

Application Ref: 18/02017/OUT

Proposal: Outline application with details of access for up to 7,440sqm (80,000sqft) of office (Class B1) floorspace and 880sqm (9,472sqft) of retail (Class A1 - A5) floorspace, alongside associated parking areas and site works

Site: The Pearl Centre, Lynch Wood, Peterborough, PE2 6FZ

Applicant: FI Real Estate Management

Agent: Mr Daniel Brown
WYG

Referred by: Director of Place and Economy

Reason: The application is of wider public interest

Site visit: 09.12.2018

Case officer: Mrs J MacLennan

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Recommendation: **GRANT** subject to relevant conditions

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

Site and surroundings

The application site comprises two car parking areas located within the Pearl Centre; the first is a large car park to the south east of the main building (Car Park 5) currently providing 498 no. parking spaces. The car park is relatively flat and bounded to the north east and south west by a dense tree belt. Wistow Way runs to the north east beyond which is the Wistow Centre, residential units and Orton Wistow Primary School. To the west of the site is a footpath/cycleway which links Wistow Way with Lynch Wood. Lynch Wood lies to the south west. The car parking is set on land which is at a lower level to that of the Pearl Centre; the second area is a smaller parking area to the west of the site access (Car Park 1) currently providing 61 no parking spaces. This car parking area is enclosed by mature trees and hedging and is not visible from outside the site.

The Pearl Centre comprises a large office building of unique form and design and is set within the north-western corner of Peterborough Lynch Wood Business Park. The main building is formed by a number of blocks set centrally within landscaped grounds, with a wider treed shelter belt beyond.

The Pearl Centre currently comprises 39,299 sq.m (gross) of office floorspace (Class B1 Use) and operates as its own business complex. It includes a number of office buildings and tenants. These office areas have separate entrances and parking areas, but all buildings are similar in appearance and are interconnected. Present tenants include Kidney Research UK and TATA Consultancy Services.

The wider established Lynch Wood business park comprises a wide variety of large and small scale business units with associated surface car parking areas. The Westpoint complex is immediately south-west and Western House lies to the south-east. Occupants in the wider business park include Thomas Cook, Persimmon Homes, Yorkshire Building Society and Bauer Media. The office accommodation across the business park as a whole currently extends to an estimated 122,000 sq.m (gross). There are also a range of ancillary uses which support employees of the office buildings, including a hotel (Peterborough Marriott) and two children's day-care nurseries (Whiz Kids Day Nursery on Innovation Way and Caring Kindergartens on Isis Way).

Access into the business park is taken off the A605, which connects into the A1 when travelling south.

Since the initial submission of the application the Pearl Centre building has been listed as Grade II. A war memorial within the Pearl Centre grounds has also been listed as Grade II* and the grounds are listed as registered parks and gardens Grade II.

Proposal

The application seeks approval for outline consent with details of access to be considered and all other matters reserved for the following:

- Car Park 5 - up to 7,440sqm (80,000sqft) of office (Class B1) floorspace with associated car parking (339 spaces). The indicative plans show that the floorspace proposed would be provided in two separate blocks each providing 3720 sq.m (40,000 sq.ft) of floorspace across four storeys. The height of the office blocks would be a maximum to roof ridge 16.45m; and
- Car Park 1 - a small commercial hub providing up to 880 sq.m / 9,472 sq.ft GIA of flexible retail floorspace (Classes A1 – A5) with associated car parking (16 spaces). The maximum height to roof ridge 6m.

This is a revised application and subsequent to a former application being withdrawn (ref. 18/00923/OUT). The former application included an access to Wistow Way which was subject to significant objections from neighbouring occupiers. The access to Wistow Way has been removed under this current scheme.

In light of the recent listing of the Pearl Centre a Heritage Impact Assessment has been submitted to support the application and the scheme has been amended removing one floor from the Block 2 office development and resultant reduction in office floor space (previously 8,361sqm (90,000sqft) of office).

A further round of consultations has been undertaken.

2 Planning History

Reference	Proposal	Decision	Date
18/00923/OUT	Outline application for up to 8,361sqm of office (Class B1) floor space, 880sqm of retail (Class A1 - A5) floor space, new parking areas, associated works and details of secured access	Withdrawn by Applicant	27/07/2018

18/00619/FUL	Change of use to class D2 (gym) and external alterations to office building and hard/soft landscaped areas, linked to internal changes and refurbishment works	Permitted	20/06/2018
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Planning permission was granted for works to the main Pearl Centre building in 2018 (ref. 18/00619/FUL). The works include the creation of a gymnasium (Use Class D2) at first floor level, replacement Main Entrance doorway within the central courtyard; Creation of a first floor terrace to a dining area to the north-eastern corner of the 'computer block' and so on. The proposal included internal works which did not constitute development within the meaning of Section 55 of the Town and Country Planning Act 1990.

There was a condition on the consent requiring that the Gym (D2 use) would be used solely for the employees of the Pearl Centre.

Due to the listing of the Pearl Centre it is likely that a revised application for these works will be submitted along with an application for Listed building consent.

3 Planning Policy

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

Planning (Listed Building and Conservation Areas) Act 1990

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

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

National Planning Policy Framework (2019)

Paragraph 80 - Building a strong, competitive economy

Significant weight should be placed on the need to support economic growth and productivity.

Paragraphs 86/87 - Sequential Test

A sequential test should be applied to applications for main town centre uses which are neither in an existing centre nor in accordance with an up to date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available) should out of centre locations be considered. When considering edge of centre or out of centre locations preference should be given to accessible sites which are well connected to the town centre. Flexibility should be demonstrated on issues such as format and scale.

Section 16 - Impact on Designated Heritage Assets

Local Planning Authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of development great weight should be given to the assets conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to or loss of the significance of the designated heritage assets should require clear and convincing justification. Where a proposed development will lead to substantial harm to the designated heritage assets permission should be refused unless it can be demonstrated that substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm. Where harm is less than substantial this harm should be weighed against the public benefits including securing an optimum use of the asset.

Paragraph 108 - Transport Impacts

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

Paragraph 181 - Air Quality

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

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.

CS12 - Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS15 - Retail

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

CS16 - Urban Design and the Public Realm

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

CS17 - The Historic Environment

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

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)

SA11 - General Employment Areas and Business Parks

Within the allocated General Employment Areas and Business Parks planning permission will be granted for employment uses (classes B1, B2 and B8 within the GEAs, classes B1(a) and B1(b) within the Business Parks).

Peterborough Planning Policies DPD (2012)

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.

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP09 - Development for Retail and Leisure Uses

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

PP12 - The Transport Implications of Development

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

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

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

PP20 - Development on Land affected by Contamination

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

Peterborough Local Plan 2016 to 2036 (Draft Version)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. The plan has now been examined by the Inspector and found sound, subject to certain modifications. Subject to final approval by the Council's Cabinet in June 2019, it is anticipated that the Plan will be formally adopted on 24 July 2019. On this basis, the Plan can be afforded considerable weight at this time.

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

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

LP04 - Strategic Strategy for the Location of Employment, Skills and University Development

LP4 a) Promotes the development of the Peterborough economy. Employment development will be focused in the city centre, elsewhere in the urban area and in urban extensions. Provision will be made for 76 hectares of employment land from April 2015 to March 2036. Mixed use developments will be encouraged particularly in the city, district and local centres.

LP4b) Employment Proposals not within General Employment Areas or Business Parks will be supported provided that there are no suitable sites within allocated sites/ built up area, it is of an appropriate scale, would impact on the viability of an existing allocated site and not result in any unacceptable impact.

LP4c) The expansion of existing businesses located outside of allocated sites will be supported provided existing buildings are re-used where possible, there would be no unacceptable amenity, highway or character impacts.

LP4d) Conversions and redevelopment of non allocated employment sites to non allocated employment uses will be considered on their merits taking into consideration the impact on the area, the viability of the development including marketing evidence and the impact of continued use of the site.

LP4e) Proposals which directly assist in the creation of a university campus will be supported.

LP12 - Retail and Other Town Centre Uses

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

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

LP13 - Transport

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

LP13b) The Transport Implications of Development- Permission will only be granted where appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

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

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

LP14 - Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development. Developers will be expected to contribute toward the delivery of relevant infrastructure.

LP16 - Urban Design and the Public Realm

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

LP19 - The Historic Environment

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

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

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

LP28 - Biodiversity and Geological Conservation

Part 1: Designated Site

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

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

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

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

Part 2: Habitats and Geodiversity in Development

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

Part 3: Mitigation of Potential Adverse Impacts of Development

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

LP29 - Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered. Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

LP32 - Flood and Water Management

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

LP33 - Development on Land Affected by Contamination

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

LP46 - Employment Allocations

Identifies the sites to be developed primarily for development within use classes B1, B2 and B8.

Community Infrastructure Levy (CIL) Regulations 2010

Paragraphs 203-205 of the National Planning Policy Framework: Planning Conditions and Obligations:

Requests for planning obligations whether CIL is in place or not, are only 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

PCC Peterborough Highways Services – No objection. The LHA raised concerns with the Transport Assessment (TA) as initially submitted due to a number of omissions and inaccuracies. A further two TA Addendums have been submitted to address these.

It is expected that the proposed Peterborough City Council scheme will alleviate existing issues with queuing on the eastbound approach to the Oundle Road/Joseph Odam Way roundabout and also reduce queuing on the westbound approach. However the scheme will not have any significant positive benefit on the Oundle Road/Lynch Wood/Orton Parkway roundabout. Currently there is a significant slow moving queue on the Orton Parkway approach in the AM peak and the proposed development would add to this issue. The LHA will therefore be seeking appropriate mitigation measures to reduce the impact of the development to an acceptable level although this may prove difficult in isolation. As such a contribution should be sought towards a comprehensive scheme, as Peterborough City Council are intending to commence a study into such a scheme at this roundabout in 2020.

Questions were made regarding the car parking provision within Lynch Wood as a whole. The results of the car parking surveys are accepted. This does not explain why certain units are proposing further car parking, however the LHA consider it may be that certain areas are restricted in terms of availability or that people simply do not wish to park away from their respective places of work.

The new central hatching and ghost island right turn lane on Lynch Wood are to be welcomed. Having reviewed the topographical data no widening to the carriageway is required to provide the ghost island right turn and central hatching at this location.

The improvements proposed are agreed in principle but will be subject to potential amendments during the detailed design process. I envisage that the give way markings on the car park entrance will be changed to emphasise the priority for pedestrians and cyclists across this access as opposed to what is shown. The use of double yellow lines will also need to be confirmed in the context of Lynch Wood being subject to a clearway order.

There are currently no pedestrian refuges within the splitter islands of the Lynch Wood / Pearl Centre roundabout. Observations concluded that there is a significant desire line across the eastern splitter island which suggests that it should be redesigned to accommodate pedestrians. This provides a more direct route to the footway connection to Wistow Way. A combined splitter island/pedestrian refuge is now proposed.

A pedestrian access is proposed to the retail area from the adopted footway. The LHA advised that consideration should be given to a formal crossing of Lynch Wood to cater for pedestrians arriving from the east. A combined splitter island/pedestrian refuge is not proposed.

When the footways within the site are being designed it would be a good idea to take the opportunity to relocate the private system of street lights off to the back of these footways as currently they are planted in the middle of them, giving rise to a hazard for unobservant pedestrians. Improvements to pedestrian access in this area should assist in justifying the significant under-provision of car parking spaces associated with the retail offer.

Car Park 5 will, when used by the staff parking for the new offices, displace 150 cars into other parts of the site. It is crucial therefore that staff who work in these new buildings are given priority over other users. Having control of the car park and prioritising employees in this way will allow the site to be managed and operated efficiently.

The car park for the retail units seems too small for the floorspace anticipated. Even on a generous ratio of 1 parking space per 20m² for A1 (non-food) or A5 (hot food takeaways), the figure should be approaching 44 parking spaces instead of the 16 being offered. This is covered later in the report.

As with the former scheme a request is made for improvement of bus stop infrastructure on Wistow Way to include a new eastbound bus shelter with real-time passenger information. This is accepted by the applicant.

Details of how the barrier system would be controlled in order to prevent vehicle queues backing on the Lynch Wood should be agreed. This would be agreed by condition.

PCC Travel Choice – No objection. The Travel Plan submitted covers everything that would be expected at this stage. It should also be noted that Travelchoice have worked with various businesses in Lynch Wood (on of which was the Pearl Centre) last year to highlight the benefits of active and sustainable travel. We ran a series of staff engagement events and have also developed a Lynch Wood Area Wide Travel Plan of which the Pearl Centre has received. I echo the comments made by the cycle forum and would highly recommend that the cycle parking stand type be reviewed, Sheffield stands provide a far better and easier solution.

PCC Wildlife Officer – No objection. The proposal is unlikely to have an impact on the County Wildlife site. Recommends conditions be appended regarding provision of bat roosting features, surveying of trees and security hut (if not demolished within 2 years), details of external lighting. The Officer is satisfied that no evidence of great crested newts were found in the ponds, however requests that suitable features including brash and grass clippings are dismantled by hand. Due to the removal of vegetation the officer recommends a range of nesting features are installed.

Recommends all construction trenches are covered overnight or a means of escape provided for any hedgehogs (or other mammals or reptiles) that may have become trapped; Areas of brash, dense vegetation etc. to be hand-searched by a suitably qualified ecologist prior to mechanical clearance to ensure no hedgehogs are present.

No survey of the adjacent woodland habitats have yet been carried out to identify the presence of badger setts; should a sett be present, no development would be able to take place within 30m of the sett without a licence first being obtained. As per the ecology report, at least six months prior to commencement of any site clearance or construction works, a detailed survey of the surrounding woodland habitats takes place by a suitably qualified ecologist to identify the presence of any badger setts.

Recommends the use of a range of native tree and shrub species such as those identified in Appendix C of the ecology report.

PCC Conservation Officer – No objection, in principle, at this stage. Office Block: the maximum height of each individual block has been reduced and is now limited to four storeys. This, in conjunction with the natural slope of the site will ensure that the proposed office blocks will be below the maximum height of the Pearl Centre. There is still concern regarding the compact tower concept design of the indicative design. There is a strong preference for a more sprawling design with a larger footprint and floor space which would better reference the general design code of the retail park of which the Pearl Centre is the landmark building.

Retail Units: the maximum height has been reduced to 6m, while the proposed footprint has been retained. As stated previously there is no objection to the principle of the insertion but there will be a requirement for the proposed design to reference the Grade II Listed Pearl Centre.

In addition, the existing landscape bund with shelter belt around the existing car park will have to be demonstrated to be sustainable, in the terms of the growth of the trees to maturity so they do not unduly impact upon the proposed building necessitating their removal. The screening trees are an important characteristic of the existing landscaping and their future potential loss would be clearly detrimental to the setting of the Listed building and the registered park and garden. As such this would not be considered acceptable.

If the tree officer believes that there is potential future conflict between the trees and the proposed building, it would have to be demonstrated at application stage how this conflict could be sustainably managed going forward ensuring the protection of the existing trees.

PCC Planning Policy & Research – No objection. The application is essentially similar to the one submitted earlier. The retail part of this application is the same and so will the impact. I have nothing more to add to the comments I submitted on the earlier application. No fundamental objections to the proposal as the retail facility is ancillary to the main use and will provide a location specific need. The applicant has to some extent demonstrated that there is sufficient local expenditure available to justify the proposal. As we have no alternative evidence to question this assumption, we have to accept the applicant's conclusions.

Impact assessment is not required as the proposed retail development is below the 2,500 sq. m. threshold limit.

The applicant has identified a catchment area of 15 minutes walking time/distance from the site, which is acceptable. Within the catchment area the two local centres (Napier Place and Matley) were evaluated under the sequential assessment requirement. There were no vacant units in both of the local centres. Edge of centres for both were also assessed and found to be unsuitable. While I would have preferred more details in these assessment, the information provided was adequate.

PCC Tree Officer – No objection. A Tree Survey Report was submitted however an Arboricultural Impact Assessment was requested. An Arboricultural Impact Assessment has now been submitted and the Tree Officer considers that the proposed developments will not have a significant impact on the tree cover of the site, as a whole, despite the obvious tree removals associated with the retail component of the application. The proposed scheme is acceptable subject to conditions securing the compliance of the Arboricultural Report, Method Statement and Tree Protection.

That the landscaped areas, hedges and trees G.1-8, 11-13, H.1-2 & T.1-17 & 21-28 surrounding the proposed development sites (both within the red & blue edge of the site) are retained and maintained in perpetuity to ensure they are afforded the current and future screening and visual enhancement intended to the overall site, and the new proposed development sites, as shown on the Tree Constraints Plan in Appendix D area

A Landscaping scheme should be submitted as part of a reserved matters application which shall provide details of significant replacement tree planting to mitigate the loss of the individual trees/tree cover on the retail element of the application.

PCC Pollution Team – No objection. Subject to conditions.

Archaeological Officer – No objection. Investigations carried out in 1995 to the east of the proposed development site provided no evidence of archaeological remains with the exception of some post medieval plough marks at the northern end of the site. However, to the south of the subject site, excavations carried out in 2002 in advance of the development of the business park revealed agricultural use of the land from the Iron Age through to the later 3rd century AD, reflected by changing enclosure layouts.

Roman settlement remains are also known from the site of the adjacent Royal Life and Pearl Assurance development.

In the late 1990s an excavation carried out on land proposed for development of the Minerva Business Park to the south-west exposed the remains of an extensive Early Anglo-Saxon mixed cremation and inhumation cemetery, which probably dates to the 6th century AD. A small number of Roman and medieval features were also excavated.

The available archaeological evidence would indicate high potential for the presence of remains dating to the Roman period. Remains of other periods, namely prehistoric and early medieval, should not be discounted, as these have been located in the general area, including the extensive Anglo-Saxon cemetery at the Minerva Business Park.

Recommends an evaluation by trial trenching is secured by condition, with monitoring of groundwork operation associated with the excavation of utility trenches and access layouts, as necessary.

Lead Local Drainage Authority – No objection. The Flood Assessment and Drainage Strategy demonstrates that the site can drain successfully via the existing surface water sewers, as such, we would have no objections to the proposals of this development. Requests a sustainable drainage strategy and layout plan to be provided by way of reserved matters.

Anglian Water Services Ltd - No comments received

Environment Agency - No objection to the application submitted.

Huntingdon District Council – No comments received

Inland Waterways Association - No comments received

Peterborough Cycling Forum – The application incorporates a number of recommendations it made to the former scheme. The Cycle Forum strongly recommends the use of Sheffield or A-frame stands for all parking even if this may result in fewer spaces than currently planned. If cycle parking is provided along the full length of the rear of office block one, (mirroring car parking behind the full length of block two), there is sufficient space for a single row of around 85 stands, accommodating up to 170 cycles compared with existing planned capacity of 218. If all parking is initially provided by Sheffield stands, occupancy can be monitored and additional space could be identified for more stands or a number of existing stands replaced by a higher capacity stacking system. Sheffield stands normally offer the additional advantages of lower initial cost and maintenance cost of virtually nil. All cycle parking for staff, in whatever form, should be covered.

Priority should be given to pedestrian and cycle movements. Firstly, priority should be given to pedestrians and cyclists where the north / south shared path is crossed by the one-way flow of traffic from the main site to the office development. Appropriate signs and road markings are required. The barriers should be removed and appropriate sections of hedge and vegetation cut down or removed entirely in order to provide safe sight lines on all approaches to the crossing.

Secondly, priority should be given to pedestrians and cyclists at the main entrance to the Pearl Centre. This is needed in order to provide safe access to the new retail units.

The path from the roundabout to the retail units should be widened for shared use. This is particularly important as the road to the retail units will be converted to two-way flow. This will leave less space for cyclists while, at the same time, the road will become much busier.

Cambridgeshire Fire Service - Provision should be made for fire hydrants.

Historic England - Do not wish to offer any comments. Views of your specialist conservation and archaeological advisers should be sought, as relevant.

Councillor J Howell - Objects. I remain concerned about the lack of an adequate travel plan. Where will the additional 250 cars park and what impact will the additional traffic have on the local community and environment. The proposal does not address this concern. I am also concerned about the impact the proposed retail units will have on existing small businesses in Lynch Wood, including the existing sandwich bar that employs a number of local people.

Councillor K Aitken – No comments received.

Councillor J Stokes - No comments received.

Orton Waterville Parish Council – Objects. The increase in vehicles will increase congestion on local roads and on Lynch Wood itself. At peak times it is already extremely difficult to cross Lynch Wood on foot safely owing to the volume of traffic entering/exiting the business park. The addition of 250 cars will exacerbate this problem.

Lynch Wood is set between several residential communities and many residents wish to walk or cycle between the various estates, yet the high volume of traffic on Lynch Wood roads that must be crossed on foot makes this undesirable. Northgate residents often complain that traffic from Lynch Wood jumps the traffic lights by Skye Close on Oundle Road. The addition of 250 cars will exacerbate this problem.

Construction traffic may bring about a negative environmental impact, especially to young children walking to and from Orton Wistow Primary School from Orton Northgate.

Parking provision appears to be inadequate. We understand that Diligenta (Car Park 5) currently rents 200 spaces to local businesses in Lynch Wood who are short of parking spaces. These cars will have to park elsewhere and it is likely they will park in the residential area of Orton Wistow/Napier Place where there are already very challenging parking problems caused by the school run and in Orton Northgate (which is already happening).

The addition of commercial retail units will likely have a negative impact on existing independent commercial retail units, including the existing sandwich bar which is directly opposite the area concerned but of which there is no mention in the plan.

Peterborough Civic Society (first round of consultation) – Objects.

- The amount of office development proposed is excessive,
- The height and architectural style of the office blocks does not respect the locality, - The architectural form of the proposed retail units jars with the Pearl Centre building's style, Lynch Wood business park was built initially under the planning control of the Development Corporation (PDC) and the stated intention was to create an employment area dominated by landscaping where buildings would be seen in an all-encompassing infrastructure of trees, shrubs and grass. The PDC set out, in a development guide, amongst other things, a maximum site coverage of 25%. The offices proposed here are about twice the density suggested. None of the buildings in the whole of Lynch Wood are of more than three storeys apart from the towers on the Pearl Centre. The layout plans in this application demonstrate that the two office blocks will not be set in landscaping aside from the established tree belt to Lynch Wood (road). The architectural style of the office blocks is at odds with the established architecture of the business park and, more pertinently the Pearl building.
- The retail units are an appropriate facility in a business park and no objection is raised to the principle or the size of the proposal. However the form and architectural treatment is so out of sorts with the Pearl Centre that it would detract from the character of that building. Located at the main entrance it would form a first impression. It should be possible to design the retail units as one building in the post-modern style of the parent building. Any building on this carpark should be orientated on the same grid as the Pearl Centre.
- The additional vehicle movements generated by the office component will further contribute to difficulties and hazard to pedestrians crossing Lynch Wood near its junction with the Oundle Road /Orton Parkway roundabout. Some form of safer crossing arrangement for walkers and cyclist should be provided here especially as this is the main route from Orton Northgate to Orton Wistow Primary School. We recommend that any permission granted should be conditional on making a contribution towards measures to improve safety at this point.

Peterborough Civic Society (second round of consultation) – Objects to application.

- The amount of office development proposed is excessive,
- The height and architectural style of the office blocks does not respect the locality ,
- The architectural form of the proposed retail units jars with the Pearl Centre building's style,
- Lynch Wood business park was built initially under the planning control of the Development Corporation (PDC) and the stated intention was to create an employment area dominated by landscaping where buildings would be seen in an all-encompassing infrastructure of trees, shrubs and grass. The PDC set out, in a development guide, amongst other things, a maximum site coverage of 25%. The offices proposed here are about twice the density suggested. None of the buildings in the whole of Lynch Wood are of more than three storeys apart from the towers on the Pearl Centre. The layout plans in this application demonstrate that the two office blocks will not be set in landscaping aside from the established tree belt to Lynch Wood (road).
- The architectural style of the office blocks is at odds with the established architecture of the business park and, more pertinently the Pearl building.
- The retail units are an appropriate facility in a business park and no objection is raised to the principle or the size of the proposal. However the form and architectural treatment is so out of sorts with the Pearl Centre that it would detract from the character of that building. Located at the main entrance it would form a first impression.
- It should be possible to design the retail units as one building in the post-modern style of the parent building. Any building on this carpark should be orientated on the same grid as the Pearl Centre.
- The additional vehicle movements generated by the office component will further contribute to difficulties and hazard to pedestrians crossing Lynch Wood near its junction with the Oundle Road /Orton Parkway roundabout. Some form of safer crossing arrangement for walkers and cyclist should be provided here especially as this is the main route from Orton Northgate to Orton Wistow Primary School. We recommend that any permission granted should be conditional on making a contribution to measures to improve safety at this point.

Local Residents/Interested Parties

Initial consultations: 818

Total number of responses: 107

Total number of objections: 102

Total number in support: 1

Total neither objecting or supporting: 4

First round of consultations:

Orton Wistow Action Group

- The documentation submitted as part of the outline planning application contains many anomalies, conflicting and unsubstantiated statements/facts, omissions etc.
- Traffic information is inadequate. Appreciation of current traffic movements is essential and survey work must be independently validated.
- Traffic survey information is given but for single days only - Accurate surveys should be carried out for longer period and reflect current traffic movements. Surveys over 3 years old.
- The local road network is either at capacity or beyond it. Introducing more vehicles will significantly increase the peak time traffic problems.
- The developer would benefit by widening of A605 - why should a private company seeking to make profit from its development be subsidised by the ratepayers of Peterborough. If there is presently a capacity problem at the Business Park (which it is patently evident there is)
- Road improvements should be borne by the developer.
- The 'all other matters reserved' should be removed to ensure no vehicular access can be added on to Wistow Way.
- Not all reference to this access has been removed from the application.
- No noise and air quality/pollution surveys have been carried out to determine how the increase in traffic numbers will affect the area.
- The office floor areas have determined parking spaces. It does not mention current numbers of staff employed/working in the existing offices.
- Current offices are not fully utilized or staffed – therefore parking survey is misleading.
- Surveys should also include numbers of staff working on those days.
- The staff numbers/parking cars (current) should be compared to proposed numbers.
- A reduction of 254 spaces and significantly increasing the number of employees does not correlate.
- Diligenta (Car Park 5) is currently renting spaces (200) out to local businesses in Lynchwood who are short of parking spaces. These cars will all be displaced/there is a lack of parking. Cars likely to park in residential area of Orton Wistow/Napier Place that already has car parking issues.
- Recently a business has set up an arrangement with Diligenta to take up 30 parking spaces so they need not have to park at the Showground.
- No construction management plan has been provided - indications of this must be obtained.
- Architecture differs from the existing Pearl Centre and the closest neighbouring buildings.
- The height of building and open windows will overlook dwellings – particularly when trees not in leaf.
- Concern with CCTV – could zoom into residential properties.
- Height of 5 storey building will overlook the school and the Napier Centre.
- The majority of the buildings on the Business Park are two stories.
- The initial design for the Business Park by Development Corporation was for a low-rise, low-density business park with high-quality design set against a backdrop of extensive greenery and landscaping.
- Buildings over two stories in height is inappropriate and will set a precedent.
- The retail/commercial units will have a detrimental effect on existing businesses. There is an obligation to protect and support local services.
- The Ecology report still ignores the well-recognized presence of foxes/deer in Orton Wistow and Lynchwood.

- A Section 106 should be entered into to mitigate the impact the development will have on congested roads/roundabouts etc.
- A "Grampian Condition" should be appended to ensure road improvements are made before commencing construction.

Principle

- No objection in principle to development of business park but more consideration to be given to parking, design and facilities
- There is no need for this development to create 90,000 square feet of new office space, given that Peterborough currently has over 500,000 square feet of vacant office space available including 50,000 square feet on Lynchwood.
- Many of the vacant offices having been empty for several years.
- We note that Northminster House - owned by FI Real Estate Management and 13,993 sq.ft. of vacant office space.
- Much office space has been converted to residential accommodation. For example, Woodham House, Hereward House and Touthill Close, Clifton House.
- Concern unrequired office space will be built, sit empty for a future conversion to residential accommodation.
- It would be better to utilise empty buildings and/or land in other locations around Peterborough
- There are also Orton Southgate and the new Alwalton Hill business developments nearby
- The Business Park is already large enough
- Why can't the development be put on the new Alwalton Hill where there is copious amount of land?
- Why do they want to build more offices when there is unlet office space in the Pearl building and Stuart House?
- The Planning Authority should be pressing for the construction of Laboratory space which is in much more demand and would attract high end IT and research companies into the area.
- The application seems to me nothing more than an opportunist attempt to maximise the built density on the site irrespective of the character and impact of the proposed new office buildings
- The proposal is likely to make existing tenants more likely to move elsewhere.
- Attention should be shifted to the Town Centre which is becoming more down at heel each year
- We understand that FI need to maximise the land they have for profit - this cannot be at the expense of the long before established Residential sector!

Highway implications

Existing infrastructure:

- The business park is already gridlocked and the infrastructure is unable to cope.
- A lot of time is currently spent sitting in traffic
- Traffic is already in excess of what is acceptable since Thomas Cook moved into the estate
- Several employees in Business Park are forced to double park, removal of a car park will increase these issues.
- We've people here getting up at 6am just to be able to get to work
- Traffic information from applicant is inadequate.
- Traffic survey information is given but for single days only – 11/11/15 and 20/04/17. Accurate surveys should be carried out for a far longer period
- Surveys should also give the number of staff working in the offices for each day.
- Has a survey ever been done to see how many local people actually work in the business park?
- I fully agree with your Highways comments – out of date traffic/parking surveys.
- Proper independent assessment of traffic levels/parking requirements should be made, to allow road improvements to be made that do not disadvantage residents of Orton Wistow, Orton Northgate, and Orton Brimbles

- The studies are based on a period prior to considerable expansion in occupancy of the Business Park – there is considerable congestion at the 5-way roundabout (Lynch Wood + Wistow Way)
- Live data should be used. Model doesn't include human decisions and simply doesn't tally with reality. Live traffic map shows red every day.
- It should also be proven that the road networks can accept the increased flows resulting from full occupancy of the Pearl Centre, wider business park and the proposed development
- Approaches to Lynch Wood down Oundle Road to/from the Ortons and Peterborough and the slip road off the A1 at Alwalton are only single carriageways and likely to cause bottlenecks especially at peak times.
- I will resort to civil action against the council and highway authority for precipitating a nuisance and regular obstruction of the highway.
- Currently we have 3 lanes of traffic queuing in two lanes at the roundabout and the pedestrian island has been removed.
- The lack of capacity has resulted a number of times in complete gridlock after relatively minor rta's or road works; and massive problems which arise when there are large exhibitions on at the showground.
- The plans for road improvements did not take into account more offices being built on the business park.
- FI would benefit from the widening of the A605 between the A1 and the Business Park. The cost should be borne by the developer.
- The council may not spend this money so the application shouldn't assume this will be the case.
- A contribution should be sought to improve highway infrastructure within the Business Park and onto Oundle Road
- We are aware of Huntingdonshire's plan to make another route from the A1 through Alwalton heading to Pboro again this will serve to add to pressure on Wistow
- The internal roadway to Car Park 5 crosses a principal foot/cycle path opening it would be contrary to the National Planning Policy Framework objectives of providing safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- Road markings suggest cars aren't allowed to turn right into the car park, but this does happen causing queuing
- Remove existing entrance onto Lynch Wood. Instead traffic enter/exit via Pearl roundabout.
- Right Hand turn added since 18/00923/OUT Object to new right hand turn.
- There will also be additional lorry and traffic movements to any new retail units
- Existing over-development of the Business Park has caused serious congestion and parking problems.
- The number of staff/ car numbers parked (current) should be compared to proposed numbers the development would create.
- A Grampian Condition should be required for highway works.
- Alternative traffic management schemes are need -particularly for the five way roundabout
- The foot/cycle path through Pearl Centre will be dangerous.

Parking:

- There is not enough parking spaces serving the business park
- The car parking provision is totally inadequate; despite meeting the Councils (fundamentally flawed) standards
- The proposal will reduce car parking provision and does not account for the new offices.
- The parking does not take into account the current empty office space to let at Pearl
- Car Park 5 seems to be pretty full on days therefore, the reduction to 339 car parking spaces (from 498) may be a constraint
- Will all car parking be shared for all Pearl Centre users?
- The spaces are sublet to other businesses where will they park?
- The route to the car park from main centre has not been used for many years has this lapsed?
- I found no mention on whether Car Park 4 is to be re-opened.
- Fletton Quays is evidence of parking policies – employees parking in residential areas

- Temporary/permanent car parks have operated on the Showground, which emphasises there is a parking shortage
- The previous application showed areas of new car parking within the landscaped grounds – this would only have a minimal effect on the on-site car parking shortage
- The Planning Department should insist that 44 car parking spaces be provided for retail.
- How will 12 disabled parking space, 9 motorcycle spaces and 270 cycles be accommodated?
- Will the cycle parking be Sheffield stands and will they be secure cycle compounds?
- I can see no support for electric cars/cycles – this would be a missed opportunity.
- There have been instances of travellers taking over car parks
- The parcel of land next to Diligenta which is for sale and will therefore require appropriate parking spaces.
- Reducing the number of parking spaces and increasing number of employees does not correlate.
- The parking study was undertaken following a cold spell reducing number of workers/visitors - hereby misleading.
- Condition should be imposed to stop anti-social flyparking on Wistow Way or residential roads
- There is ample unused land within Business Park which could be used for parking.

Sustainable Travel:

- Lack of an adequate travel plan.
- Opportunities for better sustainable transport have been overlooked.
- The closest public railway station is Peterborough, not the NVR at Ferry Meadows.
- Do not insult our intelligence by assuming that workers will cycle, walk, use public transport!
- 99.9% of cars carried only one person, few workers used public transport!
- On a cold winter day they will use their car – this is not allowed for in the car parking policies
- Bus services are becoming worse, a decent bus service all round we would have less need for parking
- There is only one bus service now - Number X4 - and not three services stated in the application
- PCC is proposing substantial cuts to its transport budget. This will affect access to public transport directly.
- The traffic report suggests that there is scope to improve sustainable transport, but makes no suggestions as to how this might be done.
- The car parking problem largely results from a lack of environmentally friendly local transport options, e.g. increasing the frequency of bus services, providing a weekday park and ride at the showground with a regular shuttle bus around the Lynchwood estate and provision of cycles on daily loan. The cost of these and other "car free" enterprises could be borne by the businesses on the estate.
- Increased road traffic discourages people from walking if they have to cross busy roads.
- The shared use cycle/ foot paths do not meet the recommended 3.0m minimum width recommended by Sustrans and the Department of Transport.

Wistow Way:

- It is right for all commercial traffic to use Lynchwood access road.
- Any access off Wistow Way is unacceptable – this should be a condition of the planning consent
- References remain to Wistow Way access road within the documentation
- The access off Wistow Way adds considerable risk to other road users.
- Concern of risk to young children would be raised to such a level that a serious RTA would be almost inevitable.
- Wistow Way is already congested in morning and afternoon at school times
- Buses are often blocked from using the road outside the school
- Parents/Business Park user already use the Napier Place car park which is for shoppers/Wistow Way

- There are illegal parking/traffic issues within Orton Wistow, created by PCC, which has allowed the expansion of Orton Wistow School.
- The city council has been woeful in dealing with car parking at Wistow School – add to this all the cars that won't be able to park at the business park
- We already have 'rat runs' due to current parking problems this is well known to Officers and Councillors within PCC !
- The council need to recognise that Orton Wistow is a residential development and not an overspill car park for Lynchwood.
- Car volumes will increase as will vehicle speeds by those seeking to use Wistow Way as a 'rat run'
- It is only a matter of time when there is a serious accident particularly at beginning and end of school! If this should happen I will ensure that PCC are held to account as they have been told on numerous occasions!
- Children will have to navigate to gain access to the school - all of this happening between 8am and 9am and the closer to 9am it gets the more hurried/rushed and dangerous the traffic becomes.
- There is a school virtually opposite the proposed junction.
- Lynchwood already has sufficient access – the efficiency of this should be improved.

Construction Management:

- No construction management plan has been provided.
- What are the contingency plans re the heavy duty machinery and its noise, access, hours of work etc traveling along Wistow Way etc.
- There will be construction traffic coming to an already congested area and all the additional delivery vehicles to the commercial units.
- A S106 agreement should be entered into to ensure construction is undertaken so the contractors are held to account for any nuisance caused.
- We assume you intend to allow these Office Blocks to be built from the Orton Wistow side?

Visual Amenity

- The 5 storey building goes against the ethos and character of the business park.
- The development will be an eyesore.
- There are no other buildings of this height in the vicinity of the site which are two uninspiring office blocks
- The retail development at 8.3 metres in height is not single storey.
- Any new buildings should blend in with the existing ones which are lower, brick-built and of a more traditional style.
- The proposed retail centre will detract from the existing overall site landscaping and building design.
- The design of the office block is reminiscent of a stack of Portacabin site offices, and the plain ugly AB Agri building in Lynch Wood.
- It should be a signature design, comparable in design quality to the Pearl Centre/former Norwich & Peterborough building.
- The height should be limited to no more than three stories, as with all other buildings on Lynch Wood.
- The foundations of design at Peterborough Business Park (ie a low-rise, low-density business park with high-quality design set against a backdrop of extensive greenery and landscaping) were established by the Development Corporation.
- The height of the buildings would set a precedent for future applications for office developments.
- The height will tower above the Pearl Building itself and completely dominate the landscape in Wistow Way.
- The building has a flat roof (when all others have pitches tiled roof so out of character) so height could increase after a short period after or during construction (in my experience it does)

- The scheme is nothing more than buildings set in a large area of surfaced car park
- How would this development be impacted if the adjacent vacant plot is developed? Will it prevent development of this plot?
- The height sets a precedence for others buildings to have height increased through existing planning and developments adjacent.

Retail Element

- We do not need any more retail space.
- There are plenty of unused units in Ortongate.
- There is already a retail offering in Napier Place and there is a vacant restaurant space that could accommodate the coffee shop and sandwich shop
- There is convenience store at the Matley Centre and Alwalton also has a small local shop.
- It is only 15 - 20 minutes walk to the Orton Bushfields Centre where there is a Co-Op, Iceland Home, Wilkinsons, B&M, QD, Card Factory Greggs and a Starbucks.
- Would not want to see the existing centre decline.
- There is already vacant land at the entrance to the Show Ground that could be used for a coffee shop or convenience store, if indeed there is a genuine need for such a retail space.
- The location and size do not have an ancillary role.
- There is already at least one shop "Lunch Wrapped Up" nearby on the Business Park and various mobile food delivery services.
- There is an obligation to protect and support local services.
- The Businesses in Napier Place they rely on both local and the Business Park business especially at lunchtimes.
- If Napier place trade is adversely affected they may decide to close thus affecting all residents of Orton Wistow and nearby areas.
- Part of the proposal is for 8 shops creating a substantial shopping complex, attracting people from the wider area
- We have subways and the likes dotted all around Peterborough.
- I am the owner of a small independent coffee shop, yards from the proposed retail units. The retail units will destroy my business as I will not be able to compete
- Will put the small independent local sandwich bar out of business.

Neighbouring Amenity

- There is no landscape buffer and the building will overlook neighbouring residential properties.
- The buildings would overlook the Local Primary school.
- Residents already experience noise, traffic and aggravation from parking associated with the school
- Any increase in motor traffic will have an adverse impact on my local environment.
- The increase in vehicles on Wistow Way will be detrimental to our quality of life and cause health and safety issues
- Commercial interests should not overshadow the needs of those of us living here.
- Peterborough council are not taking into account the emotions of the people who are living close by. If they were interested they would have had someone at the meeting on November 8th.
- Any CCTV installed will provide the same concerns used to zoom into properties where residents are unaware they could be observed.
- Concern regarding the erection of CCTV and intrusion on the privacy of neighbouring occupiers. Need evidence that the developer ensures correct practice is undertaken.
- Work should not start before 9am should finish no later 4.50pm
- Aesthetics aren't an issue in a business park area, but suddenly adding windows overlooking a school might be.

Landscaping

- The original design brief for the business park was for a parkland setting with a plot ratio of 25%.
- The only landscaping proposed is that which currently exists on the site frontage with little new landscaping proposed

Errors on application

- The documentation contains many anomalies, conflicting and unsubstantiated statements/facts, omissions etc.
- Reference to 'with all matters reserved' should be removed to guarantee that no access to Wistow Way can be added
- Reference is still being made to Wistow Way – this should be removed
- There has been improper and insufficient consultation of the neighbouring businesses in respect of the application
- Application form error: 24. Site Visit - Should have been yes. You can see the site from footpaths and public road (Wistow Way).
- Contrary to what the traffic report states, the Oundle Road to the East of Lynch Wood has 40 and 30 mph speed restrictions.
- One wonders if the report writer has actually visited the area.

Impact on Wildlife

- Impact on the Environment has been overlooked, we adjoin Ferry Meadows Country Park and consequently have a significant number of wildlife animals, this cannot not be affected
- what will happen to the wildlife in the shrubbery and trees that are going to be ripped up in order to improve the road access
- The Ecology report still ignores the well recognised presence of foxes and deer in Orton Wistow and Lynchwood.

Environment

- Obviously the pollution levels would rise, but it would seem that PCC claims to be a Green City are only when it suits!
- The project will significantly affect Alwalton
- The Environmental issues within our area seem also to have been overlooked.

Heritage

- The Pearl Centre is the anchor building of the business park and a distinct asset for the city which adds prestige to the business park.
- Will be detrimental to the current building's setting.
- Should all buildings be fully occupied, would result in pressure to build parking upon the award winning landscape that surrounds the current building.

Other Matters

- Section 17 of "The Crime and Disorder Act 1998" must also be considered in terms of Community Safety.
- There are no noise and air quality/pollution surveys, or theoretical assessments carried out to determine how the increase in traffic numbers will affect the area.
- There are no details of consideration of the air quality or health and well being implication on local residents and their current level of amenity .
- These roads have no receptors adjacent to them and therefore the air quality in that area does not have an impact currently.

- The proposal will most definitely mean increased traffic congestion including pollutants SO2 and PM2.5 these pollutants will have a direct impact on the children/elderly/pedestrians/cyclists.
- The Air Quality Report published by Peterborough City Council in 2017, demonstrates that this area has not had any air quality monitoring undertaken. The report states that PCC future developments will be "well developed and have safe pedestrian connections throughout the City and that , "Air quality is being considered at the planning stage and particulate implications are being considered for ALL individual planning applications.
- This is another reason why I am staggered that PCC Planning had no initial objections to this further Outline Planning App being put in, as surely they were not advising the applicant about their current planning strategy requirements?
- This application does not, in my opinion, demonstrate a well developed and safe pedestrian connection nor has air quality been considered. This application will result in a vast increase in traffic and will have a huge impact on the health and wellbeing of all orton area.

There have been two representations made in support of the application making the following comments:

- The retail units would be excellent
- We would have no objection to the provision of these facilities which will benefit the whole Park and would potentially reduce traffic movements during the day as the provision of a retail shop and restaurant/coffee shops would encourage employees to stay on the Park at lunchtimes

Second round of consultations:

Principle

- Question the need for 80,000 sq.ft of new office space, there are multiple examples of similar office buildings, including within Lynch Wood which have been empty for years
- The office will sit empty until future conversion of flats using p.d. rights. – there are numerous examples i.e Woodham House, Hereward House, Touthill Close, Clifton House
- Whatever concessions have been made still does not mean this should go ahead.
- Why can this development not go on Alwalton Hill?
- The development will be good for the business park and Orton Wistow. However, without the revised plans taking into account the concerns previously raised by residents I am not in a position where I can support the application.
- As an adjacent/nearby neighbour I feel the degree of office development proposed is excessive. The retail premises will have a deleterious effect on the current sandwich bar on the business park affecting current jobs and employment.

Highway Implications

Existing Infrastructure:

- Does not take into account congestion on Oundle Road
- Will add to existing congestion issues in the area.
- The traffic around the business park is getting worse and worse and is further exacerbated with the addition of new housing and Alwalton Hill developments. It seems that every spare scrap of land in this part of Peterborough is being built on.
- Traffic at the beginning/end of each working day has become worst as the business park has grown.
- During each peak period there is stationary traffic along Oundle Road A605 to Nene Parkway and along Orton Parkway A1139 to the Fletton Parkway.
- Whilst it may be proven that the network can accept increased flows – it should be proven that network can accept the increased flows that would result from full occupancy of the existing buildings within the Pearl Centre/wider business park

- I sometimes witness some vehicles dangerously driving on the wrong side of the road past all of the traffic, and on one occasion almost hit a pedestrian
- How will traffic get out of pearl centre with new building.
- Building more offices and retail space in the business park without plans to alleviate the traffic issue already present will impact the area further.
- It is already difficult as a pedestrian to cross the road during peak hours and could prove dangerous as traffic gets even heavier.
- The revised development has created a link to be used by cars between the main Pearl site and the new development. This unused road is already in place. If it were to be converted in to an access road it will cut the cycle and the pedestrian path in half.
- This path provides the main pedestrian and cycle route in to the Lynchwood Business Park, not only in the morning and evening but also at lunchtime when office workers walk to Ferry Meadows, Orton Wistow and the Napier Place Tesco Express.

Parking:

- Still concern over insufficient parking
- Is there sufficient parking in place for the cars which are being displaced by the building as well those from new building itself
- Any reduction in car parking spaces resulting from or in accordance with the planning application should be balanced elsewhere in the Business Park by an equal number
- There are at least 28 spaces short for the retail units and I am unable to find details on how you are addressing this.
- Recommend that the site excavates to provide an underground car park to ensure the adjoining roads of residential Wistow are not compromised

Wistow Way

- Wistow Way in itself is a rat run already and there appears to be no appropriate traffic plan in place.
- People will park on Wistow Way
- Reference to access from Wistow Way is still referenced in the application
- Access from Wistow compromises the safety of the school.
- Residents need assurance that this will not be an option under any circumstance and certainly not via a backdoor approach!.

Construction Management:

- What will the construction hours be and how will dust and mess be dealt with?
- There is no 'Construction Schedule'. We as residents should know what to expect with regard to construction noise/dust/rubble/air pollution & increased heavy goods vehicle traffic etc.
- Construction will have a further impact on issues for pedestrians/cyclists trying to cross the road near to your site in order to get to work or school. It is already dangerous and there are no crossings in place.

Retail

- The location, size and classes of retail do not align with an ancillary role for the Business Park.
- Concern that if approved, an additional floor of office / residential accommodation will be added to retail space
- Design and Access Statement shows illustrations of two storey buildings under precedent images.
- Object to the number of parking spaces being provided.
- Why is new retail required?
- How often will litter be cleared from retail?
- The retail plans will put my existing coffee shop/sandwich bar out of business

- It is the Council's duty to support and protect the small independent businesses
- The retail units will add an additional burden of traffic to the area
- There are several established empty units in Orton Gate.
- There is already a retail offering at Napier Place including a Tesco, local newsagent, and a fish and chip shop.
- There is a vacant restaurant space that could be used to house the coffee shop or sandwich shop mentioned in the application.
- There is a convenience store with a Post Office and hairdressers at the Matley Centre around 5 - 10 minutes walk away and Alwalton also has the Cuckoo Pub and Restaurant and a small local shop with a tea room and Post Office.
Furthermore, it is only a 15 - 20 minute walk to the Orton Bushfields Centre
- Orton Centre also contains numerous empty retail units which should be fully utilised before adding an additional and potentially competing retail development.
- We would not want to see these existing shopping centres decline and become a source of vandalism and dereliction

Visual Amenity

- There are no other buildings of this height in the area
- Despite the reduction in height the buildings are uninspiring poor quality office blocks
- Although described as four storey could potentially accommodate five floors.
- Object to height of retail unit – still not single storey.
- No buildings constructed on the current car park should be visible from Orton Way nor from any of the properties in Svenskaby.
- The architecture/design of the proposed office blocks is not in keeping with the rest of Lynchwood design and extremely ugly, they look 'dated' and they have not yet been built!
- Why design for the 1960/1970's when we are approaching 2020?
- The proposed office blocks are at least one storey too high so close to the residential area and using the pearl building chimney top to justify the height of a fourth storey flat roof is disingenuous at best!
- Please consider evergreen landscaping for winter coverage and the sun's rays deflection from the glass building into drivers/cyclists/pedestrians eyes - other glass etc.
- There are current issues with the deflection of the sun's rays in our towns & cities melting objects and causing temporary glare blindness, a health and safety report should be undertaken.
- I have great misgivings about the floor area/coverage (density) of the proposed offices since it seems to be greater than the original stated aims of the Peterborough Development Corporation.
- This height would set a precedent for others to remove roofs and install a higher new floors with flat roof
- The height should not exceed that of the Pearl Buildings offices.
- These 2 buildings should be no higher than 3 storeys
The design of the retail outlets does not fit in with the style of the business park.

Neighbouring Amenity

- The drawings give an impression of a vast tree belt that will protect the residents from the buildings. This is not the case.
- My property backs directly onto the side of the proposed new buildings and twice a year Peterborough City Council thin out the tree belt protection on both sides that were put in place to provide such a barrier.
- We are already subjected to more noise and light pollution from the business park
- The Yorkshire Building Society Office is only two storey and is clearly visible from the back of my property now the trees are being removed twice yearly
- During the winter when the car park lights are on will light up rooms at back of my house.
- These two additional high buildings will cause overshadowing, be very visible from Wistow Way, will be an intrusion and cause more light/noise pollution.

- Trying to come and go from my humble residential dwelling will be a challenge - I was living there long before the business park grew.
- I bought my property because of its location as it was, not as a residence in the middle of a business estate. Are the people who are saying yes to this living in Orton Wistow?
- At the meeting in November the chap from the company didn't even live in Peterborough.
- So the companies come along, disrupt our lives, take the profit and move on to the next project. There is something ethically and morally wrong with this way of working and shame on the council for wanting to put profit before people.
- I strongly object to the impact this project will have on our community.
- The privacy of residential homes will be compromised
- Any CCTV applied will have views into neighbouring premises during the winter period.

Heritage Impact

- The Heritage Impact Assessment appears to concentrate on the impacts the development would have from the principal pedestrian entrance to the development and the pickup/drop-off road leading to it. As this road is on the podium deck above the parking levels and is enveloped by the existing built form in a courtyard arrangement, the development is clearly going to have less impact on this part of the site.
- A large proportion of the buildings visitors/users would be using the perimeter driveway, the principal vehicular entrance. Although the landscape design is more formalised on the northern edge, the southern landscape plays an important role in creating a cohesive parkland setting that building sits within. This is important not only for the listed building and landscape but also for Peterborough's new town identity, as one of the principal developments of the new town era, shaped by planning requirements that prioritised green space. I therefore believe that the retail development is inappropriate within the pearl campus, outlined by the perimeter of the Historic England listing.
- The retail unit within the listed curtilage should be constructed in identical materials and style to the existing listed buildings.
- Due to the listing of the Pearl Centre any development on this site should be assessed for its impact on the heritage asset.
- The design of these 2 new office buildings should not be undertaken using high quality modern materials rather than simply mirroring the brick and pitched tile roofs of the Pearl Centre
- There are no objections to the retail element, the use could serve to benefit the whole Park and indeed reduce vehicle movements during the day to access retail outlets elsewhere in the area.
- The Pearl Centre is Listed and given that the proposed retail units are closer to and could be seen to be within the curtilage of the Pearl building, the architectural treatment of the elevations should be more harmonious and sympathetic to the existing building i.e. the same material palette should be used for these buildings, not contrasting modern/metal clad elevations

Landscaping

- There is a lack of landscaping to conform with the other areas of the business park.
- A reduction in floorspace would allow a greater degree of landscaping to be included within the car park area where currently none is shown - this would achieve a scheme more in the spirit of the original Development Corporation Brief for the Lynch Wood Park- i.e. buildings set in a quality soft landscaped setting- not buildings set in a barren open car park

Background

FI Real Estate Management (the Applicant) specialises in asset and property management managing a £3billion asset portfolio, covering over 10million sq.ft. The business acts as developer to improve existing assets (such as The Pearl Centre) and deliver new floorspace to attract new residents, businesses and operators to its portfolio of sites. The applicant acquired The Pearl Centre in late 2017 and is seeking to provide investment into the existing building, alongside proposing new office and commercial floorspace in order to improve the offer at Peterborough Business Park and attract new occupiers to Peterborough.

The applicant engaged in pre-application discussions with Peterborough City Council in November. Officers of the Local Planning Authority considered the proposal to be favourable in principle subject to the submission of justification for the commercial element of the scheme.

The principle of development

Heritage Assets

Since the submission of the current application, the Pearl Centre, war memorial and gardens have been added to the National Heritage List for England (NHLE) – the Pearl Centre is Grade II listed, the Pearl Centre war memorial is Grade II* listed and the garden areas are now a Registered Park and Garden Grade II.

As stated above a Heritage Impact Assessment has been submitted and the scheme has been amended removing one floor from the indicative office block two – the development is now restricted for 4 stories with a maximum height of 16.45m and the height of the commercial building is limited to 6m.

Policy Context:

There is a requirement under the National Planning Policy Framework (NPPF) para. 189, for the applicant to describe the significance of any heritage asset affected, including any contribution made to their setting and how such effects would be mitigated.

Legislation regarding Listed Buildings and Conservation Areas is set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 66(1) states that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest that it possesses.

Policy CS17 states inter alia that: The Council will protect, conserve and enhance the historic environment through the special protection afforded to listed buildings, conservation areas and scheduled ancient monuments.

Policy PP17 advises that development proposals which would affect a heritage asset will be required to describe and assess the significance of the asset and/or its setting and identify the impact on the special character of the asset. The level of detail should be proportionate to the asset's importance and sufficient to understand the potential impact on the significance and/or setting.

Policy LP19 of the emerging Local Plan (draft version) continues this stance and advises that ... planning permission will only be granted for development affecting a designated heritage asset where the impact of the proposal will not lead to substantial harm or loss of significance.

The Pearl Centre:

The assessment concludes that the development would see a change within the wider setting of the asset, through glimpsed rooflines of the new development through the existing and proposed landscaping; and that the proposal would have no hindrance to the appreciation of the asset in terms of special interest, group value or elements of its setting which contribute to its significance.

War Memorial (situated within the grounds of the Pearl Centre):

The assessment concludes that the significance of the Pearl Centre war memorial resides in the artistic, historic illustrative and associational values of its built fabric. The proposal's retain the Site's present contribution to the setting of the asset and thereby preserve the asset's significance.

Landscape Grounds:

The assessment concludes that the landscaped grounds of the Pearl Centre derive their significance from their artistic value, historic associational value and group value derived from its relationship to the two other designated assets contained within it. The proposals generate no material difference to the character of the garden and retain the present material character setting, thereby preserving from harm the significant of this heritage asset.

The Conservation Officer has reviewed this information along with the amended plans. The Officer is of the view that as the height of the office buildings has been reduced to four storeys, this combined with the natural slope of the site, will ensure that the proposed office blocks will be below the maximum height of the Pearl Centre. The Officer is still concerned about the indicative plans and the compact tower design. The Officer's preference would be for a more sprawling design with a larger footprint and floor space which would better reference the general design code business park of which the Pearl Centre is the landmark building. The plans are indicative at this stage, to demonstrate that the amount of floor space proposed can be accommodated on site without harm to the listed asset. The detailed design of the office development will be considered at reserved matters stage.

With regard to the commercial units, the Officer raises no objection, in principle however the design will need to reference the Grade II Listed Pearl Centre. These details would be secured at reserved matters stage.

The Officer stresses the importance of the landscape bund with shelter belt around the existing car where the retail development is proposed, this is an important characteristic of the existing landscaping and their future potential loss would be clearly detrimental to the setting of the Listed building and the registered park and garden. The detail of the siting of the building and its relationship with the tree belt would be agreed under the reserved matters application. A Tree Management Plan would be secured by condition.

Heritage England have advised that they do not wish to offer any comments on the application.

Comments have been made regarding the retail element of the proposal and its siting within the Pearl campus within the curtilage of the listed building. It is argued that this part of the site plays an important role in creating a cohesive parkland setting that building sits within.

It is considered, however, that the building would be enclosed by significant planting which would be protected during the construction phase. Given the siting of the retail element it will be important to seek a design and finish to the building which references the Pearl Centre building. These details would be agreed at reserved matters stage.

It is considered that subject to appropriate design of the buildings and finishing materials the proposal would have no harm on the significance of the heritage assets and would accord with section 16 of the NPPF, section 66 Planning (Listed Building and Conservation Areas) Act 1990, policy CS17 of the Adopted Peterborough Core Strategy DPD, policy PP17 of the Adopted Peterborough Planning Policies DPD and policy LP19 of the emerging Local Plan (draft version).

Alwalton Conservation Area:

The Alwalton Conservation Area lies circa 830m west of the application site. Visuals have been provided which show that between the Conservation Area and Peterborough Business Park is well-established and substantial landscape buffer, which includes a considerable number of mature trees. As such it is not considered that the proposed development would have an impact on the Alwalton Conservation Area. No comments have been made by Huntingdon District Council.

The proposals will lead to less than substantial harm to the heritage assets given the above and the level of harm arising is outweighed by the benefits to the economy (provision of office and retail space) through the provision of modern office floorspace and business rate income therefore do not conflict with section 16 of the NPPF, Policies CS17 of the Core Strategy, PP17 of the Planning Policies DPD and policy LP19 of the emerging Local Plan (draft version).

Office Development

The application site is located within the identified Lynch Wood Business Park under Policy SA11 of the Peterborough Site Allocations DPD (2012). This identifies that the principle of Class B1 (office) use is acceptable. Other development within BPs will not be permitted unless they are ancillary to the B1 use.

This is also reiterated under policy LP4 of the emerging Local Plan (draft version). The principle of the new office (B1) development is therefore acceptable subject to meeting the criteria of other relevant planning policies and material considerations.

There have been a number of objections to the new office development. Objectors have argued that there is vacant space within the Pearl Centre and that there is a significant amount of vacant office space within the wider Lynch Wood and the Peterborough area as a whole. However, the LPA is obliged to consider the proposal on its merits and as discussed above, the proposal accords with planning policy in terms of the principle of office development on this site. The proposal is to provide new modern office space to make the site more appealing to investors by the provision of facilities to make the site more viable which is accepted in planning terms and promoted within the NPPF.

Concerns have also been made regarding the office space which has been converted to residential accommodation for example Woodham House, Hereward House, Touthill Close and Clifton House. There also concern that unneeded office space will be built, sit empty and would in the future be converted to residential. Many of these conversions have been undertaken using permitted development rights, over which the Local Planning Authority has no control subject to the conversions meeting certain criteria, for example car parking provision. A condition would be appended to this decision to ensure that the permitted development rights are removed.

The proposed retail element would introduce a non employment use into the Lynch Wood Business Park. However the above policies support ancillary and appropriately scaled infrastructure for example day-nurseries, small shops, meeting places, etc. Such provision can have a beneficial role for the Business Park and for the amenities of the people working there.

The applicant considers that improved facilities within the business park would significantly improve the facilities for employees and that this would be a key factor for any future investor within the employment area. The provision of facilities such as the modest commercial hub would help to drive ongoing inward investment, in line with policy SA11.

Para. 80 of the NPPF advises that 'planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'.

Given the overall floorspace of the Business Park (estimated 122,000 sq.m (gross)) it can be accepted that the proposed commercial hub would be considered as ancillary to the overall office development. The proposal would therefore accord with policy SA11 of the Adopted Peterborough Site Allocation DPD and policy LP4 of the emerging Local Plan (draft version).

Retail hub

It is proposed to construct a commercial hub (up to 880 sq.m GIA) within a terrace of small retail unit (Use Classes A1 – A5) providing for example, a small neighbourhood convenience store, sandwich shop and coffee shop. The units would cater for the needs of employees within the Pearl Centre and the wider Business Park. The commercial hub would be ancillary to the main office use in the same way as the day nursery and the hotel. It is considered that the facilities will improve choice and having on site facilities would, in some case, reduce the number of trips by car during the working day.

Policy Context

The proposed retail development is considered in planning terms as a 'town centre' use, therefore the preference for such uses is within designated centres. The application site lies outside of a designated centre. Both national and local planning policy requires that a sequential approach to site selection is applied for town centre uses that are not in an existing centre and not in accordance with an up-to-date plan.

Policy CS15 of the adopted Peterborough Core Strategy advises that the strategy for retail development in Peterborough is to support and regenerate the city centre, district centres and local centres – to ensure they continue to cater for the retail needs of communities that they serve. The policy also sets out the local retail hierarchy, with the closest centres to the application site being Napier Place Local Centre, Orton Wistow and Matley Local Centre, Orton Brimbles.

Policy PP9 (Development for Retail and Leisure Uses) sets out how new retail proposals will be assessed as part of the development management process. It confirms that the Council will apply a 'sequential approach' to the consideration of applications for retail and leisure development with the preference being in-centre locations, followed by edge-of-centre locations and then out-of-centre locations. With regards 'retail impact', the policy states that all applications for retail or leisure development outside centres which would result in an increase of over 2,500 sq.m (gross) floorspace or more will need to be accompanied by a retail impact assessment.

A pre-application enquiry was submitted seeking views of officers of the LPA on the principle of development. It was advised that the proposed retail development would be ancillary to the use of the Pearl Centre as the internal canteen areas are under used and are being removed and that there is a critical mass of workers at the location to justify provision of on-site retail facilities.

Concerns were raised at pre-app stage regarding the potential impact upon the Napier Place local centre which is very close to the site. This centre currently hosts a Tesco Express and it would not be desirable for this store to relocate out of the local centre and onto the business park thus leaving the existing unit vacant. It was noted at pre-app stage that all the other units at Napier Place appeared to be fully occupied.

The applicant was advised that in order for the retail element of the scheme to be considered favourable, the applicant would need to demonstrate that it is truly ancillary in nature to the B1 use of the site and to demonstrate that there would be enough trade within the park to make the retail use viable.

Concern was also raised regarding the stated visibility of the location from the roundabout promoting business outside the Park. This would conflict with the stated ancillary nature of the proposed retail units. It is accepted that there would inevitably be some trade drawn from outside the business park.

Quantitative Evidence

The applicant has provided a 'Quantitative Analysis of Employee Generated Expenditure Capacity to Support Lynch Wood Commercial Hub' in support of the application. It has been established that there is some 122,311 sq.m (gross) of office accommodation at Peterborough Business Park. This will increase 30,672 sq.m (1.4 million sq.ft) should the office floorspace proposed as part of this planning application also be delivered. Assuming that only 75% of the business park's net office floorspace is occupied at any one time results in a total of 79,048 sq.m of occupied space. In applying an office density of one full time employment position per 11 sq.m net floorspace shows that even using unoptimistic figures Peterborough Business Park has the potential to employ almost 7,200 full-time workers on a daily basis (assuming only 75% occupation).

Based on a conservative estimate that a maximum of only one quarter of business park employees (1,797 people) would use the facilities each day and on an average spend for each visitor of £7.50 on small purchases (coffee, lunch, snacks, etc), if the average spend per visitor, per day is multiplied across the number of working days in a calendar year (261 – Mon to Fri) it provides a total available expenditure figure of £3.52m per year.

Furthermore a comparison was made to compare this available expenditure figure with the benchmark turnover of the types of end users that are envisaged to take space within the commercial hub. For the purposes of the quantitative assessment a local convenience store of 420 sq.m (GIA) / 280 sq.m (Net), a sandwich shop of 210 sq.m (GIA), and a coffee shop of 250 sq.m (GIA) has been assumed. This equates to 880 sq.m of retail floorspace – as per the outline planning application.

With regards establishing the turnover of these uses, a sales density of £9,659 per sq.m has been assumed for the convenience store and this is based on an average of Tesco, Co-op, Sainsbury's, Spar and Londis (sourced from Verdict 2017 and Mintel Retail Rankings 2017). This equates to a benchmark turnover of £2.7m and is considered robust given that these identified retailers are those most likely to occupy any proposed local convenience store.

For the sandwich shop a turnover of £243,215 per annum has been assumed and this is based on an average of ten Subway franchises currently listed for sale across the UK. Finally, the average turnover of the coffee shop (£533,141) has been sourced from the 'Project Café2017' UK Report by Alegria. This establishes that the 6,940 branded coffee outlets in the UK have a combined turnover of £3.7bn (i.e. an average turnover of £0.53m per unit).

When combined, the three potential end uses at the commercial hub are found to have a turnover of £3.48m. This is £35,952 less than the collective spending power of the employees at Peterborough Business Park (£3.52m) and therefore shows that the turnover of 880 sq.m of retail floorspace can be fully met by those working on site.

It is accepted that since the assessment was produced the office floor space has been reduced by 1,000 sq.m. However, on the basis of the information provided it is accepted that employees of the business park would provide sufficient expenditure to support the hub.

Qualitative Evidence

The applicant contends that the Business Park evidently employs a significant number of people who require subsistence during the course of their working day. Providing facilities and improving choice and competition in this sector is therefore evidently of overall benefit to the operation of the business park. This is particularly given that a number of offices are likely to involve shift workers, and therefore the opening hours of a small convenience store (typically 06:00 to 23:00) would be of particular benefit to those who require rest or refreshment outside typical daytime working hours.

A further important benefit of a commercial hub which must be emphasised is that it will reduce reliance on private car journeys for subsistence during the course of the working day – with the proposed facilities within a straightforward walking distance of all offices in Peterborough Business Park.

The applicant also refers to other designated employment areas elsewhere in Peterborough (Fengate) the Council has accepted the provision of supporting Class A1 uses, in order to meet the needs of workers. A recent example is planning application 14/01305/FUL, for the change of use of an existing building to a Class A1 sandwich shop (Subway) at Unit 4, Breydon Centre, Padholme Road East. In this case the applicant successfully argued that on the basis of the unit's ancillary nature (in the context of the wider employment park), its beneficial role for surrounding workforce, and its ability to reduce the need to travel, it was an application that should be supported.

In conclusion, the above commentary has demonstrated that the proposed commercial hub would be a viable enterprise, wholly ancillary in nature to the immediately adjacent Pearl Centre (a Class B1 use) in terms of its size, location, direct access and building orientation.

The proposal would enhance the overall attractiveness of the employment area by improving choice and competition in the food, drink, rest and refreshment offer of Peterborough Business Park, to the benefit of its many employees. It will also reduce reliance upon private car travel and will help to drive ongoing inward investment.

The indicative layout shows the scheme facing inwards towards the Pearl Centre's internal vehicular route, this emphasises that the retail offer will be ancillary to and predominately targeted at Pearl Centre employees alongside those employed within the proposed new office development. A pedestrian route from Lynch Wood would enable those working within Peterborough Business Park more widely to access the facilities on foot.

The policy officer has been consulted on the application and considers that the retail facility is ancillary to the main use and would provide a locational specific need. The officer's view is that the applicant has to some extent demonstrated that there is sufficient local expenditure available to justify the proposal.

The Impact assessment is not required as the proposed retail development is below the 2,500 sq. m. threshold limit.

The applicant has identified a catchment area of 15 minutes walking time/distance, which is acceptable. Within the catchment area the two local centres (Napier Place and Matley) were evaluated under the sequential assessment requirement. There were no vacant units in both of the local centres. Edge of centres for both were also assessed and found to be unsuitable. The policy officer is of the view that the information provided is acceptable and that the sequential test is passed.

It is noted that a restaurant operator within Napier Close Local Centre has recently closed. The applicant has been notified of the vacancy and has argued that based on the Council's Centre Hierarchy Study (Dec 2016), Napier Place has a total floorspace of 1,254 sq.m spread across 8 units – meaning that the average unit size is 157 sq.m. The largest unit in the centre is likely only extend to some 200 sq.m or so. In contrast, the retail floorspace proposed as part of the outline planning application extends to 880 sq.m (some 75% larger than the unit). Accordingly, the vacant unit which may now be available would not be suitable for the scale and form of retail development proposed. It is accepted that some 'main town centre uses' have particular market and locational requirements, as is the case with the application.

The applicant goes on to advise that there is no requirement to consider the 'disaggregation' (or splitting) of the proposed floorspace across different units, sites or centres. There have been various recent appeal decisions which have confirmed that this is inappropriate to attempt to artificially sub-divide a scheme that is clearly being put forward as an amalgamated retail proposal on a single site. This is accepted.

A number of concerns have been made regarding the impact the retail development would have on existing businesses. The supporting justification for the retail development is based on a locational specific need. The applicant has demonstrated that the viability of the retail units could be met by employees of the Pearl Centre and the wider business park. It is however, accepted that there would be some impact on the existing businesses within the Napier Local Centre and the Sandwich bar, however, it is not the role of the LPA to interfere with commercial competition. Indeed, the Napier Place local centre does served a wider residential area which would continue.

Suggestions have been made for the retail unit to be located on vacant land at the entrance to the Show Ground. This is not a matter that can be considered.

On this basis, given its ancillary and supporting role commercial hub, the proposal is compliant with Policy SA11 of the Site Allocations DPD, policy CS15 of the Adopted Peterborough Core Strategy DPD, policy PP9 of the Adopted Peterborough Planning Policies DPD and policies LP4 and LP12 of the emerging Local Plan (draft version).

Quantum of Development

Office

The outline application proposes an office development (B1a) of up to 7,440sqm of floorspace. The indicative layout shows this split between two blocks; both blocks would be four stories up to 16.45m in height from finished floor level. As stated above the height of block two has been reduced by one storey.

Whilst the layout, design and appearance of the buildings would be agreed at reserved matters stage, the indicative plans demonstrate that the site can accommodate this level of office floor space and associated parking.

Retail Hub

The indicative plans show a terrace of 3 no. retails units; a 250 sq.m (GIA) unit (Unit 1) of an appropriate size to accommodate a branded coffee shop (Use Class A3); A 210 sq.m (GIA) unit (Unit 2) of an appropriate size to accommodate a branded sandwich shop (Use Class A1); and, a 420 sq.m (GIA) unit (Unit 3) of an appropriate size to accommodate a neighbourhood convenience store (Use Class A1).

The height of the commercial hub has now been reduced to up to 6m from finished floor level. Based on the indicative plans it is considered that the site can accommodate a retail floorspace of up to 880 sq.m and associated parking.

It is considered reasonable that a condition be appended to the decision notice to ensure that floorspace is split into 3 units as proposed within the application to ensure that the occupiers of the units have a site specific role and are not occupied by a retailer occupying more than 1 unit as this would potentially divert trade from designated centres.

Highway Implications

Transport Assessment

A Transport Assessment (TA) has been submitted in support of the application. The TA has been prepared in accordance with the Guidance on Transport Assessment (DfT, March 2007) and following scoping discussions with Peterborough City Council Highways Development Control Officer. The LHA raised issues with the Transport Assessment as initially submitted including omissions and inaccuracies. In addition, further modelling has been requested by the LHA and a couple of addendums to the TA have been issued.

Seven junctions were identified as key to assessing potential impact of the development proposals. The local highway authority advised that the existing queues at the junctions be observed during AM and PM peak periods.

Peterborough Council is soon to undertake an improvement scheme along Oundle Road from the A1 (east) slip road T-junction to Lynch wood roundabout to the west of the proposed site. The improvement scheme creates two lanes eastbound to Oundle Roundabout extending into the Lynch Wood Link Road, effectively dealing with the AM peak period delays and queues associated with traffic entering Lynch Wood Business Park. As a result of these scheduled improvements, the LHA advised the applicant to assess the impact these proposals will have on the network and assess whether the associated development activity can be accommodated without further mitigation.

The LHA considers that the proposed Peterborough City Council scheme will alleviate existing issues with queueing on the eastbound approach to the Oundle Road/Joseph Odam Way roundabout and also reduce queueing on the westbound approach. However the scheme will not have any significant positive benefit on the Oundle Road/Lynch Wood/Orton Parkway roundabout. Currently there is a significant slow moving queue on the Orton Parkway approach in the AM peak and the proposed development would add to this issue.

As such, a contribution is sought towards a comprehensive scheme, as Peterborough City Council are intending to commence a study into such a scheme at this roundabout in 2020. It has been agreed for the developer to provide a financial contribution towards the comprehensive scheme by creating a third northbound lane on the western side of Orton Parkway as it reaches the Oundle Road roundabout to address the extra queueing caused by the proposed development traffic.

Concerns have also been made regarding the age of the Traffic information and that it does not represent the current occupancy of the Business Park. The transport information has been independently assessed by Transport Consultants – SKANSKA. Questions were raised regarding the initial TA submitted and several updates have been provided. PCC survey data (traffic counts) provided to AECOM is from 2015 and 2017 and so the second one post-dates Thomas Cook moving into Lynch Wood.

A significant number of objectors have pointed out the existing traffic and congestion issues within the Lynch Wood area. This is accepted and the reason PCC are planning improvement works along this route. The applicant has provided information on what impact the development would have on the network with the improvement works in place. As advised above there would be additional queueing on the Orton Parkway and the development would provide a contribution towards works which are to be undertaken by PCC for the lengthening of the western lane of this parkway.

Proposed Amendments to Lynch Wood:

Improvements are also proposed (depicted on drawing 60549568 – SPA-006 Rev B of the TA Addendum V4) and are agreed in principle, to improve the splitter islands/pedestrian refuges at the roundabout at Lynch Wood/Pearl Centre but will be subject to potential amendments during the detailed design process. There are currently no pedestrian refuges within the splitter islands of the Lynch Wood / Pearl Centre roundabout. Observations concluded that there is a significant desire line across the eastern splitter island which suggests that it should be redesigned to accommodate pedestrians. This provides a more direct route to the footway connection to Wistow Way.

The combined splitter island/pedestrian refuge proposed to the south of the Lynch Wood/Pearl Centre roundabout would improve pedestrian links to the new retail units.

Additional central hatching and ghost island right turn lane on Lynch Wood would be provided which are to be welcomed. Having reviewed the topographical data no widening to the carriageway is required to provide the ghost island right turn and central hatching at this location.

Objectors raise concerns regarding right hand turning lane off Lynch Wood, however this would improve the traffic situation.

Give way markings on the car park (office development) will be changed to emphasise the priority for pedestrians and cyclists across this access.

The proposed highway improvements should address concerns raised regarding existing pedestrian access/crossings i.e. the accommodation of pedestrian refuge in the splitter islands, etc.

Pearl Site internal layout:

There is an existing vehicular route between the Pearl Centre and the proposed site for office development. This internal road will be retained such that parking can be shared where necessary. It is also considered necessary to provide a priority junction for pedestrians and cyclists at the internal junction with the footway/cycle link from Wistow Way. This would be agreed as part of the layout of the site at reserved matters stage.

The vehicle route into the Pearl site would be modified. This is currently a one-way system, however vehicles would now be able to turn left along the internal road layout to access both the retail hub and Pearl Centre offices, or go straight ahead to access the new office development within Car Park 5. The exact details of the modified route would be agreed as part of the reserved matters stage.

The LHA has advised that when the footways within the site are being designed there would be an opportunity to relocate the private system of street lights off to the back of these footways as currently they are planted in the middle of them, giving rise to a hazard for unobservant pedestrians. Improvements to pedestrian access in this area should assist in justifying the significant under-provision of car parking spaces associated with the retail offer.

Comments have been made regarding the cycle/ foot paths which do not meet the recommended 3m minimum width recommended by Sustrans and the Department of Transport. The LHA have not raised the existing cycle routes as an issue. Measures to improve cycle/pedestrian routes will be made as stated above in the report which are considered to be proportionate to the development.

It has also been raised that there will be additional lorry and traffic movements to the new retail units. Given the size of the units this is likely to be minimal.

Bus Stops

A request has been made for a new shelter and real-time passenger information at eastbound bus stop on Wistow Way outside the Napier Place centre. The applicant has agreed to this obligation.

Contributions would be sought for the infrastructure amendments necessary to make the development acceptable in accordance with policy CS12 of the Adopted Peterborough Core Strategy DPD.

Access

Access to the office development would be off Lynch Wood via an existing access serving the car park. Amendments are sought to the access to emphasise the priority for pedestrians and cyclists across this access and 'give-way' markings will be positioned at the back of the cyclepath.

The new offices within the car park will require consideration of how vehicles will be prevented from queuing back onto Lynch Wood whilst waiting to enter the barrier controlled car park. A condition would be appended to the decision requiring details of how the barrier system would be controlled in order to prevent vehicle queues backing on the Lynch Wood.

It is considered that subject to the above mitigation measures the proposal would provide a safe and convenient access and therefore accords with policy PP12 of the Adopted Peterborough Planning Policies DPD and policy LP13 of the emerging Local Plan (draft version).

Car Parking

Office use:

There are currently 1,761 car parking spaces within the Pearl Centre which is split over five car parks. As a result of the development the parking provision would be reduced to 1,507 spaces on site. In accordance with the parking standards a total of 1,399 spaces are required to meet the parking requirements across the site thus there would be an excess of 108 spaces.

The capacity of car park 5, on which the office development is proposed, is 498 spaces. The car park is surfaced and street lighting is present.

The illustrative layout shows that post development there would be parking provision for 339 no. cars, 270 no. cycle parking spaces and 9 no. motorcycle parking spaces. Adopted parking standards under policy PP13 of the planning policies DPD for Class B1 uses requires a maximum of one space per 30sq.m of gross floorspace created. The office floor space has been reduced since the initial submission of this current application from 8,361sq.m which would have required 279 spaces; to 7440 sq.m. which requires 248 no. parking spaces. Thus the excess parking spaces across the whole site would be 139 spaces.

A parking beat survey was undertaken in March 2018 which demonstrated that the maximum occupancy during the survey period was 65% of the total available on site. For Car park 5 only 210 of the 498 spaces were occupied equalling 42%. Visits to the site have also been undertaken by the highway officer and the planning case officer and at the time of the visit the car park appeared to be underused.

It is also stated that during the survey period, Car Park 4 was closed with no access permitted to the car park. Similarly Car Park 6 to the west of the site is not included in the assessment of overall parking as this area is predominantly used as a drop off pick up area and as such parking is infrequent.

Comments have been made on the parking surveys undertaken and the short period of time taken into consideration. It has been suggested that surveys should also give the number of staff working in the offices for each day.

The parking provision within the site is based on the parking standards within the Local Plan. For office development 1 space is required for every 30 sq.m. of office space not on the number of people working there. The provision of parking for the development is acceptable and accords with planning policy.

Concerns have been made regarding car parking spaces currently being leased to other offices within the Lynch Wood Business Park and this has been raised with the applicant. The applicant has responded to these concerns stating that the parking beat survey undertaken to inform the planning application emphasised that currently parking facilities on site meet required demand and provide a surplus of 608 spaces on site during the busiest period. The car park is underused hence why some spaces are leased. Whilst leasing may take place at present that is reflective of the vast surplus of parking. FI would obviously reduce or remove this option in a scenario where the site is redeveloped and fully let.

The precise layout would be agreed under the reserved matters application and would include details of electric charging points.

Suggestions have been made that the site excavates to provide an underground car park to ensure the adjoining roads of residential Wistow are not compromised – this is not deemed to be necessary as the parking provision meets parking standard.

Suggestions have also been made regarding available land within the Business Park which could be used for parking. This is not under the control of the applicant and is not considered to be necessary.

Questions have been raised as to whether the car parking would be shared by all Pearl Centre users and whether Car Park 4 is to be re-opened. Priority for the use of Car Park 5 should be given to the new office development, however, this would be a management decision for the Pearl Centre.

Question have also been made regarding the parcel of land next to Diligenta which is for sale and will therefore require appropriate parking spaces. This would be assessed should any development proposal come forward.

Retail use:

16 car parking spaces would be provided for the commercial units along with 2 no. motorcycle parking spaces and 28 no. cycle parking spaces. The current Peterborough parking standards require 1 space / 20 sq.m for food retail development thus 44 no. spaces would be required. The LHA has therefore objected to the lack of parking provision serving the commercial units.

However, the justification for the commercial units is that it has an ancillary role to the function of the Lynch Wood Business park and will primarily serve the needs of employees. The trade from outside the area is not encouraged. The applicant was advised at pre-app stage to reduce the car parking for this reason. It is considered therefore that in this instance the parking standards can be relaxed.

It is considered that due to lack of on-site facilities, employees are more likely to travel by car to centres outside the site. The proposed provision of retail is likely therefore to be more sustainable as employees would be more likely to walk to the commercial units therefore justifying the reduced level of parking.

The LHA accepts that the use of this is to be focused towards the occupants of the Pearl Centre and as such can accept the lower number of spaces provided here. It will of course be important not to market the units beyond the site or to place prominent advertising on the rear of the units or near the entrance to the Pearl Centre.

It is considered that the required parking provision in accordance with policy PP13 of the Adopted Peterborough Planning Policies DPD and policy LP13 of the emerging Local Plan (draft version) can be accommodated on site.

Construction Management

A construction management plan would be secured by condition to ensure there are temporary facilities provided within the site. The access for temporary facilities would be from Lynch Wood.

Delivery times during the construction period would be required to avoid school drop of and pick up times.

Wistow Way

It is unfortunate that the applicant referred to 'Wistow Way' within the revised Design and Access Statement. This has subsequently been revised. The Design and Access Statement is not an approved document. The plans have clearly removed access to Wistow Way. Such an access in the future would require planning permission and therefore it is not necessary to condition this.

It is noted that objectors have referred to the existing situation along Wistow Way particularly due to school pick/drop off times. This application has removed access to Wistow Way and therefore would not impact on current issues along Wistow Way. These are existing problems which do not result from this development. The level of parking provision to be provided by the development is acceptable and therefore there should be no impact on Wistow Way or the Napier Local Centre. The LPA could not impose a condition to prevent any users of Lynch Wood Business Park from parking at locations outside the site.

Objectors have also pointed out the evidence of parking policies on the Fletton Quays development where employees are parking in residential areas. This is within the city centre boundary where parking standards are relaxed. It has been demonstrated that adequate parking to serve the development would be available on site.

Sustainable Travel

A Travel Plan support the application. The Travel choice officer has assessed the information and considers that the Travel plan combined with the Area Wide Travel Plan that has been endorsed by the Pearl Centre covers the necessary points. In addition Travelchoice are in regular contact with the businesses in Lynch Wood and have several engagement activities planned for the year ahead.

The development would promote the use of sustainable travel and a Travel Plan has been provided. The proposal therefore accords with policy CS14 of the Adopted Peterborough Core Strategy DPD and policy LP13 of the emerging Local Plan (draft version).

Landscape Implications

A Tree Survey Report was submitted in support of the application however the Tree Officer requested an Arboricultural Impacts Assessment and Tree Protection Plan be submitted so that a judgement could be made on the amenity and health of the tree stock and appropriate tree protection measures secured.

An Arboricultural Impact Assessment has now been submitted. The survey of trees at the site assessed 28 individual trees, 13 groups of trees and two hedges. It will be necessary to remove three semi-mature beech trees – T18-20 (B category) because they are located close to the proposed terrace of retail and commercial units, and there would be insufficient space to allow them to grow to maturity; and part of a group of semi-mature mixed broadleaved trees G11 (B category) where it is located on the footprint of the commercial units or associated car-parking, paved areas or pedestrian access and it is also proposed to fell poorer quality trees within two groups of semi-mature mixed broadleaves and pine – G4 and G5 to thin the densely planted tree belts.

The Tree Officer does not consider that the proposed developments will have a significant impact on the tree cover of the site, as a whole, despite the obvious tree removals associated with the retail component of the application. The Officer is happy to support the proposal subject to the detail contained within the Arboricultural Report, especially Sections; 5. Arboricultural Impact & 6. Arboricultural Method Statement together with the Tree Protection Plan in Appendix E being secured by condition.

It will be necessary, under the reserved matters application, for the applicant to provide a tree management plan to demonstrate how the building can be accommodated without the future potential for pressure to remove trees, given that some of the trees are relatively young and have significant growth potential. These trees are an important characteristic of the existing landscaping and their loss would be clearly detrimental to the setting of the Listed building and the registered park and garden.

Illustrative landscaping plans have been submitted with the application to show how a landscaping scheme could be achieved and delivered on site. However a detailed landscaping scheme providing details sizes, species and positions of all proposed planting, along with replacement tree planting on areas outside the application site but within the applicant's ownership, would be agreed as part of the reserved matters application.

Comments have been made regarding the lack of landscaping for the office development which does not conform to the other areas of the business park. It should be noted that the site is currently a car park and does not provide any landscaping amenity for the area. Due to the reduced demand for car parking with the level of office development now proposed it may be possible to provide more landscaping within the site. These details would be agreed at reserved matters stage.

The trees within the site have been adequately assessed and tree protection measures are proposed for retained trees and replacement tree planting would mitigate for the loss of trees on the retail element of the site. Thus the visual amenity of the site would be maintained. The proposal therefore accords with policy PP16 of the Adopted Peterborough Planning Policies DPD and policy LP29 of the emerging Local Plan (draft version).

Ecology

An Ecological Appraisal has been submitted in support of the application. The Appraisal advises that the habitats on site are generally considered suitable to support nesting birds, hedgehogs, invertebrates, badgers and foraging and commuting bats. Some areas of the site contain habitats that are considered suitable to support hibernating or offer refuge for amphibians, including Great Crested Newts (GCN), reptiles and hedgehogs. The results of the eDNA survey identified no traces of GCN eDNA to be present within the pond. The Appraisal has been considered by the City Council's Wildlife Officer.

The Wildlife Officer considers that there is unlikely to be any impact upon the features of the County Wildlife Site, on the basis that the ecology report states there are no hydraulic links to the river from the application site and that surface water is not to be drained into the river. Should these drainage arrangements alter, it will be important to ensure that the River Nene is not adversely affected by the scheme.

Protected Species:

Bats: The site is considered to be highly suitable for foraging and commuting bats. In addition a number of trees around the site were considered to offer some suitability for roosting bats and the security hut to be demolished had some bat roosting future potential. The Wildlife Officer recommends that a range of bat roosting features be incorporated into the new buildings; all trees to be removed should be assessed for any evidence of bats; the security hut is subject to a re-survey should it not be demolished within two years of the survey (i.e. by Aug 2019); and external lighting to be designed to be baffled downwards away from the retained areas of woodland, hedgerows and trees. The details would be secured by condition.

Reptiles & Amphibians: The Wildlife Officer is satisfied that no evidence of great crested newts were found in the ponds, however there is the possibility that common amphibians and reptiles may be present on site. Therefore suitable features including brash and grass clippings should be dismantled by hand, and that should any such animals be found, that an ecologist is contacted to advise further. This requirement would be secured by condition.

Nesting Birds: The proposal involves the removal of vegetation therefore to mitigate for the loss of potential nesting habitat, a range of nesting features should be provided. This would be secured by condition.

Hedgehogs: Suitable habitat is present within the site to support hedgehogs. The Wildlife Officer recommends that all construction trenches are covered overnight or a means of escape provided for any hedgehogs (or other mammals or reptiles) that may have become trapped; areas of brash, dense vegetation etc. to be hand-searched by a suitably qualified ecologist prior to mechanical clearance to ensure no hedgehogs are present. These measures would be secured by condition.

Badgers: No survey of the adjacent woodland habitats have yet been carried out to identify the presence of badger setts; should a sett be present, no development would be able to take place within 30m of the sett without a licence first being obtained. Therefore at least six months prior to commencement of any site clearance or construction works, a detailed survey of the surrounding woodland habitats should be undertaken and details provided for any mitigation measures required. This would be secured by condition.

Site design & landscaping: The Wildlife Officer recommends the use of a range of native tree and shrub species such as those identified in Appendix C of the ecology report. These details would be secured by condition.

Subject to the implementation of the above conditions it is considered that the proposal would not result in a loss of biodiversity and therefore the proposal accords with policy CS21 of the Adopted Peterborough Core Strategy DPD, policy PP16 of the Adopted Peterborough Planning Policies DPD and policy LP28 of the emerging Local Plan (draft version).

Visual Amenity

The layout and appearance of the development would be agreed at reserved matters stage. Consideration has been given the height of the development in relation to the Pearl Centre heritage asset as discussed above.

Notwithstanding the above, the height of the office buildings would be limited to 16.45m and the height of the retail element limited to 6m.

It is accepted that concern is raised regarding the indicative 'two block' design with flat roofs, however this is primarily to demonstrate that the quantum of development can be accommodated.

The design of the development would need to ensure it is complimentary to the Pearl Centre site in particular the retail element which will be required to take reference to the use of materials etc, given the proximity of the retail development to the Pearl Centre building.

It is accepted that there would be some change to the entrance of the site through the implementation of the retail unit with the opening up of some of the landscaping to provide a pedestrian link and through the removal of landscaping to accommodate the development. However sufficient landscaping would be retained and protection during the construction to provide screening of the unit and retain the existing amenity at the entrance to the site.

It is noted that a number of objectors have referred to the design philosophy of the original Pearl Centre development established by the Peterborough Development Corporation (PDC) where development was planned to be low-rise, low-density development set against a backdrop of extensive greenery and landscaping.

The Civic Society considers the amount of office space to be excessive and that the height and architectural style does not respect the locality and that it jars with the Pearl Centre building's style. In addition it is felt that the PDC set out, in a development guide, amongst other things, a maximum site coverage of 25%. The offices proposed here are about twice the density suggested. None of the buildings in the whole of Lynch Wood are of more than three storeys apart from the towers on the Pearl Centre.

It is accepted that the development would not be in accordance with the original design brief produced by the PDC, as stated above, in terms of landscape provision and density. It has been demonstrated that the development would not harm the setting of the listed Pearl Centre where the existing character would be unchanged. The proposed office development would be located on land outside the curtilage of the Pearl Centre and on land designated for employment development. It is considered that subject to appropriate design of the building it would be unreasonable to prevent development of the site based on a design brief that is from a period where there was less demand for land and the efficient use of land was not encouraged as it is in the current situation.

There are also concerns regarding the height setting a precedence for other buildings to have increased height, however, each proposal would be judged on its merits.

The revised plans have demonstrated that the office development, due to its position on lower lying land, would not be higher than Pearl Centre building. It is not considered that the office development would result in harm to the setting of the Pearl Centre Site. The proposal therefore accords with policies CS16 and CS17 of the Adopted Peterborough Core Strategy DPD and policies LP16 and LP19 of the emerging Local Plan (draft version).

Neighbouring Amenity

Block two on the indicative plans would be positioned some 115m into the site from the north (Wistow Way) and some 130m from the residential care block on Wistow Way and the Wistow Primary school. The development would also be situated approximately 230m from the residential properties in Svenskaby and 260m from properties in Brackenwood. The siting of the buildings would be considered at reserved matters stage however given the separation of the site from neighbouring occupiers it is not considered that the proposal would unduly impact on the amenity of the occupiers of this property in terms of lack of privacy.

Concern has been raised regarding the impact of cars associated with the school on neighbouring properties. This is not related to this development.

There is also concern about additional traffic along Wistow Way. With the access to Wistow Way being removed from the proposal it is not considered that an unacceptable level of traffic would arise along Wistow Way.

Concern has been raised regarding the installation of CCTV the details would be secured by condition or under the reserved matters stage. It is considered that there is no reason for this to impact on neighbouring amenity.

The proposal would not unduly impact upon the amenity of adjoining neighbours and hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy LP17 of the emerging Local Plan (draft version).

Drainage

The site lies within Flood Zone 1 where development should be directed. The Flood Risk Assessment and Drainage Strategy submitted with the application demonstrates that the site can drain successfully via the existing surface water sewers. A full and up to date sustainable drainage strategy and layout plan shall be required at reserved matters stage.

The proposal therefore accords with policy CS22 of the Core Strategy DPD and policy LP32 of the emerging Local Plan (draft version).

Contamination

A Phase 1 Geo-technical and Geo-environmental Desk Top Study is submitted with the application. This identifies potential contamination risks associated with the site. The study advises that the risks identified are not uncommon for a brownfield site within a developed urban area with the soils and geology expected at the site. The Pollution Officer has considered the report and recommends a condition is appended to the decision notice requiring a Phase II report to be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement and remediation/protection measures, shall be submitted to and approved in writing by the Local Planning Authority in accordance with policy PP20 of the Adopted Peterborough Planning Policies DPD and policy LP33 of the emerging Local Plan (draft version).

Archaeology

The available archaeological evidence would indicate high potential for the presence of remains dating to the Roman period. Remains of other periods, namely prehistoric and early medieval, should not be discounted. On the basis of the available evidence The Archaeological Officers recommends that an evaluation by trial trenching is carried out, with monitoring of groundwork operation associated with the excavation of utility trenches and access layouts, as necessary. This would be secured by condition in accordance with policy CS17 of the Adopted Peterborough Core Strategy DPD and policy LP19 of the emerging Local Plan (draft version).

Air Quality

Concerns has been raised regarding lack of noise and air quality/pollution surveys supporting the application. The site is not located within an Air Quality Monitoring Area.

LP17 of the emerging Local Plan advises that development should not result in an unacceptable impact on existing occupiers, including adverse impact on air quality from odour, fumes, dust, smoke or other sources. The proposed development is for office use with ancillary retail. The office use is consistent with uses within the Business Park and it is not considered that this would be detrimental of neighbouring occupiers. It is accepted that there would be the potential for noise, dust etc. during the period of construction however this would be temporary and the developers would be required to use all best practicable measures to minimise any impact on neighbouring occupiers.

The Pollution Team have not raised any concerns regarding air quality/pollution resulting from the development.

Policy LP13 of the emerging Local Plan advises that major development proposals adjacent to international and nationally designated biodiversity sites will require an air quality assessment to demonstrate no significant adverse effect on sensitive features. The River Nene County Wildlife Site is located in close proximity to the site, however the Wildlife Officer has advised that the proposal is unlikely to have an impact on this site.

S106 Contributions

A 270,000 contribution is sought for the widening of the Orton Parkway on its northern approach to the Oundle Road/Wistow Way roundabout.

A financial contribution (figure to be agreed) for the provision a bus shelter (eastbound) on Wistow Way near Napier Place to include real-time passenger information equipment is sought.

CIL – The neighbourhood convenience element would be CIL liable.

Misc

Concerns raised by objectors not covered in the above report:

- the documentation contains many anomalies, conflicting and unsubstantiated statements/facts, omissions etc. – *Officer response*: This has been covered in the above report.
- Reference to ‘with all matters reserved’ should be removed to guarantee that no access to Wistow Way can be added. – *Officer response*: The access is considered as part of this proposal and there is no access to Wistow Way.
- There has been improper and insufficient consultation of the neighbouring businesses in respect of the application – *Officer response*: All neighbouring occupiers have been consulted and site notices erected in accordance with statutory obligations.
- Application form error: 24. Site Visit - Should have been yes. You can see the site from footpaths and public road (Wistow Way). – *Officer response*: This is not strictly incorrect. It is necessary to enter the site to appreciate the proposal and its impact.
- Contrary to what the traffic report states, the Oundle Road to the East of Lynch Wood has 40 and 30 mph speed restrictions. – *Officer response*: Noted.
- One wonders if the report writer has actually visited the area. – *Officer response*: It can be confirmed that the applicant/agent has visited the area.
- Section 17 of "The Crime and Disorder Act 1998" must also be considered in terms of Community Safety. *Officer response*: It is not considered that the proposal development would impact on community safety.
- Reference has been made to a meeting held by the developer. *Officer response*: This meeting was undertaken by the developer as a consultation exercise independent from the planning process.

6 Conclusions

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

- The office development would be located on land designated for employment use under policy SA11 of the Site Allocations DPD and policy LP4 of the emerging Local Plan (draft version); and the retail uses can be considered as ancillary to the employment site;
- The indicative plans demonstrate that the development would lead to less than substantial harm to the heritage assets within the Pearl Centre site, the benefits of the proposal outweigh the harm, in accordance with policy CS16 and CS17 of the Adopted Peterborough Core Strategy, policy PP17 of the Adopted Peterborough Planning Policies DPD, policies LP16 and LP17 of the emerging Local Plan (draft version) and section 16 of the NPPF;
- Subject to the proposed mitigation measures the development would not result in any unacceptable impact to the safety of users of the public highway and would provide satisfactory space for the provision of parking, as well as safe pedestrian access to the site, in accordance with Policy PP12 and PP13 of the Peterborough Planning Policies DPD (2012) and policy LP13 of the emerging Local Plan (draft version);
- the development could be accommodated without impact on the amenity of neighbouring occupiers in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD. Policy PP3 of the Adopted Peterborough Planning Policies DPD and policy LP17 of the emerging Local Plan (draft version); and
- the proposal would not result in the loss of important landscape features to the visual amenity of the locality and would preserve the biodiversity value of the site, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012) and policy LP28 and LP29 of the emerging Local Plan (draft version).

7 Recommendation

The case officer recommends that Outline Planning Permission is **GRANTED** subject to the following conditions:

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

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

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

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

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

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

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

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

- C5 Planning permission is hereby granted is for up to 7,440sqm (80,000sqft) of office (Class B1) floorspace and 880sqm (9,472sqft) of retail (Class A1 - A5) floorspace. The exact layout of development and quantum of floorspace for each use will be determined through the reserved matters submissions, however the following parameters shall apply:

- The height of any building for the office (B1) use shall not exceed 16.45m from finish floor level as shown on the proposed office parameters plan drg. no. L(00)27 Rev G;
- The height of the commercial building shall not exceed 6m from finish floor level as shown on the proposed retail parameters plan drg. no. L(00)37 Rev F;
- The 880 sq.m of retail floorspace shall be split between 3 separate units and no single unit shall exceed a floor space of 420 sq.m.;

Reason: In order that the development would be implemented on the basis for which the proposal is assessed and supported and in the interests of proper planning.

- C6 The details required under condition 1 regarding layout of the site shall include:

- Parking provision serving both the Office Development and Commercial/retail Development
- Details of Electric Vehicle Charging points
- Provision of cycle parking for staff and visitors serving the office use and the commercial use (the type of cycle stand shall be Sheffield of A-frame). All cycle parking for staff, in whatever form, shall be covered and secure.
- Signs and road markings for the internal road layout, giving clear priority to pedestrians and cyclists where the north / south shared path (Wistow Way to Lynchwood) is crossed by the one-way flow of traffic from the main Pearl Centre site to the office development.
- The existing barriers within the north/south path shall be removed along with sections of vegetation to provide safe sight lines on all approaches to the crossing.
- Details of pedestrian/cyclist priority at the entrance to the main Pearl Centre
- Details of the pedestrian access from Lynch Wood to the commercial/retail unit (this shall ensure the access is accessible by all users).
- Details of lighting and CCTV.

Reason: In the interest of highway safety and in accordance with policies PP12 and PP13 of the adopted Peterborough Planning Policies DPD and policy LP13 of the emerging Local Plan (draft version).

- C7 The details required under condition 1 shall include a full and up to date sustainable drainage strategy and layout plan including but not limited to the following:

- A full and up to date drainage layout plan
- Confirmation and details of final outfalls, discharge rates and attenuation requirements
- Confirmation of the SuDS features utilised on site
- Details of how runoff is collected from all surfaces
- Overland flood flow and exceedance routes
- Details of the maintenance and management for the lifetime of the development

- Details of the ownership of all drainage assets for the lifetime of the development
- Construction details of all drainage assets

The approved drainage scheme shall thereafter be implemented on site in accordance with the approved details prior to the occupation of the development.

Reason: To prevent the increased risk of flooding on and off site, to improve and protect water quality in accordance with Policy CS22 of the adopted Core Strategy and policy LP32 of the emerging Local Plan (draft version).

- C8 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to, and approved by, the local planning authority in writing. The programme of works shall include an evaluation by trial trenching, with monitoring of groundwork operation associated with the excavation of utility trenches and access layouts, as necessary.

No demolition/development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011), Policy PP17 of the Peterborough Planning Policies DPD (2012) and policy LP19 of the emerging Local Plan (draft version). This is a pre-commencement condition because archaeological investigations will be required to be carried out before development begins.

- C9 Notwithstanding the submitted information no development above ground works shall take place until provision has been made for fire hydrants in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details.

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

Reason: In the interest of community safety and to ensure that adequate supplies are available for fire fighting to support policy CS16 of the adopted Core Strategy and policy PP4 of the adopted Planning Policies DPD and policy LP17 of the emerging Local Plan (draft version).

- C10 Prior to the commencement of development a Phase II contamination report shall be submitted to and approved in writing by the local planning authority. In the event that the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition:

A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.

A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with policy PP20 of the Adopted Peterborough Planning Policies DPD and section 15 of the NPPF (2019).

- C11 All remediation or protection measures identified in the Remediation Statement referred to in Condition 1a above shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.

For the purposes of this condition:

A Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with policy PP20 of the Adopted Peterborough Planning Policies DPD and section 15 of the NPPF (2019).

- C12 If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

Reason: To ensure all contamination within the site is dealt with in accordance with the National Planning Policy Framework, in particular paragraphs 120 and 121 and Policy PP20 of the Peterborough Planning Policies DPD (2012).

- C13 No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan should consider all phases of the development.

Therefore, the construction of the development shall only be carried out in accordance with the approved Construction Management Plan which shall include details of:

- a) Construction vehicle numbers, type, routing
- b) Traffic management requirements
- c) Construction and storage compounds (including areas designated for car parking)
- d) Siting and details of wheel washing facilities
- e) Cleaning of site entrances, site tracks and the adjacent public highway
- f) Timing of construction activities to avoid school pick up/drop off times
- g) Provision of sufficient on-site parking prior to commencement of construction activities
- h) Post construction restoration/reinstatement of the working areas and temporary access to the public highway.
- i) Construction or Demolition Hours of Operation
- j) Dust and Noise control measure
- k) Asbestos control measure where applicable

Reason: In the interests of highway safety and amenity of the area in accordance with policies PP3 and PP12 of the Adopted Peterborough Planning Policies DPD and policies

LP13 and LP16 of the emerging Local Plan (draft version). This is a pre-commencement condition as the details will need to be agreed before work commences.

- C14 Prior to the use of retail/commercial units commencing details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and thereafter shall be permanently retained.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011), Policy PP3 of the Peterborough Planning Policies DPD (2012) and policy LP17 of the emerging Local Plan (draft version).

- C15 Prior to any of the development being brought into use an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and been approved in writing by the Local Planning Authority. The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011), Policy PP3 of the Peterborough Planning Policies DPD (2012) and policy LP17 of the emerging Local Plan (draft version).

- C16 Prior to first occupation of the development a scheme of nesting boxes for birds shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall cater for a number of different species such as House Sparrow, Starling and Swift and shall include details of the number and design of boxes and their location. The boxes shall thereafter be implemented before the development is first occupied.

Reason: In the interests of the enhancement of biodiversity in accordance with policy CS21 of the adopted Core Strategy, policy PP16 of the adopted Planning Policies DPD and policy LP28 of the emerging Local Plan (draft version).

- C17 Prior to the occupation of the development a scheme for a range of bat roosting features to be incorporated into the new buildings shall be submitted to and approved in writing by the Local Planning Authority. The approved roosting features shall thereafter be installed before any of the buildings are occupied and subsequently retained as such.

Reason: In the interests of the enhancement of biodiversity in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD and policy LP28 of the emerging Local Plan (draft version).

- C18 Prior to the removal of any trees within the site a detailed daytime bat assessment shall be undertaken. Should any evidence of bats be found, mitigations measures shall be agreed in writing with the Local Planning Authority prior to tree works commencing.

Reason: In the interests of the protection of protected species and in accordance with policy CS21 of the adopted Core Strategy and policy LP28 of the emerging Local Plan (draft version).

C19 The security hut shall be subject to a re-survey should it not be demolished within years of the survey (i.e. by Aug 2019).

Reason: In the interests of the protection of protected species and in accordance with policy CS21 of the adopted Core Strategy and policy LP28 of the emerging Local Plan (draft version).

C20 Prior to the commencement of development other than foundations, details of the proposed external lighting for the site shall be submitted to and approved in writing by the Local Planning Authority. The external lighting to be designed to be baffled downwards away from the retained areas of woodland, hedgerows and trees. The lighting shall be implemented in accordance with the approved details and thereafter be retained as such.

Reason: In the interests of amenity and the protection of protected species and in accordance with policies CS16 and CS21 of the adopted Core Strategy and policies LP16 and LP28 of the emerging Local Plan (draft version).

C21 Suitable features within the site suitable for common amphibians and reptiles including brash and grass clippings shall be dismantled by hand. Should any such animal be found an ecologist should be contacted for further advice.

Reason: In the interests of biodiversity in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD and policy LP28 of the emerging Local Plan (draft version).

C22 The following measures shall be implemented in relation to the protection of hedgehogs:

- a) All construction trenches are covered overnight or a means of escape provided for any hedgehogs (or other mammals or reptiles) that may have become trapped;
- b) Areas of brash, dense vegetation etc. to be hand-searched by a suitably qualified ecologist prior to mechanical clearance to ensure no hedgehogs are present.

Reason: In order to protect the biodiversity of the site in accordance with policy CS21 of the adopted Core Strategy, policy PP16 of the adopted Peterborough Planning Policies DPD and policy LP28 of the emerging Local Plan (draft version).

C23 At least six months prior to commencement of any site clearance or construction works, as recommended within the Ecology Appraisal – Sept 18, a detailed survey of the surrounding woodland habitats shall be undertaken by a suitably qualified ecologist to identify the presence of any badger setts. A report shall be submitted to the Local Planning Authority for approval prior to commencement of any site clearance works detailing any necessary badger mitigation measures required to be implemented.

Reason: In the interests of the protection of protected species and in accordance with policy CS21 of the adopted Core Strategy and policy LP28 of the emerging Local Plan (draft version).

C24 The landscaping details to be submitted under condition 1 shall include the following details:

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting

- A range of native tree and shrub species such as those identified in Appendix C of the ecology report
- Replacement tree planting to mitigate the loss of tree cover on the retail element.
- A Tree Management Plan

The development shall be implemented in accordance with the approved details

Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011), Policy PP16 of the Peterborough Planning Policies DPD (2012) and Policy LP29 of the emerging Local Plan (draft version).

C25 In this condition "retained tree" means an existing tree which is to be retained in accordance with the Arboricultural Report (April 2019) - Sections; 5. Arboricultural Impact & 6. Arboricultural Method Statement and Tree Protection Plan in Appendix E; and paragraphs (a) and (b) below shall have effect until the expiration of twelve months from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work);

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority;

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP14 of the Peterborough Planning Policies DPD (2012).

C26 Prior to commencement of the development hereby approved full details of the access to the office development off Lynchwood shown indicatively on AECOM drawing 60549568-SPA-006 Rev B shall be submitted to and approved in writing by the local planning authority and no part of the development may be brought into use until the works associated with the approved drawing(s) have been completed to the satisfaction of the local planning authority. Such works shall include road markings, signage and kerbing within the highway as well as details of the access into the site behind the highway boundary and shall be retained thereafter.

Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted

Peterborough Planning Policies DPD and policy LP13 of the emerging Local Plan (draft version).

- C27 Prior to commencement of the development hereby approved full details of the works to the area adjacent to the Lynchwood Business Park roundabout shown indicatively on AECOM drawing number 60549568-SPA-006 Rev B shall be submitted to and approved in writing by the local planning authority and no part of the development may be brought into use until the works associated with the approved drawing(s) have been completed to the satisfaction of the local planning authority. Such works shall include, amongst other things, new or enlarged splitter islands with pedestrian facilities, road markings and signage.

Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD and policy LP13 of the emerging Local Plan (draft version).

- C28 Notwithstanding the details hereby approved prior to the occupation of the office development details of any barrier system at the entrance to the development will be submitted to and approved in writing by the Local Planning Authority. The details shall include measures to prevent cars queuing back on to Lynch Wood waiting to enter the barrier controlled car park. The measures shall be implemented on the occupation of the development.

Reason: In the interests of highway safety and in accordance with policy PP12 of the adopted Peterborough Planning Policies DPD and policy LP13 of the emerging Local Plan (draft version).

- C29 Off site highway works shall be completed in accordance with the details shown on the approved plans reference 60549568-SPA-006 B prior to first occupation/use of the building/site.

Reason: In the interest of highway safety in accordance with policy PP12 of the adopted Planning Policies DPD and policy LP13 of the emerging Local Plan (draft version).

- C30 The development shall be implemented in accordance with the approved Travel Plan.

Reason: In order to achieve more sustainable modes of travel and in accordance with policy CS14 of the adopted Peterborough Core Strategy DPD.

- C31 The office development shall be used only as an Office (B1) of Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or the equivalent to that Class in any statutory instrument amending or replacing the 1987 Order or any other change of use permitted by the Town and Country Planning (General Permitted Development) Order 2015.

Reason: To ensure that any future change in land use is assessed by the Local Planning Authority, particularly with regard to the adjoining heritage assets, the character of the area and car parking provision in accordance with Policies CS14, CS16 and CS17 of the Peterborough Core Strategy and Policies PP12, PP13 and PP17 of the Peterborough Planning Policies DPD.

- C32 The commercial/retail unit hereby approved shall only be used for Class A1- A5 uses and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification and for no other purpose permitted under Part 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

There shall be no amalgamation of the units.

Reason: To ensure that the development does not affect the vitality or viability of the nearby retail centres in accordance with Policy CS15 of the Peterborough Core Strategy DPD (2011), Policy PP9 of the Peterborough Planning Policies DPD (2012) and policy LP12 of the emerging Local Plan (draft version).

C33 The development shall be implemented in accordance with the following approved plans and documents:-

Location Plan drg. no. 1945_L_25_01D

Topographical Layout

Proposed Office Parameters Plan drg. no. LRW-7645-L(00)27.G

Proposed Retail Parameters Plan drg. no. Revision: LRW-7645-L(00)37.F

Auto/tracking/proposed right turn/Lynch Wood drg. 60549568-SPA-006 Rev B

Arboricultural Report – April 2019

Ecological Appraisal – Sept 2018

Travel Plan – Sept 2018

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

Copies to ward councillors: Kim Aitkin. Julie Howell and Nicola Day