bond, M Jamil, Hussain, Sharp, C Harper (Chair) and Allen

Substitutes: Councillors: G Casey, Mahmood and Seager

Further information about this meeting can be obtained from Karen Dunleavy on telephone 01733 296334 or by email – daniel.kalley@peterborough.gov.uk



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CASE OFFICERS:

Planning and Development Team: Jim Newton, Sylvia Bland, James Croucher, Matt Thomson, Asif Ali, Molly Hood, Mike Osbourn, Karen Ip, Shaheeda Montgomery, Connor Liken, James Lloyd, Ellie O'Donnell, Keeley Tipton, James Croucher, Mike Osbourn, and James Melville-Claxton

Minerals and Waste: Alan Jones

Compliance: Lee Walsh and Alex Wood-Davis

NOTES:

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer, Head of Planning and/or Development Management Manager as soon as possible.
2. The purpose of location plans is to assist Members in identifying the location of the site. Location plans may not be up-to-date, and may not always show the proposed development.
3. These reports take into account the Council's equal opportunities policy but have no implications for that policy, except where expressly stated.
4. The background papers for planning applications are the application file plus any documents specifically referred to in the report itself.
5. These reports may be updated orally at the meeting if additional relevant information is received after their preparation.

PLANNING & ENVIRONMENTAL PROTECTION COMMITTEE

27 June 2023 AT 1:30PM

- 1 Procedure for Speaking

2. List of Persons Wishing to Speak
3.
Briefing Update

UPDATE REPORT & ADDITIONAL INFORMATION

PETERBOROUGH CITY COUNCIL

PUBLIC SPEAKING SCHEME - PLANNING APPLICATIONS

Procedural Notes

1. Planning Officer to introduce application.
2. Chairman to invite Ward Councillors, Parish Council, Town Council or Neighbourhood representatives to present their case.
3. Members' questions to Ward Councillors, Parish Council, Town Council or Neighbourhood representatives.
4. Chairman to invite objector(s) to present their case.
5. Members' questions to objectors.
6. Chairman to invite applicants, agent or any supporters to present their case.
7. Members' questions to applicants, agent or any supporters.
8. Officers to comment, if necessary, on any matters raised during stages 2 to 7 above.
9. Members to debate application and seek advice from Officers where appropriate.
10. Members to reach decision.

The total time for speeches from Ward Councillors, Parish Council, Town Council or Neighbourhood representatives shall not exceed ten minutes or such period as the Chairman may allow with the consent of the Committee.

MPs will be permitted to address Committee when they have been asked to represent their constituents. The total time allowed for speeches for MPs will not be more than five minutes unless the Committee decide on the day of the meeting to extend the time allowed due to unusual or exceptional circumstances.

The total time for speeches in respect of each of the following groups of speakers shall not exceed five minutes or such period as the Chairman may allow with the consent of the Committee.

1. Objectors.
2. Applicant or agent or supporters.

PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE – 27 JUNE 2023 AT 1:30 PM

LIST OF PERSONS WISHING TO SPEAK

Agenda Item	Application	Name	Ward Councillor / Parish Councillor / Objector / Applicant
5.1	22/01477/FUL - 2C Cyrus Way Cygnet Park Hampton Peterborough PE7 8HP	Kate Wood	Agent
5.2	22/01621/WCPP - Recreation Ground Thorpe Lea Road Peterborough	Jill Murdoch William Nichols	Objector Agent
5.3	21/01002/OUT - Land At Horsey Bridge Whittlesey Road Stanground Peterborough	Cllr Rush/Cllr Harper/Cllr Bisby Kate Wood	Ward Councillor(s) Agent

BRIEFING UPDATE

P & EP Committee 27 June 2023

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1 .	22/01477/FUL	2C Cyrus Way Cygnet Park Hampton Peterborough PE7 8HP , Temporary use of land for external storage and stationing of temporary portacabin

Additional representation

A Statement has been submitted by Rapleys on behalf of British Sugar Plc, this statement has been attached as Appendix 1 to this update report.

2 .	22/01621/WCPP	Recreation Ground Thorpe Lea Road Peterborough , Variation of Condition 8 (removal of building) of planning permission 18/00251/R3FUL
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No Further Comments

3.	21/01002/OUT	Land At Horsey Bridge Whittlesey Road Stanground Peterborough , Outline application for the construction of a business park of up to a maximum floorspace of 15,263sqm, comprising offices (Use Class E), industrial uses (Use Class B2) and storage and distribution uses (Use Class B8), with details of access secured and all other matters reserved
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Employment Land Supply

The Council's economic development company, Opportunity Peterborough, has reviewed the evidence submitted by the applicant and has advised that these documents provide a robust, balanced, and factual analysis of the market conditions for the B2 and B8 property market in Peterborough from 2020 to present day. They note that, at the last Local Plan review, no new employment land was promoted by developers as there was a strong preference for landowners to promote sites for residential development rather than employment use, due to the preferential land values.

They advise that unless new, unallocated sites can be brought forward and considered on their own merit then an anchor will be placed on Peterborough's economy. Local businesses will not be able to identify properties into which they can expand, and new businesses will not be able to identify locations into which they can invest. The result of this will be much constrained growth for the economy and jobs, with subsequent negative effects for local businesses and residents alike.

Opportunity Peterborough concludes that the analysis contained within the applicant's reports is robust and reliable, and the consequences for the economic vitality of the city and its communities are significant.

Landscape

The advice of an independent landscape architect has been sought on the applicant's LVIA report. The landscape architect is a Chartered Member of the Landscape Institute with over 20 years' experience including Landscape and Visual Impact Assessment work.

The landscape architect has confirmed that the correct methodology in general has been followed and that the presentation of baseline, content and findings is reasonably clear notwithstanding a number of errors and inconsistencies in the applicant's report. He finds no reason not to support the report's findings and concludes that, whilst there would be some adverse landscape effects, these are likely to be below the level of "significant".

Correspondence

Cllr Harper has sent a letter to all Committee members setting out a number of objections to the proposed development on grounds of highways (including bus stop locations), landscape impact,

archaeology concerns (including effect on the setting on the Scheduled Monument), loss of farmland, conflict with Local Plan Policy LP2. (Full representation attached as appendix 2)

1 further objection letter has been received, referring to previous objections that in the correspondent's opinion remain unresolved (archaeology, tree planting) and noting that the submitted LVIA does not contain any viewpoints from the closest residential properties. (Full representation attached as appendix 3)

Consultation

The Council has received a consultation from Huntingdonshire District Council (their reference 23/00973/OUT) on an outline application for a 35,000sqm extension to Eagle Business Park at Yaxley, the developer being the same applicant as the Horsey Bridge application. A Planning Statement submitted by the applicant in support of that application notes that the proposed development would generate an estimated 978 jobs and deliver £735,000 per annum in Business Rates to Huntingdonshire District Council. Given its proximity to Peterborough's southern boundary, some Peterborough residents could reasonably be expected to be employed on that site, should planning permission be granted.

Members of Planning and Environmental Protection Committee
Peterborough City Council

Submission by email – planningcommittee@peterborough.gov.uk

Our ref: WH/19-02253
Your ref: 22/01477/FUL
Date: 23 June 2023

Dear Members

**Re: Planning Application for Temporary Use of Land for External Storage and Stationing of Temporary Portacabin at 2C Cyrus Way, Cygnet Park, Hampton, Peterborough PE7 8HP
Written Representations on behalf of British Sugar Plc**

We act on behalf of British Sugar Plc, who have submitted representations objecting to the above planning application. We would be grateful if the Members of Planning Committee consider these written representations in the determination of the application, as well as the contents of this letter.

The application site adjoins British Sugar's head office at 1 Samson Place to the north. British Sugar is one of the largest employers in Peterborough and its investment in the head office building, which was completed in 2018, underpins its commitment to remain in Peterborough in the long term. One of the key factors in British Sugar selecting 1 Samson Place as its head office is the outline permission (ref:91/P00556/OUT as renewed by Permission ref: 06/00637) for the area, specifying the land use for the development to be Class B1 (offices). Evidently, this has guided the development of the area to become an office complex (notwithstanding the designation of the wider area as a General Employment Area – GEA, and that the current application is not a reserved matters application). As an immediate neighbour to the current application, British Sugar is very concerned with the proposal's impact on the visual amenity of the area and the amenity of its employees. Visual amenity is important to British Sugar as it seeks to provide an attractive environment for its employees and customers visiting its head office.

With regard to the development's impact on visual amenity, the Committee Report refers to the current caravan storage site at 1 Club Way (approved under 21/01154/FUL ('the 21 Permission')) as relevant context in relation to the use of the proposed development. The logic of this is that the storage site is located within the same GEA, and that it has a similar context as it will also viewed on the prominent gateway, as seen from London Road. However, this is not correct.

In support of the application for the current caravan storage site at 1 Club Way, the applicant (the same applicant as this application) justified the open storage use as follows: *"external storage is not out of character with the area as the area is characteristic of external storage (namely the Jewson site and car dealership which li opposite)".* The Case Officer's Report for the 21 Permission also considered that *"the visual impact is acceptable, on a temporary basis, for the two companies specified within the Applicant's submission"* (i.e. Jewson – a builders'

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merchant with an extensive area of open storage of materials – see a photograph below, and the Car Dealership).

Jewson, Club Way



Jewson, Club Way



The current planning application proposes development in a location is characterised by a good quality modern business/office complex. There are no external storage, industrial operations or

builders' merchants in the area surrounding the application site. Notwithstanding that both sites are located within the same GEA, the appearance and character of the area surrounding the application site is entirely different from the area in which 1 Club Way is located. As a result, the impact on visual amenity is not the same. The Committee Report for this application states that *"Officers did not view the visual impact to be unacceptable noting that on a temporary basis, the use is considered acceptable"* in relation to the 21 Permission. However, the same conclusion cannot be drawn as the context of the 21 Permission is not the same relative to the assessment of visual amenity. The proposed use of the site as caravan storage is out of character and incompatible with the surrounding area, and is therefore harmful to the visual amenity of the area, contrary to Policy LP16 of the Local Plan which requires development proposals to contribute positively to the character and distinctiveness of the area.

The current caravan storage use appears untidy and cluttered, as you will see from the photographs below. On the other hand, British Sugar's head office site and the surrounding office uses are well maintained, which is typical of a business park. Clearly, the introduction of caravan storage use will harm the visual amenity of the area in which the proposed site is located.

Current caravan storage, 1 Club Way





The 21 Permission was granted on a temporary basis with the following reason: *“in order to protect and safeguard the amenity of the area.”* The Committee Report for this application stipulates that the proposal is only acceptable on a temporary basis to protect and safeguard the amenity of the area. The 21 Permission was granted as it was deemed that the use of the site for temporary storage is compatible with the surrounding area. In this case, the storage of caravans is not compatible with the surrounding area relative to the visual amenity and amenity of the surrounding occupiers and is not acceptable even on a temporary basis.

In summary, notwithstanding that the Local Plan designates the wider area as the Hampton General Employment Area (GEA), there is a very clear distinction between the areas divided by Phorpres Way – the area to the north, where the current caravan use is located, is characterised by industrial and open storage uses, while the area to the south, where the application site is located, is occupied by modern offices. As such, the introduction of the storage of caravan within the modern office complex is not in keeping with the character of that part of the GEA and is harmful to visual amenity.

It is therefore respectfully requested that Members refuse the application on grounds of the adverse impact on visual amenity and amenity of the surrounding occupiers contrary to Policy LP16 of the Local Plan.

Yours faithfully,

Wakako Hirose
BA (Hons) DipTP MRTPI
Associate Partner - Town Planning
wakako.hirose@rapleys.com
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Outline application for the construction of a business park of up to a maximum floorspace of 15,263sqm, comprising offices (Use Class E), industrial uses (Use Class B2) and storage and distribution uses (Use Class B8), with details of access secured and all other matters reserved | Land At Horsey Bridge Whittlesey Road Stanground Peterborough

Dear Planning Committee Members

I write to you not as the chair of planning but in my role as a ward councillor and resident in Stanground South area of Peterborough.

It is permissible for members of the committee to be lobbied before considering and determining a planning application and therefore I ask you please to read the following, and take my observations as a resident and ward councillor into account when questioning, debating and coming to your decision.

Highways

'The Transport Assessment demonstrates that the development could be accommodated without causing significant capacity or safety issues on the A605'.

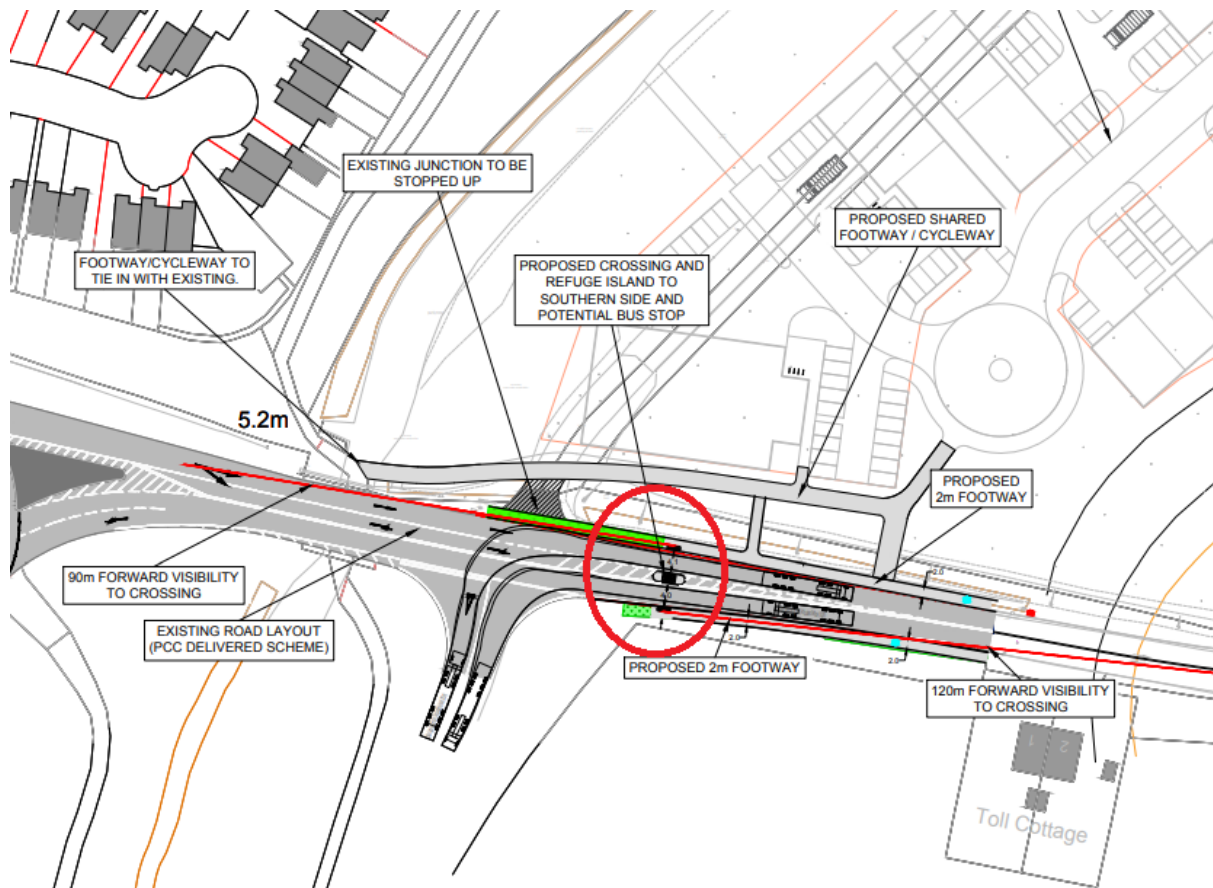
With respect, having lived in Park Farm myself and close to this major route into and out of our city for the last 25 years, I believe I like many local residents that have submitted comments, are well qualified by experience to challenge this statement as simply not true.

The A605 is an extremely busy single carriageway road during peak times and can be absolutely traumatic when North Bank is in flood or any breakdown or accident occurs along the stretch from Kings delph to Park Farm. Before this area was recognised as a major pinch point for those travelling into and out of the city, and the subsequent large £5M investment to modify the junction with Milk and Water Drove secured by local councillors to alleviate the gridlock being experienced, traffic would regularly back up through Stanground as far as the Fire Station Roundabout and along the Stanground Bypass to the Cardea roundabout and beyond.

The addition of a recent increase in LGV's now using this route to access and leave the Whittlesey brick pits waste site because they are banned from travelling through the town itself, and the large residential housing expansion now happening in Whittlesey Town, many of the commuters from which are already and will increasingly use this route into and from Peterborough, and it is clear that in reality, there is no further capacity for additional vehicles entering and exiting the proposed application site causing increased traffic hold ups, increased noise and increased levels of exhaust pollution so close to residential homes and certainly there can be no rationale for allowing any bus stops along this route unless laybys are provided to allow the buses to pull off the road completely or they are required to enter the development site to pick up and drop off.

Bus Stop/s

Highway's officers request **'New bus stops and crossing of Whittlesey Road along with the associated refuge island shall be submitted to and approved in writing by the Local Planning Authority'**.



The likely effects of such a request have not been properly thought through. Queues of traffic will build up behind buses when they stop to drop off and pick up passengers at almost any time of the day because of how bus this major route is, particularly during rush hour periods totally negating the absolute point of this authority and the combined authority recently spending £5M of taxpayer's money on relieving a major network pinch point at the junction of Milk and Water Drove, only to then go and insert a new one on each side of the road.

This makes no sense and with the intended central refuge island is simply not a safe option at all.

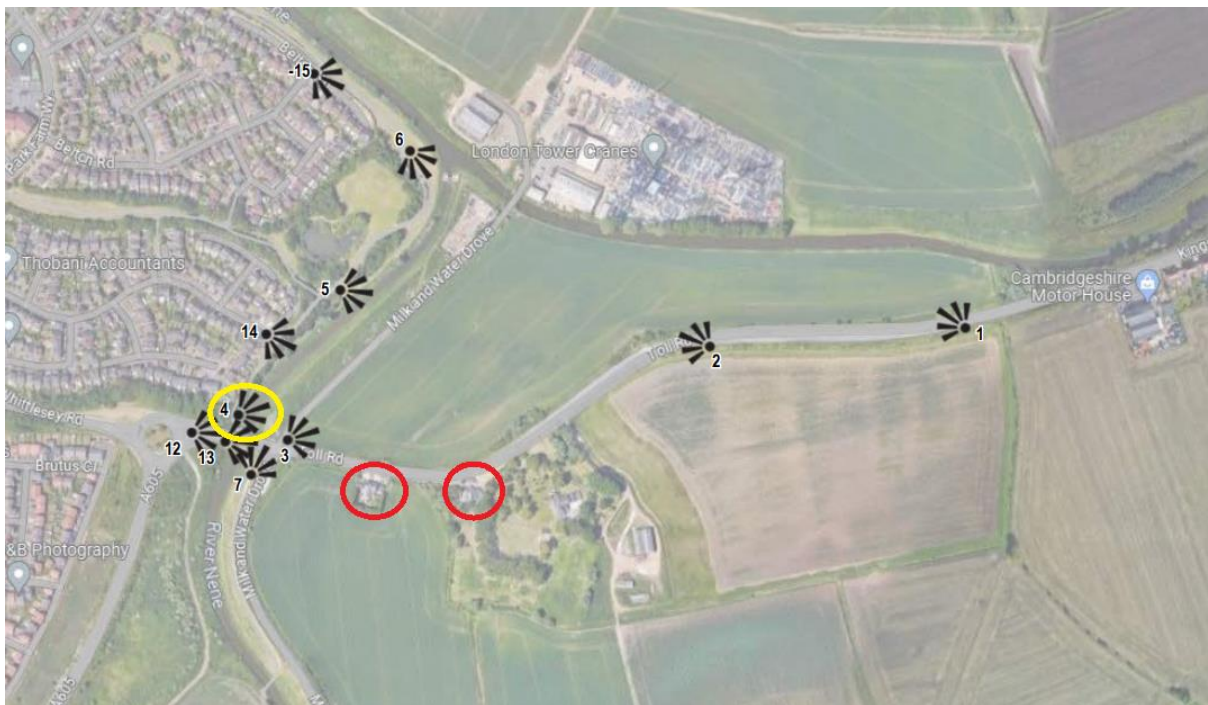
Should members therefore decide to approve this application, I would ask that you impose a condition that any bus stop/s be located in their entirety within the new development and not on any section of the A605 along the whole stretch of road from Stanground through to Kings Delph.

The LVIA Report

David Singleton - Chartered Member of the Landscape Institute

'The study finds that there are (Table 3) Major Adverse effects visually in the case of VP4 and Moderate Adverse in VP5. By their own assessment this indicates significant effects. The conclusion is drawn though that in aggregate, considering the full range of viewpoints, effects are not significant.'

What about the vitally important missing viewpoints from the residential properties, Horsey Toll Cottages and Toll Cottage? These properties being located on the A605 and directly facing the proposed development as shown by the red circles in the picture below and will I would argue be the most severely affected homes so why are these views missing from the report? Is it maybe because as per VP4 (Viewing Point 4 as shown in the yellow circle), they would also be also classed as 'Major Adverse Effect' and change the aggregate and therefore conveniently left out?



Viewpoint 4 - May 2023

VIEWPOINT 4 View towards the Site from National Cycle Route 12, looking north east.		SENSITIVITY: HIGH	Construction	Completion Year 1	Completion Year 15
Distance from site: 6m	Viewpoint height (AOD): 3m		SIGNIFICANCE		
OS grid reference: 522026, 296063	Date of photograph: 11.08.2021		MAJOR ADVERSE	MAJOR ADVERSE	MAJOR ADVERSE
Camera make + model: NIKON D3200	and 16.05.23				

‘Winter viewpoints have not been done to illustrate the ‘worst case scenario’. It is not clear why this is the case’.

Mr Singleton raises a very important point regarding when the view point assessment has taken place, the pictures used taken when the trees and shrubs are in full leaf and not in winter so as to show the worst-case scenario?

LI guidance does not ‘require’ a particular level of visualisation to be done for any level of LVIA study. To be clear though there are four ‘Types’ of montages that would generally be done for a study of this kind. Type 1 is annotated photographs. Type 2 places a 3-dimensional model in the landform (without imagery) to give an impression of development, Type 3 introduces a wire frame and the model (with photography) and Type 4 takes this to a higher degree of accuracy with a verifiable and scalable model. In this instance Type 1 has been used. It is reasonable I think to have progressed to Type 2, visualised from agreed Viewpoints, to show clearly the nature of landscape change envisaged.

So why has only Type 1 been used and accepted as sufficient?

Policy 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’.

Tree Officer Comments

‘Objection on arboricultural and landscape grounds. I do not believe the site can be adequately or appropriately landscaped to offer both the screening and enhancement required of the development site, given the over development of the site in relation to the numerous constraints on and adjacent to the site, including and especially; the important archaeological remains, the gas easement, the River Nene, King’s Dyke and the A605/Toll Road’.

Planting of trees along Whittlesey Road without the appropriate root restriction system will destroy the remaining archaeology and the tree officer has expressed concern as to how this could be achieved.

Archaeological Officer Comments

‘There are still concerns about the current outlined application.

- ***Hydrology: Historic England has expressed concerns about the water monitoring carried out during the wet season in October, thus presenting the best-case scenario for the height of the water table. The worst-case scenario has not been presented. (Further comments/recommendations are deferred to Historic England).***
- ***Setting of the Scheduled Monument (SM) at Horsey Bridge English Civil War Fort: Historic England has expressed concerns about the tree screening which could have an adverse impact on the setting.***
- ***The full extent of the archaeology on the higher ground (approximately, the western half of the site) remains unknown.***
- ***The line of the Bronze Age ditch remains uncertain’.***

Historic England Comments

'Historic England considers that, with the planting screening on Whittlesey Road as proposed, the proposed development would result in a medium or higher level of 'less than substantial harm'.

In NPPF terms. If adequate screening would be possible adjacent to the development on the northern side of the proposed Archaeological Preservation Area, it is likely that the level of harm through change to the setting of the monument would be marginally reduced due the retention of a slightly larger area of visibly open space to its north. We recommend that further consideration is given to the possible screening/planting options in terms of minimising the adverse impact on the setting of the Horsey Hill Fort scheduled monument. However, we are mindful of the PCC Tree Officer's comments on this matter that adequate screening would not be possible for a development of this scale.

Policy LP19 The Historic Environment *'Proposals which fail to preserve or enhance the setting of a designated heritage asset will not be supported'.*

Berry Agricultural Land Classification Report

PCC have declared a climate emergency which this council signed up to and in it we assert the critical need to reduce our carbon footprint and become more sustainable. One way to reduce our carbon footprint is by cutting down on our food miles and the carbon required to transport it.

Farming of our own locally grown produce is and will become more and more important in the future yet here we are, being asked to forfeit a crop growing field, one that has been used to grow crops for many years and has the potential to continue doing so on well into the future. The report classes the field as Sub Grade 3b - land capable of producing moderate yields of a wider range of crops or high yields of grass which can be grazed or harvested over most of the year and those of you that made a site visit on Friday morning will have seen for yourself that this year's crop is looking extremely healthy. One built upon this will be lost and contrary to our promise to address the climate emergency we ourselves declared for this city.

Open Countryside

Policy 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.**

The question should be asked as to how this can be considered anything other than open countryside as the land is located after leaving the urban area of Stanground and separated by a clear river boundary. This being the case, what criteria have been met to allow this to be considered?

Localism Act

The level of objection to this development from local residents and councillors alike with 204 out of 206 responses being in objection.

The localism act advises that decisions should not be made solely on the basis of the number of representations or signatures on a petition unless founded on valid planning reasons and if each of the objections are read individually it can be seen that the same planning reasons for refusing this application come up time and time again.

- Loss of Visual Amenity
- Increased Traffic
- Increased Noise
- Increased Pollution
- Loss of Archaeological Remains

Thank you, I appreciate you taking the time to read this, my submission. I will be accompanying my ward councillor colleagues Cllr's Rush and Bisby at the hearing next Tuesday to represent our ward where I will be happy to take any questions you may have.

Yours sincerely

Chris Harper

Cllr Chris Harper - Stanground South Ward

The **objections from representatives still stand on the portal** - there is no new public information as to why strong objections have now become 'happy to proceed'. For example no information on how piling into the ground can preserve the artifacts below that they go through - the archaeologist unable to answer that question put to them, or how this will be observed and monitored!. The tree officer rejected the tree planting, and stated it was not sufficient - It is clear from the masterplan (unchanged!) - there is no more room for dense tree planting.shrubs or screen-fencing along the A605, why is this now OK? Still objections remaining from fenland district council, still unanswered questions for other professional representatives (previous details washed over in this report). I doubt the committee have read and understood the details or the true nature of this development and the precedent this sets in Peterborough!

LVIA section 4

How can they describe the landscape/character - and **not mention it is bordered by many residential properties** (Park Farm, Cardea), and then do all they can to avoid this throughout the section - if you don't know the area this paints a very different picture to the reality. Also **no mention of the four horsey toll properties meters away from the development** that will have units as high as 13 meters transforming the landscape and character of the area. The properties are only mentioned in the rebuttal at the end - set against the fact they don't exist in the document otherwise, and **thus very little balance to the final statements made.**

Despite the developer and the council **knowing the massive impact on Horsey Toll properties, and local residents they fail to show any of the viewpoints from this location** (images attached for you) - clearly a deliberate choice to omit to suit their argument.



Image 2 - bend is the exit of Peterborough in to Fenland

The report is desperate to demonstrate/conclude this is not residential/open land - so instead takes in views from 4-8 miles away within an off-centred zone - (mostly within Fenland district council). In truth this is actually a parcel of land between district areas, if they actually considered the land within just the peterborough area, this could not be described as largely

industrial/commercial land at all! **If they centered this development and had shown a radius - it would place it in a residential area / green belt border of Peterborough.**

Park farm when built was constructed up to the green belt zone (**ensuring not to encroach on this green belt**, and also to enhance it with the green wheel). Now this plan seeks to build on the other side of the green wheel. **Can you trust this developers biased report, or the robustness of the planning department?**

The part of Whittlesey Road (A605) that 'lies within the peterborough area' runs the length of Stanground (residential area) and as it exits peterborough it does so into the flat fenland landscape - (A605 'a route industrial in nature' as described in the report! **A great demonstration of unchallenged bias and building false picture of the area!**).

The development site is described as 'flat' characteristic fenland landscape, a large business park is not flat, and will not blend in with the landscape of this area. **The LVIA is incomplete, does not have required details - the planning team have not been robust in challenging this supplied documentation.**

The planning team have not been as robust with this application as they have with other local developments.

Dog in a Doublet - planning permission **rejected for a pool and outbuilding on the basis it would be 'detrimental to the characteristic of the surrounding fenland landscape'** - the owner forced to take down the pool, while trying to expand a successful small business. Compare a pool and outbuilding effect on that local area, to the fenland landscape and historically significant area of Horsey Toll!. The rejected sewage treatment works at Horsey Toll also included **reason for refusal as the 'detriment effect on the local character' and the 'increase in traffic'** - compare these plans with this application, it is nothing compared to the size of this business park, or the traffic that will come with it and the change this will bring to the area. **Equity of planning is not being applied to Rob Farcer / Conservative association chair and donor. Robustness of challenge from planning team is very different across these cases considering the relative impact.**

Employment space

In February 2023 there were 120 commercial listings for rent or sale - within the Peterborough Zone, **this has now increased** to 189 listings. Units empty, un-met demand, are better indicators of need. Rather than the focus of the documentation on how we have filled the space on the current local plan (which did not put small business high on the agenda in the employment research document). Currently small businesses are struggling to survive, more likely to collapse than expand or be created. Peterborough has high unemployment - but also one of the highest vacancy opportunities! What actually is it those unemployed actually need.. **Where is this data showing need? Where is this need indicated and balanced against**

other needs and market status? Where have the planning dept asked for any more, than a glossy report and accepted it at face value (robustness!).

How can planning dept make an effective decision on this without guidance based on the Local Plan and local need. Could this land serve to bolster leisure facilities - much needed in peterborough!. Or transformed into a woodland retreat - to support biodiversity credits against other planning applications from November 23, a solar farm to meet clean energy demands. We need a plan and need to think ahead. **The question you should be asking is how do we best to use this land, when land is short in supply,** not based on this developers pre-purchase and **what they want to build. A new local plan could justify buying the land from the developer to meet a range of needs that are then indicated** - this committee is lacking options and alternative facts, as they cannot use the local plan to guide them in this case.

In summary of the legal advice sought by the applicant - the Local plan, is not there to identify every bit of land or limit future opportunity arising - but it should still be an indicator for long term planning and needs. The local plan was largely fulfilled early - so the right thing to do is to bring it forward and re-assess local needs, measure the outcomes (success and failure) and thus gaps, or address new challenges. So that planning applications can be balanced to meet those needs. **As local councilors repressing the communities of Peterborough, you should be seeking a democratic process to involve people in local planning, the best way to do this is delay this, and seek to a full impartial review of local needs.**

The showground - backs onto orton southgate, prime opportunity for small business units, but despite plans being drawn, up no talk of an urgent need to use this area for small business. The local plan is being reviewed so the scare tactic of no small business space before 2036 is purely ridiculous. With increasing empty commercial units - **this is about an already committed developer, not peterborough's urgent need for small business space. Otherwise other recent large areas for development, should have been reconsidered, based on the need for more small business units.**

Operating hours - after 7pm the road becomes quieter at horsey toll - there is no need for this site to have operating hours 7am to 11pm which will be detrimental to the lives and wellbeing of local residents. On top of this site lighting from a development of this size will forever change this green belt land. The thin row of newly planted trees will do nothing to stop the impact of 13 meter high units and a large site that will glow during the night.

This is not an emergency or immediate need, there is an option to delay (object) the development until a full unbiased review of peterborough's business and housing needs takes place, and is consulted upon with the public to form the new revised local plan and help decision making process on best use of land that becomes available. Follow the democratic route, not the one led by influence and pressure.

This development has been rejected 6 to 2, and little has changed since. Lobbying and pressures to the point where a planning panel are now unable to say no - a mockery of the

planning process. If planning is granted it will bring about a third party judicial review of this planning teams robustness and due process.