

**Application Ref:** 12/01334/WCPP

**Proposal:** Variation of condition 5 of outline planning permission 09/01369/OUT to allow a higher building (not exceeding 35m) to be built on plot E2.1 to meet the requirements of an occupier. The first sentence of condition 5 would read - Building heights shall not exceed a maximum height of 15 m except on plot E7 where the maximum height shall not exceed 17 m and on plot E2.1 where the maximum height shall not exceed 35 m

**Site:** Land To The East Of Alwalton Hill, Fletton Parkway, Peterborough,

**Applicant:** Mr D Kershaw, Yearsley Group  
**Agent:** Mr David Shaw

**Site visit:** 15.10.2012

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

**Recommendation:** **GRANT** subject to conditions, a S106 Agreement and the passing of an amended Appropriate Assessment

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

### **The Site and Surroundings**

Tranche E2.1 is located within the Great Haddon employment area which is some 65 ha in size and has outline planning permission for B1 (business including offices), B2 (general industry) and B8 (warehouse and distribution) uses. The access road which will serve the employment site and connect it to junction 1 of the Fletton Parkway is located immediately to the east of tranche E2.1 along with bridleway number 1 which forms part of the Green Wheel network. On the other side of the road/bridleway and to the south of tranche E2.1 are other development tranches including the remainder of tranche E2. Further east some 545 metres from tranche E2.1 is Orton Pit Site of Special Scientific Interest (SSSI)/ Special Area of Conservation (SAC) a site of international ecological importance. Beyond this is the existing development of Hampton.

Further south, beyond the Great Haddon employment area, is the woodland of Chambers Dole and Two Pond Coppice. Beyond the woodland, are a number of existing properties on the Old Great North Road and the proposed Great Haddon core area (planning permission is being sought for up to 5350 houses with associated infrastructure including a district/local centre and schools). The settlement of Norman Cross lies to the south west of the core area along with a Scheduled Ancient Monument. The village of Yaxley lies to the south east on the A15. The villages of Stilton and Folksworth are located further to the south west on the western side of the A1(M) (accessed from junction 16).

To the west of the Great Haddon employment area is the Alwalton Hill employment area which also has planning permission for employment uses. Building heights are limited under this consent to a maximum of 15 metres. Immediately to the west/south west of tranche E2.1 within Alwalton Hill is an area of woodland.

To the north of both employment areas is the Fletton Parkway and beyond this the township of Orton. To west beyond Alwalton Hill is the A1(M) on the other side of which is the village of Haddon. To the north west are the villages of Alwalton and Chesterton.

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

Initial works have commenced on both the Great Haddon and Alwalton Hill employment areas but as yet there are no buildings and the land generally remains within agricultural use.

### The Proposal

This application seeks approval for a variation to condition 5 of the outline planning permission for Great Haddon (reference 09/01369/OUT) which limits the height of the buildings to 15 metres (with the exception of plot 7 where a 17 metre high building is allowed) to allow a building of up to 35 metres on tranche E2.1. This is the only alteration proposed to the previously approved scheme.

Permission for a taller building height is being sought to meet the requirements of a specific operator, Yearsleys. Yearsleys has a number of cold storage buildings around the country. If permitted the new store would be a regional facility. It has advised that a 35 metre high building is required in order to maximise efficiencies /economies of scale.

The original outline application for Great Haddon was supported by an Environmental Statement (ES) which has been resubmitted with this application. This application is also supported by a new ES which assesses the impact of a taller building on tranche E2.1 in the context of the conclusions of the original ES.

## 2. Planning History

A number of applications for the Great Haddon employment area have now been submitted. The most relevant are as follows:-

Reference	Proposal	Decision	Date
09/01369/OUT	Development of up to 65 hectares of employment land (B1, B2 and B8 including safeguarding of a site for a household recycling centre/park and ride). Associated highway infrastructure (including pedestrian, bridleway and cycle routes), and car parking for all uses. Foul and surface water drainage networks (including SuDS and lakes)	Application Permitted	31/05/2011
11/00817/REM	Details of a new access road from junction 1 of the Fletton Parkway to plot 7 and details of the erection of a new warehouse on plot 7 with associated car parking, landscaping and ancillary works - all reserved matters pursuant to outline planning permission 09/01369/OUT (development of 65 hectares of employment land). An environmental statement accompanied the outline application	Application Permitted	28/10/2011
11/02049/REM	Construction of initial section of the internal access road from junction 1 of the Fletton Parkway to serve Great Haddon and Alwalton Hill including an associated diversion of the existing bridleway, provision of manual tunnels and landscaping. Amended alignment to that	Application Permitted	14/05/2012

	approved under 10/00320/REM to relocate the internal roundabout some 80 metres to the north. The outline application was accompanied by an Environmental Statement		
12/01213/REM	Construction of access road, south part, with attenuation pond	Pending Consideration	

As indicated above, there is a current application under consideration for the Great Haddon core area (reference 09/01368/OUT). This seeks consent for the development of an urban extension comprising up to 5350 residential dwellings; a district centre (with up to 9200 square metres (99031 sq.ft) retail floor space) and two neighbourhood centres (with up to 2300 square metres (24758 sq.ft) retail floor space) comprising district/neighbourhood retail (A1-A5); community and health (C2, D1); leisure (D2); residential (C3) and commercial (B1) uses. Provision for education facilities (sites for three primary and one secondary school); sports and recreational facilities; a range of strategic open spaces including new landscaping, woodland and allotments; and cemetery provision. Associated highway infrastructure (including pedestrian, bridleway and cycle routes), public transport infrastructure and car parking for all uses. Utilities and renewable energy infrastructure; foul and surface water drainage networks (including sustainable drainage systems (SuDS) and lakes).

Also of relevance is application reference 06/00345/OUT which granted outline planning permission for the development of warehouse and distribution units (max of 5 individual units with a max of 172,000 square metres floorspace) with ancillary office space, together with access road, car parking, service yards, new woodland, landscaping, lake, ponds and screening at Alwalton Hill (permitted 08.09.2006). A subsequent reserved matters application (reference 09/00725REM) granted detailed consent for the scheme (permitted 16.10.2009).

### **3 Planning Policy**

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

#### **National Planning Policy Framework (2012)**

##### **Section 1 - Economic Growth**

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

##### **Section 11 - Biodiversity**

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

Development within or outside a Site of Special Scientific Interest or other specified sites should not normally be permitted where an adverse effect on the site's notified special interest features is likely. An exception should only be made where the benefits clearly outweigh the impacts.

The presumption in favour of sustainable development does not apply where development requiring Appropriate Assessment under the Birds or Habitats Directives is being considered or determined.

#### **Regional Guidance**

In June 2009 the Coalition Government announced its intention to abolish Regional Spatial

Strategies as part of its localism agenda. This abolition was subsequently successfully challenged through the Courts. The RSS therefore current remains part of the Development Plan.

The RSS for the East of England (May 2008) sets the overall housing and growth targets for the region. Policy CS3 identifies Peterborough as a key centre for development and change. These targets are reflected in the Adopted Core Strategy.

### **Peterborough Core Strategy DPD (2011)**

#### **CS03 - Spatial Strategy for the Location of Employment Development**

Provision will be made for between 213 and 243 hectares of employment land from April 2007 to March 2026 in accordance with the broad distribution set out in the policy.

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

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

#### **CS16 - Urban Design and the Public Realm**

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

#### **CS17 - The Historic Environment**

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

#### **CS19 - Open Space and Green Infrastructure**

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

#### **CS20 - Landscape Character**

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

#### **CS21 - Biodiversity and Geological Conservation**

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

#### **CS22 - Flood Risk**

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

### **Peterborough Site Allocations DPD (2012)**

#### **SA09 - Urban Extensions**

Identifies sites for B1, B2 and B8 employment uses in accordance with Core Strategy policy CS3.

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

#### **MW16 - Household Recycling Centres**

A network of household recycling facilities easily accessible to local communities will be developed through the Site Specific Proposals Plan, including amongst broad location areas, a site in Peterborough. New developments will contribute towards the provision of household recycling centres, consistent with the RECAP Waste Management Design Guide and additionally through POIS or CIL (in the event this supersedes the current mechanism).

## **Peterborough Planning Policies DPD (Adopted Version December 2012)**

### **PP01 - Presumption in Favour of Sustainable Development**

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

### **PP02 - Design Quality**

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

### **PP12 - The Transport Implications of Development**

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

### **PP19 - Habitats and Species of Principal Importance**

Permission will not be granted for development which would cause demonstrable harm to a habitat or species unless the need for, and benefits of it, outweigh the harm. Development likely to have an impact should include measures to maintain and, if possible, enhance the status of the habitat or species.

### **Community Infrastructure Levy (CIL) Regulations 2010/ Circular 05/2005: Planning Obligations**

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

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

In addition obligations should be:

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

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

## **4 Consultations/Representations**

### **Internal Consultees**

#### **Archaeological Officer (20.09.12)**

No objections.

#### **Climate Change**

No comments received

#### **Conservation Officer (02.10.12)**

The proposal would not adversely impact upon conservation areas in Peterborough. Huntingdonshire District Council will comment on those within its area. Would, however, question the height of the buildings in relation to the landscaping character.

#### **Drainage Team (13.09.2012)**

No drainage implications.

**Landscape Architect (27.09.12)**

No objections. Concludes that whilst not an ideal site for taller buildings the impact would be within the parameters (context) of what has already been approved.

**Landscape Officer (08.10.12)**

No comments.

**Minerals And Waste Officer (Policy) (09.10.12)**

No objections. The proposal would not prejudice the ability to provide a waste facility within the development (reserved site).

**Pollution control Team**

No comments received

**Rights of Way Officer**

No comments received

**Transport and Engineering Services (18.09.2012)**

No objections. The building height will not increase the floor space of the building. Any increase in traffic generation is likely to be small and outside peak hours. It is, therefore, unlikely to impact upon the assessments previously agreed.

**Travel Choice**

No comments received

**Wildlife Officer (09.10.12)**

The Local Planning Authority should seek advice from Natural England in relation to the potential impacts on Orton Pit. The proposal would result in additional shading of the Alwalton Hill woodland. Additional mitigation measures should be secured to address this.

**External Consultees**

**English Heritage**

No objections. Although there would be some change to the setting of the heritage asset the impact is limited. As such, the Local Planning Authority should be free to determine the application in accordance with its policies.

**Environment Agency (27.09.12)**

No objections

**Highways Agency - Zones 6, 8 & 13 (03.10.12)**

No objection. The building height will not increase the floor space of the building. Any increase in traffic generation is likely to be small and outside peak hours. It is, therefore, unlikely to impact upon the assessments previously agreed.

**Natural England - Consultation Service (09.10.12)**

No objections. Satisfied with the conclusion of the ES that the proposal would have no adverse impact upon Orton Pit SSSI/SAC in terms of shading. The ES identifies a potential adverse impact on Alwalton Hill woodland. Mitigation measures should be secured.

**Peterborough Local Access Forum (26.09.12)**

Object to the application. Consider that the proposed scale of the new building would be detrimental to people using the Green Wheel. It may also create a wind tunnel effect and become darker in the evening. This could put people off using it.

**Police Architectural Liaison Officer (25.09.12)**

No objections/recommendations

**Cambridgeshire Bat Group**

No comments received

**British Horse Society (Central Office)**

No comments received

**Campaign To Protect Rural England**

No comments received

**Cambridgeshire County Council**

No objections

**Middle Level Commissioners**

No comments received

**Huntingdon DC**

No comments received

**Ramblers (Central Office)**

No comments received

**RSPB (Eastern England)**

No comments received

**Anglian Water Services Ltd**

No comments received

**Plantlife**

No comments received

**Buglife**

No comments received

**Froglife**

No comments received

**The Wildlife Trusts (Cambridgeshire)**

No comments received

**Fire Community Risk Management Group**

No comments received

**British Herpetological Society**

No comments received

**Peterborough Civic Society**

No comments received

**Peterborough Environment City Trust**

No comments received

**Sustrans**

No comments received

## **Peterborough Councillors**

**Councillor N North** -No comments received

**Councillor S Scott**- No comments received

**Councillor D Seaton** - No comments received

**Councillor P Hiller**- No comments received

## **Parish Councils and Action Groups**

### **Hampton Parish Council (29.09.12)**

Object to the application. Question the economic benefits of the scheme, have concerns about the traffic impacts, the adverse visual impact on Hampton and additional shadowing which would result in the loss of 10 minutes daylight for parts of Hampton.

### **Orton Waterville Parish Council**

No comments received

### **Norman Cross Action Group (10.10.12)**

Object to the application on the grounds of adverse visual impact, that the buildings would be out of keeping with the character of the area, traffic movements, impact on local climate and limited job creation.

*Note: the Group is made up of representatives from Yaxley Parish Council; Stilton Parish Council; Haddon Parish Meeting; Farcet Parish Meeting; Folksworth & Washingley Parish Council; Alwalton Parish Council; Chesterton Parish Council; District Councillors; and Cambridgeshire County Councillors (Councillor Matt McQuire and Councillor Nick Guyatt (also a Huntingdonshire District Councillor)).*

### **Yaxley Parish Council**

Object to the application on the grounds of adverse visual impact, the buildings would be out of keeping with the character of the surrounding area, traffic impacts, and on the grounds of limited job creation.

### **Stilton Parish Council**

Object to the application on the grounds of adverse visual impact, out of character with the surrounding area, would contravene the outline planning permission and traffic impacts.

### **Folksworth and Washingley Parish Council**

Object to the application on the grounds of the visual impact, it would dominate the landscaping, and increase in traffic.

### **Farcet Parish Council**

No separate comments received

### **Haddon Parish Meeting**

No separate comments received

### **Haddon And Local Residents Group (16.10.12)**

Object to the application on the grounds that the buildings would be out of keeping with the character of the surrounding area, have an adverse visual impact, an adverse impact on Peterborough's development strategy and on the grounds of limited job creation.



### **Local Residents/Interested Parties**

Initial consultations: 1384

Total number of responses: 17

Total number of objections: 17 including Parish Council letters referred to above.

Total number in support: 0

11 letters of objection from the public have been received, these raise the following issues:-

- \* Visual impact of the proposed buildings on people living to the west of the A1(M)
- \* The building would be visible for a great distance and totally out of proportion/character with the rural environment
- \* Building would dominate the surrounding area
- \* Building would not create a 'gateway' into Peterborough
- \* An almost identical building in Wisbech has an unacceptable visual impact
- \* The proposal contravenes the outline planning consent for which the maximum height of buildings was set at 15 metres
- \* The building would be acceptable if located in another part of Peterborough as a 'high tech' cold store would be in line with Peterborough's sustainability concept
- \* Very tall buildings would deter any other occupiers
- \* If allowed a precedent would be set and the Council would find it difficult to refuse other applications for taller buildings
- \* Claims that 300 people would be employed are exaggerated, given the level of automation
- \* There would be an increase in traffic, particularly on the A605
- \* Would result in a very high building next to the Green Wheel
- \* Question the impact on wind turbulence locally.

## **5 Assessment of the Planning Issues**

The main issues are:-

- Principle of Development
- Visual Impacts
- Ecological and Landscape Impacts
- Impact upon Neighbour Amenity
- Traffic Impacts

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

As indicated above, this application seeks consent for an amendment to condition 5 of the original outline planning permission for the Great Haddon employment area to allow a taller building, up to 35 metres in height, on tranche E2.1. Condition 5 currently limits the height of the building allowed on this tranche to 15 metres. Building heights were capped at 15 metres as this is the height and associated impact which was assessed in the Environmental Statement. Any proposal for a taller building therefore requires further detailed assessment to determine whether its impacts are acceptable.

In this instance, permission is being sought for a taller building in order to meet the requirements of a specific end user (Yearsleys). No other changes are proposed to the approved scheme.

The principle of employment development at Great Haddon and the associated change to the character of the area (and that of Alwalton Hill) from agricultural fields is established. The only issues which can, therefore, be taken into consideration in determining this application are those that relate directly to the impact of allowing a taller building in this location.

Since the employment area was granted consent the previous national planning guidance has been replaced by the National Planning Policy Framework (NPPF) which places stronger emphasis upon supporting economic growth through the planning process. This application if granted, would allow the submission of a detailed scheme (reserved matters application) by Yearsleys and subject to this being acceptable, for work to commence on site thereby creating both construction jobs and permanent jobs once the facility is opened.

Given the context, this application can only be resisted if it is concluded that a 35 metre high building on the site would have an adverse impact and if this 'harm' outweighs all other considerations, particularly economic ones. The impacts are assessed below.

## **2. Visual/Landscape Impacts**

The application is accompanied by a detailed Visual Impact Assessment as part of the supporting Environmental Statement. This provides an analysis of the area over which a 35 metre high building would be visible in comparison with a 15 metre high building and as assessment of its likely visibility from a number of key view points. The Assessment shows that a 35 metre high building would be visible from a number of locations where a 15 metre high building would not be and that it would also be seen from further afield. The Assessment concludes that whilst a 35 metre high building on tranche E2.1 would have an impact, this impact is within acceptable limits.

There are no national landscape designations within the immediate vicinity of the site (the ecological impacts are discussed in section 3 below).

The area to the south of the employment site (where the core area is proposed) is identified as forming part of the southern Peterborough farmed claylands (the Peterborough Landscape Character Assessment 2007 refers). The area to the west of A1(M) is identified in the Huntingdonshire Landscape and Townscape SPD (2007) as the Northern Wolds which contains some of the highest land in the area. The area to the south of A15 is described as Fen Margin in the same document.

As indicated under section 1 above, there is a Scheduled Ancient Monument (the remains of the former Napoleonic Prisoner of War Camp) to the south west of the proposed Great Haddon Core Area. There are Conservation Areas at Norman Cross, in Yaxley, Alwalton and Chesterton. All of these areas fall outside of the Peterborough Unity Area.

### *Impact on Hampton*

The existing settlement of Hampton lies some 1.3kms to the east of tranche E2.1. It is separated from the site by other employment tranches (those on the east side of the access road) and by Orton Pit. Much of Orton Pit lies at a lower level than Hampton and as such will not completely screen the employment area.

The Assessment sets out that there will be some views of the employment area buildings as a whole from Hampton although these views will not be continuous given the land form of Orton Pit. Also, in due course new landscaping associated with the Western Peripheral Road will be planted thereby providing additional screening. A taller building on tranche E2.1 would, therefore, also be visible. However, in light of the separation distance and the fact that this building will be seen behind other buildings further east within the site, it is not considered that the visual impact upon Hampton would be unacceptable.

If permitted a 35 metre high building is likely to be the first to be constructed. Any isolated building on this site, whether 15 or 35 metres would have a visual impact. It is not; however, considered that the impact would be unduly exacerbated by the additional height as from a distance it will be difficult to judge the exact height of the building. The application could not be resisted on the grounds that a taller building maybe the first to come forward. It should also be noted that householders do not have a right to a view.

### *Impact on Orton/Chesterton/Alwalton*

There are views over the employment area as a whole (including Alwalton Hill) from the Fletton Parkway which sits at a higher level. Given the speed at which drivers pass the site these are, however, glances and it is not therefore considered that the visual impact of a 35 metre high building on tranche E2.1 would be unacceptable. There are a number of commercial/industrial buildings which can already be seen from other sections of the Parkway so the resulting relationship would not be unusual. The impact of this building will lessen as the employment area

becomes more built out and other buildings closer to the Parkway are built.

The Assessment shows that there will potentially be some views of the 35 metre high building from some part of the township of Orton including from the Showground (from where 15 metre high buildings would not be seen) and from Alwalton/Chesterton. However, given the separation distances it is not considered the building would be unacceptably dominant within the landscape, particularly given the existing trees and other landscaping. Its visual impact is, therefore, considered to be within acceptable limits. Neither is it considered that there would be any unacceptable adverse impact upon their Conservation Areas. No objections have been received from Cambridgeshire County Council.

#### *Impact on Land to the West of the A1(M)*

The proposed 35 metre high building would be most visible, as will the employment area as a whole, from the A605 approaching Peterborough from the west, given the relative levels of the two areas. The original ES set out that in terms of visual impact the consented buildings at Alwalton Hill were more likely to have an impact given that they will be located closer to the A1(M)/A605, than those at Great Haddon itself. A taller building if permitted would not be screened by the Alwalton Hill development in the same way and would, therefore, have a greater visual impact.

Whilst a taller building in this location would be more visually dominant, on balance, in light of its allocation for employment uses and the overall site context including the fact that it is not an area of best landscape, it is not considered that the visual harm would be such as to outweigh the economic considerations and therefore to justify the refusal of the application.

There would be views of a 35 metre high building from Haddon village to the west of the A1(M) and there are also likely to be some views from the villages of Stilton/Folksworth. The nearest house in Haddon is approximately 200 west of the A1(M) (some 850 metres from the site itself), and the village itself some 1.7kms. At these distances, and in light of the physical barrier which is created by the A1(M) itself it is not considered that a higher building on tranche E2.1 would appear unacceptably dominant.

The views of the building from Stilton, Folkworth and Morbourne would be more limited and seen in the context of the employment development as a whole. In view of this and the separation distance the visual impact is considered to be within acceptable limits.

As indicated above the Huntingdonshire Landscape and Townscape SPD identifies this area to the west of the A1(M) as the Northern Wolds. 'Key issues' for this area in terms of views are:-

- "...the maintenance of long views from the upland area..";
- "... protection of key views towards distinctive skyline of ridge tops, church towers and woodland"

It is not considered that a taller building on this site would unduly or unreasonably impede any such views given that the building would be seen within the context of the Peterborough townscape. As such it is not considered that the visual impact would be so severe as to justify a refusal of the application.

#### *Impact on Land to the South*

The nearest existing residential property to tranche E2.1 is Keeper's Cottage to the south some 700 metres away. This lies within the Great Haddon core area and is within the ownership of the Great Haddon Consortium. Over the longer term it is anticipated that its residential use will cease. Notwithstanding this, the nearest industrial building on Plot 7 would have a greater impact on this dwelling than a taller building located further within the site.

Further south are existing properties along the Old Great North Road. The Assessment concludes that these properties would have some visibility of the employment buildings as whole through the existing vegetation. A 35 metre high building would be seen within this context and it is not, therefore, considered that it would be unacceptably dominant.

The Assessment indicates that there will be some potential views of the site from within certain parts of the village of Yaxley and the surrounding area which the Huntingdonshire Landscape and Townscape SPD identified as Fen Margin. Given the relative levels, the presence of existing vegetation and buildings it is considered that these will be limited. In light of the separation distance from the application site the impact is considered to be within acceptable limits.

As indicated above, there is a Scheduled Ancient Monument (SAM) to the south west of the Great Haddon Core Area. English Heritage has raised no objection to the proposal. It acknowledges that there would be some change to the setting of the heritage asset but given the separation distance the impact would be modest. As such it is content for the Local Planning Authority to determine the application weighing the impact against other policies. Given the separation distance Officers do not consider that the presence of a 35 metre high building would cause unacceptable harm to the setting of the monument. Also, should planning permission subsequently be granted for the Great Haddon core area then in the longer term this would result in houses closer to the monument thereby further lessening any potential impact from the employment area.

In light of the level of visual impact and the economic emphasis within the NPPF it is not considered that the proposal could be reasonably resisted on the basis of the impact on the SAM.

Given the separation distance neither is it considered that the proposal would have any unacceptable adverse impact on the Conservation Areas of Norman Cross or Yaxley.

The Assessment sets out that there will also be views of the employment area from within the site of the Great Haddon core area. A 35 metre high building would not have greater visibility and in light of the separation distance it is not considered that it would unduly prejudice the delivery of this development should planning permission subsequently be granted.

#### *Comments from Parish Councils/Public*

*1. The building would be visible for a great distance and totally out of proportion/character with the rural environment.*

It is accepted that the building would be more visible. However, as set out above the character of this area is going to change completely to that of an industrial area. The permitted 15 metre high buildings will be seen from a number of view points already and it is not considered that the additional impact from a 35 metre high building in this location would result in an unacceptable impact.

*2. A 35 metre high building would dominate the surrounding area*

As set out above the impact is considered to be within acceptable limits.

*3. A 35 metre high building in this location would not create a 'gateway' into Peterborough.*

As indicated above, the character of this area will change completely. It is not considered that a higher building would have a greater adverse impact in terms of the approach.

*4. An almost identical building in Wisbech has an unacceptable visual impact.*

This application has to be assessed on its own merits in respect of material planning considerations. The development referred in Wisbech was found to be acceptable by officers and members of the relevant Planning Committee and bare no relevance to this application.

*5. The proposal contravenes the outline planning consent for which the maximum height of buildings was set at 15 metres.*

As indicated above, the building height was capped at this height on the basis of the assessment provided. This does not mean that a taller building is unacceptable, rather than the impacts need to be assessed and any proposal considered.

6. *The building would be acceptable if located in another part of Peterborough as a 'high tech' cold store would be in line with Peterborough's sustainability concept.*

No other sites have been referred to but given the topography of the area a building of this size, no matter where it was located in Peterborough, would have a wider visual impact including an impact outside of the Unitary area given the location of the employment areas. Notwithstanding this, the application site is a designated employment area and it is, therefore, the impact of a 35 metre high building in this location which must be considered. For the reasons set out above the visual of a 35 metre high building in this location is considered to be within acceptable limits.

7. *Very tall buildings would deter any other occupiers.*

The owner of the site (Roxhill) does not consider this to be an issue. In their view having no occupiers is more likely to be a deterrent.

8. *If allowed a precedent would be set and the Council would find it difficult to refuse other applications for taller buildings.*

Every application has to be considered on its own merits. Approval of this application would not, therefore, open the 'floodgates'. Furthermore end users will want buildings to suit their specific needs and this varies from operator to operator. Not all end users will want buildings of this height.

### *Summary*

It is accepted that a 35 metre high building on tranche E2.1 would be more visible than the consented 15 metre high building, especially from the A605 when approaching Peterborough from the west. However, the additional impact arising from a taller building is considered, on balance, to be within acceptable limits and it is not therefore, considered that the application could reasonably be resisted on the grounds of unacceptable adverse visual impact particularly when taking into consideration the status of the site and the economic benefits which then would arise from its development.

Having reviewed the Assessment the Council's Landscape Architect has raised no objection to the proposal. He has concluded that the impact would be acceptable within the context of what has already been approved.

### **3. Ecological and Landscape Impacts**

The ecological impacts arising from the employment application were considered in the ES which accompanied the application. This covered the impact upon Orton Pit and other protected species. The impacts were found to be acceptable subject to conditions in respect of a scheme of measures to protect Orton Pit and Great Crested Newt/Biodiversity Strategies. The impact of an increase in building height to 35 metres is considered in the new ES supporting this application.

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

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

The original ES set out that the employment development could potentially impact upon the designated species of Orton Pit in the following ways:-

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

The change in building height would not result in any change in impact upon (ii) and (iii) so these are not reviewed further here. In terms of (i) the proposal does not impact upon the delivery of the physical measures to keep people out of Orton Pit or water quality. The only potential impact is in terms of shading.

### Shading of Orton Pit

The Stonewort population of Orton Pit is sensitive to changes in light. As part of the original application a detailed shadow analysis was undertaken. This concluded that with a 30 metre buffer zone and a cap on building height at 15 metres, there would be no adverse impact. The analysis showed that the shading of Orton Pit is greatly influenced by the topography of the land forms within it. The conclusion of this analysis was accepted by Natural England.

A further shadow analysis has been undertaken as part of the ES submitted with this application. It is based on the same methodology as the original statement. This concludes that although the building would be taller, in light of the separation distance from Orton Pit (some 545 metres) that no additional shadowing would result and therefore, that there would be no adverse impact upon its special interest. As with the 15 metre high buildings the analysis shows that the land form/topography of Orton Pit itself has a greater impact upon shading patterns. This conclusion is accepted by Natural England and the Council's Wildlife Officer.

### Appropriate Assessment

Given the relationship of the site to Orton Pit an 'Appropriate Assessment' (AA) under the Conservation of Habitats and Species Regulations 2010 was undertaken in respect of the original outline application to demonstrate that the Great Haddon employment development would not have an adverse impact upon the integrity of Orton Pit. The AA considered the direct impacts of the development and 'in combination' effects with other development proposals. The assessment was passed. Had the assessment failed then planning permission could not have been granted.

Following discussion with Natural England it was agreed that the AA for the Great Haddon employment area should be updated to taken into consideration the proposed increase in building height on plot E2.1. This is currently being done. Members will be advised of further progress in the Update Report.

### Impact on Protected Species

Since the granting of planning permission for the Great Haddon employment area Great Crested Newt and Biodiversity Strategies have been approved as required by the outline conditions. Updated surveys in respect of Water Voles, Badgers, Reptiles and Great Crested Newts were carried out in 2012 (and submitted for approval under the outline conditions). These surveys did not reveal any significant change in the status of any species/group within the employment area. With respect of tranche E2 there are no records of protected species within the site which remains in arable use.

The impact of a 35 metre high building on protected species is considered in the ES.

#### (a) Great Crested Newts (GCN)

There is one pond with GCNs within the Great Haddon employment area (pond 15). The ES concludes that a taller building on plot E2.1 would not adversely impact upon this pond given its location within the site. It also considers the impact upon ponds 16, 17 and 18 located within Alwalton Hill. Pond 16 is some 350 metres to the south west of plot E2.1. The ES concludes that there would be no additional shading. Ponds 17 and 18 lie to the west and the ES concludes that there would be no significant additional shading beyond that which would occur from the existing Alwalton Woodland.

The conclusions of the ES in respect of the potential impact on GCNs are accepted by Natural England and the Council's Wildlife Officer. They have also advised that no changes to the approved GCN strategy are required in response to this application or its potential impacts.

#### (b) Birds.

The ES concludes that a 35 metre high building on plot E2.1 would have no additional adverse impact on birds from the approved 15 metre high building.

(c) Badgers

The updated survey indicates a decrease in badger activity across the site. The ES concludes that there is unlikely to be any impact from additional shading and that no additional mitigation measures are required.

(d) Bats

The increase in building height on plot E2.1 will not alter the conclusions of the original ES in respect of bats and trees with bat roost potential. The ES sets out that there maybe a requirement for additional lighting but this will be located so that it is not more than 15 metres high. This can be controlled via a condition. As with the original scheme it is proposed that sodium lamps be used as they do not emit such high level UV light and also that upward light spillage be minimised. A detail lighting scheme will need to be submitted as part of any reserved matters application.

(e) Water Vole and Otter

The 2012 updated surveys did not find any evidence of these species. The ES concludes that a higher building on plot E2.1 would have no impact upon them.

(f) Reptiles

The ES concludes that the reptile receptor areas to be created at the south of the Great Haddon employment area would not be impacted upon by a high building on plot E2.1.

(g) Invertebrates

The ES concludes that the increase in building height on plot E2.1 would not result in any impacts on invertebrates either within plot E2.1 or nearby.

The conclusions in the ES are accepted by Natural England and the Council's Wildlife Officer. They also do not consider that any alterations are required to the approved Biodiversity Strategy in response to the potential impacts arising from the development.

Impact on Habitat

The Phase 1 Habitat Survey for Plot E2 and its immediate surroundings was updated in July 2012. The majority of the survey area comprises intensively managed arable farmland. The only change in habitat since 2009 has been the loss of two dry field ditches that formally crossed (east to west) the field. Only one ditch now remains within the plot.

A 35 metre high building on plot E2.1 would result in additional shading of the eastern side of the Alwalton woodland in comparison with the approved 15 metre high building. The woodland has been assessed to have limited ecological value due its structure and sparse cover of common and widespread ground flora. Given the condition of the woodland the new planting which will come forward as part of the development as a whole, the ES concludes that there would still be an overall benefit on woodland habitats in the county and local context.

Natural England and the Council's Wildlife Officer raised concerns about the potential impact on this woodland and have asked for additional mitigation to be provided. In response the applicant set out that the woodland is not a designated site and whilst local authorities have a duty to conserve biodiversity this should not mean mitigating any impact on any species. Natural England and the Wildlife Officer accept this but are seeking additional mitigation to ensure that a net gain in biodiversity is maintained. Having discussed the matter further with the agent he has advised that the draft design will seek to incorporate additional planting to address the concerns raised notwithstanding that this cannot be insisted upon from a policy perspective. This approach is considered to be sufficient to address the concerns raised. The Wildlife Officer has verbally

advised that this approach would address the concerns he has raised.

The ES concludes that there would be no adverse impact upon any other habitat, nor would the increase in building height result in the additional direct loss of any other habitat from that assessed in the original application. These conclusions are accepted by Natural England or the Wildlife Officer.

#### Other Matters

The ES concludes that there is no change in the assessment of the effect on locally designed sites in comparison with the original ES. There would be no significant adverse impact on Nene Park, Crown Pit No1, Denton Common Pit, Norman Cross Brick Pits, Jones Covert Woodland. This conclusion is accepted.

#### **4. Amenity Impacts**

The visual impact of the building has been considered under section 2 above.

In terms of other potential impacts on neighbour amenity Hampton Parish Council has raised a concern, in light information tabled at the applicant's public meetings (as part of their community consultation prior to the submission of the application) that a 35 metre high building on plot E2 would result in additional shadowing of the western part of Hampton and the loss of 10 minutes or so of daylight. This has been raised with the applicant who has been asked to clarify the potential impact.

The applicant has advised that the proposed building would be seen on the horizon from the western part of Hampton. Given the orientation of the building in relation to Hampton, for a few weeks of the year the sun will set directly behind it. The impact is therefore, not shading per se but rather an obscuring of the sun on the horizon as it sets.

This impact would only occur when the sun sets due west which is around the equinoxes, so for about 10 days in March and 12 days at the end of September/start of October. The applicant has carried out a detailed analysis as to the extent of this impact. Given the relative dimensions, if there were no other obstacles in the way then it has been calculated that the sun maybe 'lost' (i.e. it will be behind the building) about 6 minutes earlier than the current situation. However, the permitted buildings at 15 metres have some impact so the difference in time whereby the sun would be 'lost' is estimated to be in the region of 3 minutes. Furthermore any obstacles located closer to the houses such as trees or any other house will in themselves have a much greater impact given that they are closer, thereby further lessening the impact which a 35 metre building would have. It should also be noted that it is not intended for the whole building to be 35 metres high only sections of it. This would further lessen any impact.

Given that this impact would only occur when the sun sets due west, which is for two very short periods of the year, the fact that the impact is only for a few minutes, and the limited number of houses located due east of the building, it is not considered that it would have a sufficiently adverse effect as to warrant the refusal of this application.

Concerns have been raised by the Local Access Forum regarding potential shading of the Green Wheel route from a 35 metre high building and that this will discourage people from using it. However, the building is not the only factor in terms of shadowing; this will result from trees planted along it etc. Many footpath and cycleways are shaded for all or part of the day especially those which lie to the north of adjacent buildings. It should also be noted that with the new access road, in addition to the retention of the bridleway, a designed cycleway will be created which will be lit. It is not, therefore, considered that the application could be reasonably resisted on this basis.

#### **5. Other Matters**

##### *Traffic Implications*

A number of concerns have been raised about the traffic impacts of the development. When the outline application was considered a detailed analysis of the traffic implications was undertaken



using the Peterborough Transport Model based upon the total floorspace to be created from the development of the Great Haddon employment area as a whole.

In order to protect the surrounding road network a condition was imposed limiting the amount of floor space which can be built to not more than 324, 500 sq.m. gross external floor area, broken down into not more than 48 675 sq.m. of B1; 129 800 sq.m. of B2 and 146 025 sq.m. of B8 floor space (C3 refers). The conditions also require improvement works to junction 17 of the A1(M) and junction 1 as well as a cap on the amount of development which could be built out until the Fletton Parkway is widened.

This proposal for a taller building would not change the amount of floorspace created within the site therefore the original limitations remain relevant. Arguably a taller building could be more intensely used. However, it would be a B8 distribution unit and staff would work in shifts. As such it is less likely to result in additional traffic on the network at peak times of the day.

The Highways Agency and Local Highway Authority have raised no objections.

It is not therefore, considered that this application for an increase in the building height on one plot could reasonably be resisted on the grounds of transport impacts.

#### *Employment Numbers*

A number of the objections have raised concerns about the job numbers to be created. Some of the representations have suggested the job number quoted has been over estimated. Yearsleys have given a provisional job number of 300, 150 per stage (Yearsleys are proposing two separate buildings) equating to 80 office staff and 220 warehouse operatives. The applicant has provided clarification on the job numbers, advising that it is a reasonable prediction given that if there would be three shifts and on the basis of the Homes and Communities Agency (HCA) Employment Densities Guide (Second Edition 2010). This estimates job creation on the basis of different types of floor space (one job per 12 m<sup>2</sup> of office space and one job per 80m<sup>2</sup> in warehouse/distribution units). Based on the floor area for Yearsleys the HCA Guide predicts 495 jobs. As such, it is not considered that the job creation has been over estimated.

Notwithstanding this, the application is for a 35 metre high building only and it has to be determined on the basis of the impacts which this would have and the acceptability of these impacts, not the number of jobs which would be created. The application cannot therefore be resisted on this basis of job numbers.

#### *Other Impacts*

A concern has been raised by the Norman Cross Action Group and in other representations that the building would have an impact on wind turbulence locally. No indication has been provided as to why this is considered a potential impact. However, Officers do not consider that there would be any significant impact beyond the approved scheme given that this application seeks to increase the height of building permitted on one tranche only.

The ES supporting the application confirms that a 35 metre high building on plot E2.1 would not have any impact upon issues relating to contamination, flood risk/drainage and energy/utilities. This conclusion is supported by officers. No objections have been received by the Environment Agency.

Neither is it considered that an increase in building height would prejudice the safeguarding of land for a new Householder Recycling Centre/ Park and Ride Facility as required under the original S106 Agreement.

#### *Procedure*

If planning permission is granted then a new planning permission for the whole of the Great Haddon development would be created. As such it will be necessary to re-impose the entire original outline conditions for Great Haddon with any appropriate alterations to take into account

strategies, other information approved to date under various other applications.

The only condition which it is not considered relevant to re-impose is that in respect of the Site Waste Management Plan (C27) as these are no longer required by Government.

As a new planning permission would be created there is also a requirement for a new S106 Agreement to be entered into to secure the obligations sought as part of the previous application. This is currently being prepared. The S106 will replicate the original agreement. The only area where a contribution is no longer required is in respect of the Counter Drain. This is because it has now been agreed that any works are the responsibility of Anglian Water and it is not appropriate to seek a S106 contribution towards them. To summarise the S106 will require contributions/measures in respect of the following:

- Travel Plan including contributions towards the monitoring thereof (£5,000 per building or pro rata amount if floor space below 5 000 sq.m);
- Provision of a bus services for employees;
- Contribution towards off site highway improvements including provision of new traffic lights (£ 3, 300, 000 towards widening works to Fletton Parkway);
- Safeguarding of 1.5 hectares of land for a Householder Recycling Centre or Park and Ride facility for 6 years;
- Contribution towards the Green Grid Strategy objectives (£50, 000);
- Contribution towards improvements to the Green Wheel/National Cycleway Network (£11, 000);
- Long term management and maintenance of the sustainable drainage system (SUDs)
- Nature Conservation Objectives (if not addressed solely via conditions)

## **6 Conclusions**

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

- The build out of the consented scheme for this site (under outline permission 09/01369/OUT) will result in a complete change to the character of the existing site and a development which, in view of the ground levels, can be seen from outside of the site. It is acknowledged that a 35 metre high building on plot E2.1 would be more visible than the consented 15 meter high building. However, this is an allocated employment site and the National Planning Policy Guidance places strong emphasis upon supporting economic growth. Given that there are no areas of best landscape adjoining the site and it would result in unacceptable harm to the Schedule Ancient Monument to the south west or surrounding Conservation Areas the visual impact of the building is, on balance, considered to be acceptable in accordance policies CS5, CS16 and CS17 of the Adopted Core Strategy and policies PP1 and PP3 of the adopted Peterborough Planning Policies DPD.
- A 35 metre high building on plot E2.1 would not result in an additional adverse impact upon Orton Pit SSSI/SAC in terms of shading. Neither is it considered that the proposal would have any unacceptable adverse impact upon any other species. It would result in some additional shading of Awalton Woodland but given that this is not a designated feature the impact is considered to be acceptable. The proposal does not result in any additional landscaping loss from that found to be acceptable under the outline planning permission. The development is, therefore, considered to be acceptable in accordance with policy CS21 of the Adopted Core Strategy and Section 11 of the National Planning Policy Framework’;
- Although a number of residents would have some views of the taller building, as most would of the consented 15 metre high building, given the separation distances it is not considered that it would have any unacceptable overbearing impact upon them. Although the sun would set behind the building for 10-12 days a year around the equinoxes it is not

considered that the impact upon the amenity of the properties within Hampton to the east would be unacceptable. The application does not result in any other changes in impact. The proposal is, therefore, considered to be acceptable in accordance with policy CS16 of the adopted Core Strategy and policy PP3 of the adopted Peterborough Planning Policies DPD.

- The application will not result in any other changes in impact in terms of traffic generation, flood risk or contamination, all of which were assessed under the outline planning application and the impacts found to be acceptable. This proposal therefore remains acceptable under policy CS14, CS16, and CS22 of the Adopted Core Strategy.

## **7 Recommendation**

The case officer recommends that planning permission is **GRANTED** subject to conditions, satisfactory completion of a S106 Agreement and the passing of an amended Appropriate Assessment.

- C 1 Application for approval of reserved matters namely access, appearance, landscaping, layout and scale; shall be made to the Local Planning Authority no later than six years and five months from the date of this permission. Such development shall be begun no later than eight years and five months years from the date of this permission or, if later, two years from the approval of the last such matter to be approved.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance and in accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- C 2 Plans and particulars of the reserved matters referred to in condition C1 above, relating to the access, appearance, landscaping, layout and scale of the site, shall be submitted to and approved in writing by the Local Planning Authority in respect of any part of the development of the site before any development commences within that part of the site. Development shall be carried out as approved.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance and in accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

- C 3 Not more than 324, 500 sq.m. gross external floor area shall be developed pursuant to this permission (12/01334/WCPP) whether located on a single or multiple floors. This shall comprise not more than 48 675 sq.m. of B1; 129 800 sq.m. of B2 and 146 025 sq.m. of B8 floor space.

Reason: To accord with the transport modelling on which the impacts of the development on the surrounding highway network have been assessed, and to ensure that the Strategic Road Network can continue to operate as part of the national system of routes for through traffic and to satisfy the reasonable requirements of safety of traffic on the strategic road network, in accordance with section 4 of the National Planning Policy Framework (2012), policy CS14 of the Adopted Core Strategy, policy PP12 of the adopted Peterborough Planning Policies DPD and Section 10(2) of the Highways Act 1980.

- C 4 Development shall be undertaken in accordance with the access arrangements and land use allocations shown on the Development Framework Plan (plan no. PST021-DFP-201 Rev B) and approved Parameter Plans (plan nos PST021-DFP-202 (primary movement network), PST-DFP-208 (landscape framework) or in accordance with such modifications of the Development Framework Plan as may be agreed in writing by the Local Planning

Authority.

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

- C 5 Building heights shall not exceed a maximum height of 15 metres except on tranche E7 where the maximum building height shall not exceed 17 metres and tranche E2.1 where the maximum building height shall not exceed 35 metres (as identified on the Building Heights Plan reference PST021 DFP 206 Rev B). Building heights shall be measured from the highest existing ground level within each tranche except those abutting the Orton Pit buffer zone as shown on the approved Framework Plan PST021-DFP-021 Rev B where they shall be measured from the existing level directly next to the buffer zone, or plot E2.1 where the building height shall be based on the average existing ground level adjacent to the building location. Levels shall be taken from the submitted employment area survey drawing.

Reason: To protect residential and visual amenity and the ecological interests of the Orton Pit SSSI/SAC in accordance with the assessment in the supporting Environmental Statement in accordance with section 11 of the policy National Planning Policy Framework (2012), CS16 of the Adopted Core Strategy and policies PP02 and PP18 of the Peterborough Planning Policies DPD (Submission Version incorporating the modifications recommended by the Inspector following examination)

- C 6 Notwithstanding the submitted information, the development shall achieve as a minimum an energy efficiency of 10% above the Building Regulations standard in place at the time of reserved matters submission, unless this requires a zero carbon development. The reserved matters application for each building tranche shall be accompanied by a sustainability statement/assessment which demonstrates how the above standard will be achieved.

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

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

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

- C 7 Development shall be carried out in accordance with the approved Flood Risk Assessment reference 15188/400/001 Rev D January 2011 as updated by the Surface Water Management Strategy reference 24545/44/NTN/Rev 3 dated November 2011. The submission of the reserved matters for each tranche shall be accompanied by a detailed scheme for the provision, implementation, ownership and maintenance of the surface water drainage infrastructure for each parcel or plot of developable land as specifically identified on drawing number 24545/38 Rev B. The development shall thereafter be carried out in accordance with the approved details before the development is first occupied.

Reason: In order to ensure that the risk of flooding, both at the site and to third parties, is not increased as a result of the development in accordance with section 10 of the National Planning Policy Framework (2012) and policy CS22 of the Adopted Core Strategy.

- C 8 The development shall be carried out in accordance with the approved overarching foul drainage strategy as shown on the following drawings/plans:-

24545/110/500/18 Foul Water Main Rising Connection

\* 24545/07 Rev D Foul Water Drainage Strategy (as relates to the Great Haddon development area only)

\* 24545/110/500/11 Rev A Foul Water Pumping Station General Arrangement

\* Email from agent dated 28 June confirming that the scheme complies with clause 2.3 of Anglian Water's guidance 'Sewers for Adoption 6th Edition' in respect of the relationship between the foul sewer and landscaping

\* 2934LO\_211 Landscape Proposals and Drainage. Overlay- Composite Plan

\* 24545/110/500/01 Rev D Drainage Layout 1 of 3

\* 24545/110/500/02 Rev F Drainage Layout 2 of 3

\* 24545/110/500/03 Rev E Drainage Layout 3 of 3

\* 24545/110/500/23 Rev C Longitudinal Section Foul Drainage 3 of 4

\* 24545/100/500/24 Rev B Longitudinal Section Foul Drainage 4 of 4

\* Ecology Compliance Statement 2934LO\_CS\_300

Details of pumping stations and any other associated equipment housing will need to be submitted as reserved matters details for approval.

No building shall be occupied until the overarching foul drainage infrastructure is in place and until details of the building specific foul drainage, including how it connects into the overarching foul drainage infrastructure, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to ensure adequate foul drainage provision and to ensure no harm is caused to features of ecological interest (Orton Pit) in accordance with policies C12 and CS21 of the Adopted Core Strategy.

C 9 Prior to the first occupation of any unit or the first public use of the new access road from Junction 1 of Fletton Parkway, whichever is the sooner, a 30-metre buffer zone measured from the edge of Orton Pit SSSI shall be provided as identified on the approved Framework Plan reference PST021-DFP-201 Rev B. The buffer zone shall include the access management measures as identified for zones 3 and 4 in the approved Access Management Strategy. The monitoring and management of these areas and features shall thereafter be carried out in accordance with the measures set out in the approved Access Management Strategy and any other maintenance which maybe required on an ad hoc basis in perpetuity.

The reserved matters application for land parcels OS2 and OS5 as identified on the approved Framework Plan PST021-DFP-201 Rev B shall include amongst other matters the following measures:-

a) security fencing to the boundary of the employment land tranches (type to be agreed) and post and rail fencing;

b) an 8 metre wide ditch within the buffer zone, designed to retain water at all times (OS2);

c) a new linear water body approximately 10 metres wide with a deep central channel and shelves planted with reed beds (OS5);

d) weir systems

e) a shallow bank beyond the ditch;

f) hibernacula;

g) details of hedgerow planting;

h) general habitat including retention of any appropriate existing features and improvement measures to promote biodiversity;

i) details of existing and proposed levels.

No lighting shall be erected within this buffer zone.

Reason: In order to minimise the effects of shading on habitats and species in, and to prevent unauthorised public access into, Orton Pit SSSI/SAC in order to protect the integrity of the site, and to provide new ecological habitat as set out in the original supporting Environmental Statement Volume 4, Chapter 6, in accordance with policy PP18 of the adopted Peterborough Planning Policies DPD and section 11 of the National Planning Policy Framework (2012), and the Conservation of Habitat and Species Regulations 2010.

- C10 No buildings or other structures (temporary or permanent) shall be erected within 5 metres of the boundary of any development tranche adjoining the 30 metre the buffer zone to Orton Pit SSSI as identified on the approved Framework Plan reference PST021-DFP-201 Rev B.

Reason: In order to minimise the effects of shading on habitats and species within Orton Pit SSSI/SAC from shading from buildings associated with the adjacent development in accordance with policy PP18 of the adopted Peterborough Planning Policies DPD and section 11 of the National Planning Policy Framework (2012) and the Conservation of Habitat and Species Regulations 2010.

- C11 The development shall be carried out in accordance with the approved Great Crested Newt Strategy dated 09 July 2011 (Issue 3), or any updated version of this document which maybe agreed. The plans and particulars submitted for each reserved matters application shall demonstrate compliance with the Strategy and include specific measures set out within individual tranches.

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

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

Reason: In order to safeguard, enhance and manage the ecological interests of the site and to inform the translocation, protection of species and habitat creation/enhance in accordance with policy PP18 of the adopted Peterborough Planning Policies DPD and section 11 of the National Planning Policy Framework (2012) and the Conservation of Habitat and Species Regulations 2010.

- C12 The development shall be carried out in accordance with the approved Biodiversity Strategy Version 1.3 dated July 2011, or any updated version of this document which maybe agreed. The plans and particulars submitted for each reserved matters application shall set out what specific measures are included within individual development plots to enhance biodiversity and demonstrate compliance with the Strategy.

Unless otherwise agreed in writing with the Local Planning Authority, the monitoring period shall be not less than the build out period of the development and five years thereafter. The

applicant shall submit a single monitoring report, to include individual development tranches, annually for the first five years following commencement of development and thereafter reviewed with appropriate report monitoring periods agreed in writing by the Local Planning Authority.

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

Reason: To safeguard, enhance and manage the ecological interests of the site and to inform the translocation, protection of species, habitat creation, remedial measures and to promote the biodiversity of the site in accordance with policy PP18 of the adopted Peterborough Planning Policies DPD, policy CS21 of the Adopted Core Strategy, section 11 of the National Planning Policy Framework (2012) and the Conservation of Habitat and Species Regulations 2010.

- C13 Monitoring of the quality of the water exiting the site from the attenuation ponds before it enters the northern tributary of the Stanground Lode, shall be carried out on an annual basis for the first five years following the first occupation of any building or the first public use of the access road, whichever is the sooner. Unless otherwise agreed in writing with the Local Planning Authority, the applicant shall submit a single annual monitoring report for the site to the Local Planning Authority for written approval. The timing of the monitoring and the submission of the monitoring report shall thereafter be reviewed and agreed in writing by the Local Planning Authority.

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

Reason: In order to protect the quality of water in the Stanground Lode in accordance with, policy CS21 of the Adopted Core Strategy, policy PP18 of the adopted Peterborough Planning Policies DPD and section 11 of the National Planning Policy Statement (2012).

- C14 Prior to the commencement of development, clearance works or remediation works on each parcel of land as identified on the approved Framework Plan reference PST021-DFP-201 Rev B, up to date survey work in respect of breeding birds, Aquatic and terrestrial Invertebrates, and aquatic plants shall be submitted to and approved in writing by the Local Planning Authority as appropriate. The updated survey work shall be carried out in accordance with the methodology set out in the Biodiversity Strategy and the Great Crested Newt Strategy. If development does not thereafter commence within 2 years of the survey date new surveys will need to be undertaken in accordance with the above process, unless otherwise agreed in writing by the Local Planning Authority.

If work has not commenced on any parcel of land as identified on the approved Framework Plan reference PST021-DFP-201 Rev B by July 2014 then updated surveys in respect of Great Crested Newts, Reptiles, Water Voles, Bats, and Badgers shall be submitted to and

approved in writing by the Local Planning Authority as appropriate. If development does not thereafter commence within 2 years of the date of the new surveys then further surveys will need to be undertaken in accordance with the above process, unless otherwise agreed in writing by the Local Planning Authority. The updated survey work shall be carried out in accordance with the methodology set out in the Biodiversity Strategy and the Great Crested Newt Strategy.

Reason: In order to protect species within the development area from harm in accordance with section 11 of the National Planning Policy Framework (2012), policy CS21 of the Adopted Core Strategy, policy PP18 of the adopted Peterborough Planning Policies DPD and the Conservation of Habitat and Species Regulations 2010.

- C15 Prior to the first public use of the new access road from junction 1 of the Fletton Parkway into the development, or within such other period as may be agreed in writing with the Local Planning Authority, a scheme to monitor Nitrogen Oxide (NOx) concentrations and nitrogen deposition within Orton Pit SSSI/SAC, shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority, the monitoring shall commence no later than 3 months after the first public use of the road (to enable the collection of baseline data) and continue for a period of 5 years after the complete build out of the development. All monitoring shall be carried out in accordance with the approved scheme and submitted in the form of a single report at intervals to be agreed with the Local Planning Authority. Should the Local Planning Authority consider that any remedial measures are necessary as a result of evaluating the submitted monitoring results; the Local Planning Authority will serve notice on the developer requiring a scheme of remediation. Within one month of receiving such written notice, a scheme of remediation, including a programme for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The remedial measures shall be implemented in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.

Reason: To validate predictions regarding nitrogen deposition made in the Environmental Statement and to ensure the integrity of Orton Pit SSSI/SAC is protected in accordance with policy PP18 of the adopted Planning Policies DPD, section 11 of the National Planning Policy Framework and the Conservation of Habitat and Species Regulations 2010.

- C16 No tree, hedgerow or woodland shown as being retained on drawing number 2489LO/410D (Site wide vegetation and removal plan) shall be felled, topped, lopped or grubbed in any way without the prior written consent of the Local Planning Authority. If any retained tree as shown on the approved drawing is damaged or removed during a development phase, a revised scheme and implementation timetable shall be submitted to and approved in writing by the Local Planning Authority.

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

- C17 The development shall be carried out with the approved Landscape Management Plan (September 2011) received on 14 September 2011 or any updated version of this that may be approved in writing by the Local Planning Authority. The plans and particulars submitted for each reserved matters application shall demonstrate compliance with the Strategy and include specific measures for individual tranches.

The management plan shall be implemented in accordance with the timetable set out therein unless changes are first agreed in writing by the Local Planning Authority.

If within a period of 5 years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or



defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives written consent to any variation.

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

- C18 The reserved matters particulars for tranche E7 (as identified on the approved Framework Plan PST21-DFP-201 Rev B) shall include new buffer planting to the A1(M), as identified on the approved Landscape Parameter Plan drawing number PST21-DFP-208, to be not less than 15 metres in width. It shall also include associated bunding as appropriate, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure an appropriate visual finish to the development in accordance with policy CS21 of the Adopted Core Strategy.

- C19 The hard and soft landscaping scheme to be submitted as reserved matters shall include the following details;
- \* Proposed finished ground and building slab levels;
  - \* Planting plans including trees, species, numbers, size and density of planting;
  - \* An implementation programme (phased developments);
  - \* Hard surfacing materials;
  - \* Boundary treatments;
  - \* Refuse areas;
  - \* Cycle parking provision including details of the cycle stands.

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

If within a period of 5 years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives written consent to any variation.

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

- C20 The plans and particulars for each reserved matters applications for those tranches containing, and/or located adjacent to (including outside of the application site), any retained trees/hedgerows, shall include :
- \* An arboricultural method statement (to be carried out in accordance with section 7.2 of British Standard 5837-2005);
  - \* An arboricultural impact assessment (to be carried in accordance with section 6 of BS 5837-2005);
  - \* A tree/hedgerow protection plan (to be carried out in accordance with section 7.2 of BS 5837-2005).

The above shall include an assessment of the impact of buildings, hard standings, changes in ground levels from existing, drainage infrastructure and any other utilities.

The tree/hedgerow protection measures shall be erected prior to the commencement of any works including site clearance and thereafter retained until construction work is completed

unless otherwise agreed in writing by the Local Planning Authority.

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

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

C21 No part of the development shall be occupied or brought into use until the highway improvements to J1 have been implemented in accordance with the approved scheme. The scheme of works shall be carried out in accordance with the following approved details:-

- \*24545/130/100/01E General Arrangement
- \*24545/130/100/02C Contour and Flow Arrows
- \*24545/130/100/03C Utility Constraints Plan
- \*24545/130/100/05C Swept Path Analysis
- \*24545/130/100/07B Section 278 Agreement
- \* 24545/130/500/01C Highway Drainage
- \* 24545/130/600/01D Earthworks
- \* 24545/130/700/01D Pavement
- \* 24545/130/1100/01C Kerbing and Paved Areas
- \* 24545/130/1200/01D Traffic Signs
- \* 24545/130/1200/02D Road Markings
- \*24545/130/1200/03E Detailed Traffic Signal Design
- \*24545/130/1200/04E Detailed Traffic Signal Design
- \*24545/130/1200/05E Detailed Traffic Signal Design
- \*24545/130/1200/06F Detailed Traffic Signals Schedules
- \*24545/130/1200/07A Jointing Chamber and Duct Loop Junction Box
- \*24545/130/1200/08A Traffic Signals Detector Junction Box
- \*24545/130/1200/09C Detailed Traffic Signals Design
- \*24545/130/1200/10C Detailed Traffic Signals Design
- \* 24545/130/1300/01D Street Lighting

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

C22 The plans and particulars to be submitted as reserved matters shall include details of the following, as appropriate:-

- \* Details of how the new vehicular accesses into the site tie into the existing highway network (junction 1/the Great North Road)
- \* Details of how the new cycleways tie in to the existing foot/cycle bridge over the Fletton Parkway and the designated bridleway through the site
- \* Details of the internal access roads/cycleways/footways and junctions within the site;
- \* Segregated access points for pedestrians and cyclists that do not require the use of the vehicular carriageway to enter and leave each development parcel;
- \* Details of the access into each individual development parcel for vehicles, cyclists and pedestrians.
- \* Full Stage 1 and 2 safety audits (if appropriate).
- \* Pick up and set down points and circulation areas for the private bus service required as part of the employment area travel plan.
- \* Car parking, circulation areas and loading and unloading areas

No part of the development shall be occupied or brought into use until the roads/footways and cycle ways linking that part of the development to the existing public highway (including the Fletton Parkway foot/cycle bridge) have been implemented in accordance with the approved details. Nor shall any unit be occupied or brought into use until the access,

parking and internal layout have been implemented in accordance with the approved details.

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

C23 No more than 24,338 square metres of B1, 86,534 square metres of B2 and 146,025 square metres of B8, gross external floor area until the link between the internal road serving the employment land and the Old Great North Road has been implemented to the satisfaction of the Local Planning Authority and in accordance with the approved details. The plans and particulars for the reserved matters application for the new link with the Old Great North Road shall include the following:

- \* The design of the junction of the access road with the Great North Road and the tying into existing highway infrastructure including the bridleway through the employment site;
- \* The design of the physical HGV prohibition measures and associated signage strategy;
- \* Stage 1 and 2 safety audits.

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

C24 No more than 24,338 square metres of B1, 86,534 square metres of B2 and 146,025 square metres of B8, gross external floor area, shall be occupied until the work to improve Fletton Parkway as shown in outline on Peterborough City Council Drawings in the table below has been carried out to the satisfaction of the Local Planning Authority and is open to traffic:

Great Haddon Township Preliminary Scheme Layout A1139 Fletton Parkway Junction 17 to 1 Improvement Option 2  
8389/01/02  
April 2011  
Peterborough City Council  
None  
A1139 Fletton Parkway Junctions 1 to 2  
5096274/HW/GA/001/A  
18 Jan 2011  
W S Atkins  
None

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

C25 No part of the development shall be occupied or brought into use until the highway improvements to J17 have been implemented in accordance with the approved scheme. The scheme of works shall be carried out in accordance with the following approved details:-

- \* 24545/140/100/07 Rev A General Arrangement
- \* 24545/140/200/01 Rev B Site Clearance
- \* 24545/140/400/01 Rev B Road Restraint System

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

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

- C26 Notwithstanding the provisions of Part 8 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no extensions over 250 sq.m. shall be constructed other than those expressly authorised by any future planning permission.

Reason: In order that the potential traffic impacts of any additional floorspace on the surrounding highway network can be assessed in accordance with section 4 of the National Planning Policy Framework, policy CS14 of the Adopted Core Strategy, policy PP12 of the Peterborough Planning Policies DPD and Section 10(2) of the Highways Act 1980 and to satisfy the reasonable requirements of safety of traffic on the strategic road network.

- C27 All site clearance, remediation, development and other operations on site shall take place in accordance with the approved overarching Construction Management Plan (ref 24545/31/R01/rev05 Jan 2012 or any revision superseding this) and the site specific addendums. Before the commencement of development within each individual phase or land parcel (as per the Framework Plan PST021-DFP-021 Rev B) a site specific addendum shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing, content of the Site Specific Construction Management Plans shall cover, but not be limited to, the following:

- a) The location and details of chassis and wheel cleaning arrangements, including emergency plans;
- b) A scheme for parking of contractor's vehicles and details of the contractor's welfare and site offices;
- c) A scheme for access and delivery showing adequate space for turning, loading and unloading clear of the public highway and those on-site roads used by others;
- d) Details of the location and layout of materials storage and plant storage compound including means of enclosure;

- e) Details of the means of enclosing the parcel of land, including where necessary, the location of trees/hedgerow protection measures;
- f) Details of temporary and task lighting;
- g) A Vibration Assessment / Details of Back Ground Noise
- h) As appropriate, measures to protect Bridleway No 1 (including the diverted route);

There shall be no construction access from the Great North Road.

The above should be prepared in conjunction with and make reference to the Biodiversity Strategy for the site and the tree protection details.

The development shall be carried out in accordance with the approved overarching Construction Management Plan and site specific plans at all times unless the written agreement of the local planning authority has been given to any variation.

Reason: In order to protect the amenity of neighbouring residents; in the interests of highway safety and convenience; and to protect the ecological interest of the site and adjoining Orton Pit SSSI/SAC, in accordance with sections 4 and 11 of the National Planning Policy Framework (2012), policies CS14 and CS21 of the Adopted Core Strategy and policies PP12 and 18 of the adopted Peterborough Planning Policies DPD.

- C28 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site, unless otherwise agreed in writing by the Local Planning Authority..

A competent assessment must be undertaken, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to deal the impacts of unsuspected contamination in order to protect human health and Controlled Waters, in accordance with section 11 of the National Planning Policy Framework (2012).

- C29 The plans and particulars for each reserved matters submission shall include a detailed lighting scheme incorporating information in respect of location; appearance; hours of use and lux levels. The development shall thereafter be carried out in accordance with the approved details prior to first occupation/use.

With regard to the building on plot 2.1 there shall be no lighting above 15 metres in height.

Reason: In order to protect residential amenity and the ecological interests of the site as set out in chapter 6 of volume 4 of the original Environmental Statement, with section 11 on the National Planning Policy Framework and policy CS21 of the Adopted Core Strategy.

- C30 The rating level of noise emitted from each development shall not exceed 35dB LAeq, 1 hour between 07:00 and 23:00 Monday to Friday and 30dB LAeq, 5 minutes at any other time. The noise levels shall be determined at the nearest noise sensitive premises. The measurements and assessment shall be made according to BS:4142:1997. The reserved matters application for each development tranche shall include a statement setting out how the development will comply with this standard. If there are justifiable reasons for an alternative noise level, that justification shall be submitted with the reserved matters

application and considered by the Local Planning Authority. The development shall thereafter be operated in accordance with the approved details.

Reason: In order to protect the amenity of neighbouring residential in accordance with section 11 of the National Planning Policy Framework and policy PP3 of the adopted Peterborough Planning Policies DPD.

- C31 Unless otherwise agreed in writing by the Local Planning Authority the details and particulars of the reserved matters for each development tranche shall include an odour assessment.

Reason: In order to protection the amenity of the neighbouring residents in accordance with policy PP03 of the adopted Peterborough Planning Policies DPD.

- C32 No development shall take place within any parcel of land as identified on the approved Framework Plan reference PST21-DFP-201 Rev B until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority or it has been agreed in writing by the Local Planning Authority that a programme of archaeological work is not required in relation to any specific parcel of land.

Reason: To ensure an appropriate level of further assessment work which builds on the conclusions of the field walking survey and the supporting Environmental Statement in accordance with section 12 of the National Planning Policy Framework (2012).

- C33 The plans and particulars to be submitted as reserved matters shall include, a statement demonstrating compliance with the Framework Travel Plan if the reserved matters application falls below the thresholds set out for B1, B2 and B8 Uses in the approved Framework Travel Plan (Section 4.3), or if the reserved matters application exceeds the thresholds, a stand-alone workplace Travel Plan in accordance with the Framework Travel Plan and to include individual initiatives, targets, management regime and radiation measures.

Reason: To ensure a more sustainable form of development, to minimise the need to travel by private car, and to accord with the transport modelling and targets set within the Framework Travel Plan on which the impacts of development on the surrounding highway network have been assessed, in accordance with Policy CS14 of the Adopted Core Strategy, policy PP12 of the adopted Peterborough Planning Policies DPD and section 4 of the National Planning Policy Framework.

- C34 Prior to the first public use of the access road from junction 1 of the Fletton Parkway or the link to the Old Great North Road automatic traffic counters shall be installed and be ready for use. Prior to installation the nature and type of counter shall be agreed in writing with the Local Planning Authority.

Reason: In order to allow the volume of traffic entering and leaving the site to be monitored as set out in the Framework Travel Plan in accordance with policy CS14 of the Adopted Core Strategy and policy PP12 of the adopted Peterborough Planning Policies DPD .

#### Informatives

- 1 With regards to condition 10 above, the applicant is advised that the layout and design of buildings in parcels E1, E4 and E6 as shown on Framework Plan reference PST021-DFP-201 should seek to minimise potential impact from shading on the SSSI/SAC over and above that assessed in Environmental Statement.
- 2 With regards to condition 7 the Environment Agency has advised for the avoidance of any doubt, that this condition relates to catchments 1a, 1b and 1d as defined within the

- approved Flood Risk Assessment.
- 3 Anglian Water has advised that it has assets close to or crossing the site or there are assets subject to an adoption agreement. Therefore, the site layout should take this into consideration and accommodate those assets either prospectively adoptable highways or public open space. If this is not practicable then the applicant will need to ask for the assets to be diverted under Section 185 of the Water Industry Act 1991 or in the case of apparatus under an adoption agreement liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.
- 4 With reference to condition 14, every effort should be made to retain trees identified through the survey work as having medium to high bat roosting potential. Where this is not possible, a detailed inspection of each tree to be removed should be made to identify whether a roost is present. Where a roost is identified, detailed mitigation will need to be provided and licenses obtained from Natural England. Where it is not possible to undertake a full tree inspection i.e. by tree climb (the justification for which will need to be provided), emergence surveys must be undertaken.
- 5 The granting of planning permission does not remove the applicant's responsibility towards the protection of certain wild animals and plant species (including Great Crested Newts, Bats and Badgers) contained within other legislation such as the Conservation of Habitat and Species Regulations 2010 and the Wildlife and Countryside Act 1981 (as amended) and other European Directives.
- 6 The applicant is reminded that under the Wildlife and Countryside Act 1981 (as amended) it is an offence to take, damage or destroy the nest of any wild bird while it is being built or in use. You should assume that nesting birds will be present on site between 1 March and 31 August inclusive unless a survey has shown it is absolutely certain that nesting birds are not present. Planning approval for a development does not provide a defence against prosecution. The protection of nesting wild birds remains unchanged.
- 7 The applicant is reminded that tranche E6 will need to allow for vehicle access to open space OS5 for maintenance purposes. This access should be clearly shown on the reserved matters plans.
- 8 The development will result in the creation of new street(s) and/or new dwelling(s) and/or new premises and it will be necessary for the Council, as Street Naming Authority, to allocate appropriate street names and property numbers. Before development is commenced, you should contact the Technical Support Team Manager - Highway Infrastructure Group on (01733) 453461 for details of the procedure to be followed and information required. This procedure is applicable to the sub-division of premises, which will provide multiple occupancy for both residential and commercial buildings. Please note this is not a function covered by your planning application but is a statutory obligation of the Local Authority, and is not chargeable and must be dealt with as a separate matter.
- 9 This development may involve the construction of a new or alteration of an existing vehicular crossing within a public highway. These works MUST be carried out in accordance with details specified by Peterborough City Council. Prior to commencing any works within the public highway, a Road Opening Permit must be obtained from the Council on payment of the appropriate fee. Contact is to be made with the Transport & Engineering - Development Team on 01733 453421 who will supply the relevant application form, provide a preliminary indication of the fee payable and specify the construction details and drawing(s) required.
- 10 The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licensed under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering – Street Works Co-Ordinator on 01733 453467.
- 11 The development involves extensive works within the public highway. Such works must

- be the subject of an agreement under Section 278 of the Highways Act 1980. It is essential that prior to the commencement of the highway works, adequate time is allowed in the development programme for; approval by the council of the designer, main contractor and sub-contractors, technical vetting, safety audits, approval of temporary traffic management, booking of road space for off-site highway and service works and the completion of the legal agreement. Application forms for S278 agreements are available from Transport & Engineering - Development Team on 01733 453421.
- 12 The attention of the applicant is drawn to the need to make a formal application to the council for an agreement under Section 38 of the Highways Act 1980 if it is the intention that any of the highways proposed as part of this development are to be adopted. Prior to the commencement of the construction of these highways, adequate time must be allowed in the development programme for technical vetting, approval of temporary traffic management, booking of road space for any off-site highway and service works and the completion of the Section 38 agreement. Application forms for Section 38 agreements are available from Transport & Engineering - Development Team on 01733 453421.
- 13 It is an offence to deposit anything including building material or debris on a highway which may cause interruption to any user of the highway (including footways). In the event that a person is found guilty of this offence, a penalty may be imposed in the form of a fine. It is the responsibility of the developer and contractor/s to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.
- 14 It is an offence to deposit anything including building material or debris on a highway which may constitute a nuisance. In the event that a person is found guilty of this offence, the local authority may by notice require the person who deposited it there to remove it forthwith and if he fails to comply the local authority may make a complaint to a magistrates' court for a removal and disposal order under this section. In the event that the deposit is considered to constitute a danger, the local authority may remove the deposit forthwith and recover reasonable expenses from the person who made the deposit. It is the responsibility of the developer and contractor/s to ensure that no building materials or debris are placed on or remain within the highway during or after the construction period.
- 15 The applicant is reminded that a formal order in respect of the proposed diversion of the bridleway will need to be made. Please contact the Council's Rights of Way Officer on 01733 453472 for further information. The applicant is advised that the grant of planning permission does not mean that an order will automatically be made or confirmed and that, even when planning permission has been granted and development has begun, affected rights of way should be kept open for public use until an order under section 257 of the 1990 Act has come into effect. Developers should not use footpaths, bridleways or restricted byways for vehicular access to the site.
- 16 The applicant is reminded, notwithstanding any planning permission which may be granted, that a new license will need to be obtained from Natural England.
- 17 Cycle parking shall be provided in accordance with the Council's Cycle Parking Guidance.
- 18 In relation Noise, the Local Planning Authority will only agree an alternative noise level where it can be clearly demonstrated that it would not result in any significant detrimental impact on nearby residential amenity.
- 19 In relation to the highways conditions 3, 21, 23, 24 and 25 any change to the floor space agreed within those conditions must be supported by technical information and justify to the satisfaction of the Local Planning Authority that there is no adverse impact on the surrounding highway network.
- 20 The applicant is advised that commuted sums will need to be paid under the S278 Agreement for the maintenance of the traffic signals. These costs are likely to be in the region of £80 000 for junction 17 and £80 000 for junction 1.
- 21 This permission should be read in conjunction with, and the development is subject to, the Planning Obligation under Section 106 of the Town and Country Planning Act 1990



and associated legislation between Roxhill (Peterborough) Limited and Peterborough City Council dated xxxxxx.

Copied to Councillors North, Seaton and Scott

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