

<b>Application Ref:</b>	22/01793/FUL
<b>Proposal:</b>	Development of 32 Class E(g) employment units, associated access works, parking and landscaping
<b>Site:</b>	Land To The North Of, Lynch Wood, Peterborough
<b>Applicant:</b>	FI Real Estate Management Ltd
<b>Agent:</b>	Tetra Tech
<b>Site visit:</b>	15.08.23
<b>Referred By:</b>	Cllr Stevenson
<b>Reason for Call-in:</b>	Not in keeping with the rest of the business park - change the nature of Lynch Wood from a business park to a light industrial park. Traffic increases impacting local communities.
<b>Case officer:</b>	Miss M Hood
<b>Recommendation:</b>	GRANT subject to conditions/contributions

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

**Site Description**

A parcel of land extending 2.07ha, the application site lies within the Lynch Wood Business Park. The site itself is allocated as “Lynch Wood North” for B1 uses under Policy LP46.6 of the Local Plan. Situated to the east is the Pearl Centre car park which had previously received permission (ref. 18/02017/OUT) for an office development. However, the reserved matters were not submitted in accordance with the timeframe as per Condition 3.

The Pearl Centre is Grade 2 listed, which is separated from the eastern car park by established landscaping. To the east is the former Yorkshire Building Society, which has extant prior approval consent for conversion to residential, and planning permission to be converted to a care home. This building has a large car park to the north.

Situated to the north, on the opposite side of Wistow Way, is the Orton Wistow Local Centre (Napier Place), which comprises a number of uses including newsagents, restaurant, takeaway, pharmacy, vets, a Tesco Express, and a community hall. There is also Napier Place Sheltered Accommodation, and Orton Wistow Primary School. To the south are a number of office buildings.

**Proposal**

The Applicant seeks planning permission for the ‘Erection of 32x employment units (Class E (g)), associated access works, parking and landscaping’. Class E(g) contains uses which can be carried out in a residential area without detriment to its amenity by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. This includes the following:

- E (g)(i) Offices to carry out any operational or administrative functions
- E(g)(ii) Research and development of products or processes
- E(g)(iii) Industrial processes

Prior to the 2020 revision to The Town and Country Planning (Use Classes) Order 1987, the uses defined under Class E(g) were covered by Class B1.

Access off Lynch Wood into the site would be through the existing Pearl Centre car park access, then from the car park there are two new access points. In total there are nine buildings split into a three block layout.

To the southern end, the blocks of units would be as follows:

**Block A** (units A1- A4) would comprise 4 units, with 11 parking spaces situated forward of the units. By utilising a mono-pitch roof design, the units will have a ridge height of 7.3m and each one has a floor area of 56m<sup>2</sup>.

**Block B** (units B1-B3) would comprise 3 units, with 9 parking spaces situated in front of them. The units have a floor area of 93-95m<sup>2</sup>, with the building measuring 9.8m to the ridge, 23m in length and 13.6m in width.

**Block C** (units C1-C6) would comprise 6 units, each with a floor area of 140m<sup>2</sup>. These units each have 6 loading/delivery bays, with a single standard parking space. The building measures 43m x 11.3m and proposes to stand 9.6m to ridge.

A communal cycle store would be located to the west of Block A and bin storage is located forward of the units but incorporated into the landscaping.

In the centre of the site the blocks would be:

**Block D** (units D1-D2) would comprise 2 units with a floor area of 238m<sup>2</sup>. Forward of the units are 4 standard parking spaces and each unit having a loading/delivery bay. The unit would have a floor area of 31m x 9m and proposes to stand at 9.4m, this includes the parapet wall.

**Block E** (units E1-E4) would comprise 4 units, with 13 standard vehicle spaces along with four loading/delivery bays. The floor area of the units vary between 104m<sup>2</sup> and 108m<sup>2</sup>. The building measures 46m in length, 10.8m in width and 9.6m in ridge height.

**Block F** (units F1-F3) would comprise 3 units, each served by a loading/delivery bay. Forward of the units is 4 standard parking spaces. The building measures 30m in length, 14.3m in width and ridge height of 9.9m. The units floor area varies from 244m<sup>2</sup> – 256m<sup>2</sup>.

A communal cycle store would be located to the west of Block F and bin storage is located forward of the units but incorporated into the landscaping. There would be additional parking spaces, with provision of EV chargers to the west of the units.

To the northern end, the blocks would be as follows:

**Block G** (units G1-G3) would comprise 3 units, each served by a loading/delivery bay. The floor area varies between 244m<sup>2</sup> and 256m<sup>2</sup>. The building measures 31m in length, 14.3m in width and with a ridge height of 9.8m.

**Block H** (units H1-H4) would comprise 4 units, each served by a minimum of 2 parking spaces, and a loading bay. The unit would have a floor area of 58.4m x 16.8m and proposes to stand at 10.2m to the ridge. The floor area of the units varies from 218m<sup>2</sup> and 225m<sup>2</sup>.

**Block I** (Units J1-J3) would comprise 3 units, each served by a loading bay and standard vehicular parking bays. The building measures 28.5m in length, 16.8m in width and a ridge height of 10.2m. The units would have a floor area between 274m<sup>2</sup> and 290m<sup>2</sup>.

A communal cycle store would be located to the west of Block J and bin storage is located forward

of the units but incorporated into the landscaping. There would be additional parking spaces, with provision of EV chargers to the west of the units.

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
22/00008/SCREEN	Screening opinion for 27 class E units with associated access, parking and landscaping	Comments	17/11/2022
18/02017/OUT	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	Permitted	15/01/2020

## **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.

### **Peterborough Local Plan (2019)**

Policy LP2: Settlement Hierarchy and the Countryside  
Policy LP4: Spatial Strategy for Employment Development  
Policy LP12: Retail and other Town Centre uses  
Policy LP13: Transport  
Policy LP16: Urban Design and the Public Realm  
Policy LP17: Amenity Provision  
Policy LP19: The Historic Environment  
Policy LP28: Biodiversity and Geological Conservation  
Policy LP29: Trees  
Policy LP32: Flood Risk  
Policy LP33: Contamination  
Policy LP46: Employment Allocations

### **National Planning Policy Framework (2023)**

Section 8: Promoting healthy and safe communities  
Section 9: Promoting Sustainable Transport  
Section 11: Making effective use of land  
Section 12: Achieving well-designed and beautiful places  
Section 15: Conserving and enhancing the Natural Environment  
Section 16: Conserving and enhancing the Historic Environment

### **Other Documents**

National Design Guide (2021)

## **4 Consultations/Representations**

**Department for Levelling Up, Housing & Communities (11.01.23)**

The application has been the subject of third-party requests to call in for determination by the Secretary of State for Levelling Up, Housing & Communities. The Secretary of State has decided not to call in this application. He is content that it should be determined by the local planning authority.

**Orton Waterville Parish Council (05.06.23 & 22.12.23)**

Objection – should be refused or called into Planning Committee.

The existing office buildings, whilst differing in style, have been designed to be architecturally attractive. This design for the proposed buildings is not in keeping with the existing Business Park concept, particularly the next-door grade II listed Pearl building or the other neighbouring building.

The use of the units should be defined as currently its vague as 'commercial units'. The amended architecture and elevations of the units still suggest they will be used for industrial purposes. Outlining the uses of Class E(g) but these are very theoretical and again particularly as the actual uses of the proposed units are unspecified. The nearby purpose-built Orton Southgate Industrial Estate is the ideal and an appropriate place to provide for such Industrial Development.

Any plant equipment should be declared before any planning approval.

The transport assessment was only undertaken under four days and no allowance for covid affecting numbers. This should be done for at least 1 week, over 24-hour periods and preferably on more than one occasion.

Such Industrial Units with the potential combination for noisy/air polluting operations is not acceptable for all residents. Also, opposite this development along Wistow Way is Orton Wistow Primary School and Napier Place also providing homes for senior citizens.

**Peterborough Civic Society (01.02.23 & 21.05.23)**

Object - Lynch Wood Business Park is an office development in a campus style. Existing buildings are two to three storey offices, well-spaced in an attractive landscaped setting. The proposed buildings are industrial and warehousing units common to many industrial estates around the city. As such it is inappropriate development for the area and consequently the Civic Society objects to these proposals.

The Adopted Local Plan restricts the use of buildings on the Lynch Wood Business Park to class B1, now designated E(g). All existing buildings on the Park would now fall into categories E(g)(i) and E(g)(ii), i.e. offices and R&D of products and processes, respectively.

The proposed development is out of scale and character with the surrounding buildings on the Business Park. The Pearl building to the west is Grade II listed and the proposed industrial units fail to respect the setting and surroundings of the listed building. The proposed block structures are also dense and tall compared with the one and two storey, well-spaced buildings to the north.

The metal-clad blank walls are present in all directions to the surrounding area, with inadequate screening. The proposed development remains markedly out of character with the area and would have a negative impact on the amenity of neighbouring residents - Ascot House.

Whilst the size of some units is reduced the number of units has increased from 27 to 32.

**PCC Conservation Officer (07.02.23 & 23.05.23)**

Less than substantial harm (lower end). No objection.

Although a business estate the density of the development is low and substantial attention has been made to the overall landscaping, particularly creating the avenues along the main access routes and the overall green context of the site.

There were previously concerns regarding how well the proposal integrated within the designed setting of the business park. Following the revisions the landscaping and screening has been enhanced in an attempt to better hide the development from appreciation from the Listed building and the general site.

There was and still is, no concern that in summer the proposals would adequately screen the site so the incongruous design approach would not be readily appreciated, however this may not hold for winter. Provided that the Tree Officer is satisfied that the landscaping is suitable and creates an all year round screen and the Case Officer is satisfied that the screening is sustainable for the long term there is no objection to the proposals.

If either of the above officers are not satisfied, then there would be an objection to the proposals as they would be detrimental to the setting of the Listed building and the designed character of the business park.

**PCC Peterborough Highways Services (16.03.23, 02.06.23 & 06.02.24)**

Holding objection (pending clarification on a number of points relating to traffic modelling to enable full extent of any required mitigation to be identified),  
However, no objection to the principle of the development.

The LHA comments included a number of recommendations:

- A 2.0m wide connection from Lynch Wood and tactile paving at the dropped crossing at the existing junction with Lynch Wood.
- What will happen to the barrier and access controls onto Lynch Wood for refuse and emergency access.
- Whilst there are 25 spaces with EV charging facilities, all remaining spaces must provided the infrastructure for further EV charging points.
- Robust Travel Plan is required and monitored to promote the use of sustainable modes of travel to the site. LPA role is currently silent in relation to agreeing remedial measures. To be considered further through condition or S106.
- Cycle parking provision falls below the minimum standard.
- Vehicle-to-vehicle visibility splays proposed at the internal road junctions are 2.4m x 20m which would equate to a design speed of 19mph, it is unclear how these will be managed.

**PCC Pollution Team (28.02.23, 21.04.23, 26.06.23 & 11.01.24)**

The update to the Noise Assessment that has been undertaken to model operational noise from the proposed development, reflective of the revised layout and design, has been considered.

Whilst the noise report has assumed service will be positioned on elevations projecting away from the eastern building which is believed to be currently being converted into a care home. However, there is uncertainty that the services would actually be in these locations if developed.

The Noise Technical Note with two suggested conditions (Condition 1 – Building Services Plant & Condition 2 – Operational Noise) was noted and the offer accepts the principle of the conditions with their own revisions.

Recommended condition for restriction of deliveries, loading and unloading hours, Operational Noise limit and building services plant.

Lighting

A condition for external lighting was recommended and it was encouraged to imply a curfew hour for lighting to be minimised.

Contamination

A condition for unsuspected contamination was recommended.

**PCC Archaeological Officer (19.01.23)**

No objection - The site was evaluated in 1995. The evaluation provided no evidence of archaeological remains with the exception of some post-medieval remains of ridge and furrow at the northern end of the site. The earthworks on the site were the result of use as a buildings compound during the construction of the nearby Pearl Centre building. No further archaeological work is deemed necessary.

**Lead Local Drainage Authority (27.01.23, 19.04.23, 19.12.23 & 03.01.23)**

Initially objected seeking further information to the drainage strategy.

Following the submission of additional information, the objection was removed as a successful drainage strategy was presented that used source control SUDS to convey and store surface water was provided.

Following the increase in the number of units, the new FRA and drainage strategy maintained acceptable, however the LLFA noted the removal of green roofs as an additional SUDS. The LLFA sought for a condition to reinstate this feature

Green roof is a suitable addition to the SUDS train because first it's feasible at the site and secondly it provides attenuation, interception and biodiversity benefits. The revised FRA has removed green roofs and LLFA would suggest a condition to it in back again in the drainage strategy. Finally, the developer has considered other imperative elements such as drainage hierarchy, climate change allowance, soil conditions etc.

**PCC Wildlife Officer (02.02.23, 19.05.23 & 22.01.24)**

The Officer is confident the deficit in biodiversity units can be handled satisfactorily with off site credits and with the recommendations within the PEA being addressed the site, then the scheme can deliver a net gain in biodiversity with no significant impacts.

The recommended conditions aim to capture these requirements in documents which will be easily translatable into working documents on site. The Ecology Design Strategy (EDS) is required as there monitoring obligations with offsite biodiversity net gain contributions. Without the EDS we would not have the documentation to compare the delivered habitat with.

**PCC Tree Officer (01.02.23, 22.05.23, 19.06.23, 12.07.23 & 22.12.23)**

No objection – The application is acceptable on arboricultural/landscape grounds, in strict accordance with the submitted revised Planting Plans Ref: 3801 05 Rev F dated 13.12.23 from DEP Landscape Architecture Ltd.

**Anglian Water (27.01.23 & 05.06.23)**

No objection - There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site; an informative is sought to be attached should permission be granted.

The foul drainage from this development is in the catchment of Peterborough (Flag Fen) Water Recycling Centre that will have available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991.

The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is acceptable. Request the agreed strategy is reflected in the planning approval.

**Local Residents/Interested Parties**

Initial consultations: 532  
Total number of responses: 74  
Total number of objections: 69  
Total number in support: 0

### Principle

- Cumulative impact from other developments – showground and climbing wall.
- Lynch Wood is an office/business park –light industrial, warehousing or distribution units are not appropriate.
- Class E can apply to a number of uses - should be restricted to Class E(g).
- Class E makes it easier to convert to residential.
- Would impact business in Orton.
- No control over activities.
- Employment growth and jobs.
- Increase in the number of units from 27 to 32.
- Already vacant units in Peterborough.

### Highway & Parking

- Bus stops on Wistow Way are not in use.
- Parking is limited on site with existing on street parking – especially at school times.
- Increase vehicular movements, HGV traffic & pressure to Oundle Road – creating congestion and parking issues.
- Loadings bays present for industrial.
- Access is cramped.
- Would require removal of the current access control to the car park.
- Safety issues for pedestrians and cyclists.
- No guarantee that a new access will not be opened on Wistow Way.
- VOI Travel zone – is no longer relevant as the operator has withdrawn the service.
- Chicane should be across the cycle path to protect cyclists.
- The traffic and noise surveys are out of date.
- Transport Assessment does not include the future impact of nearby residential development at Ascot House and Showground.
- Traffic data should not be relied upon between 2020 and 2022 due to covid.

### Residential Amenity

- Litter
- Use of units 24hrs would cause disturbance to residents.
- Who's responsible for the maintenance of drainage and pollutants run off?
- NIA references measurements at properties, but permission was not sought, or access granted.
- Operational hours of 7am-11pm are unacceptable.
- Air pollution – chemicals, exhaust fumes.
- Light pollution – especially with operations to 11pm.
- Waste Management – unknown use of the units raises a risk for waste.
- Noise pollution – vehicular movements, A/C units & machinery, waste collection.
- Doesn't belong next to a school, sheltered housing, care home and a residential area.
- Block out light for Ascot House residential properties.
- Should include a Noise Management Plan.

### Appearance, Design & Heritage

- Appearance and scale are out of character with the 'office campus' and the development Corporation brief.
- Must respect Pearl Centre setting.

- Landscaping must make a positive impact.
- Industrial metal cladding is out of keeping with brick.
- Buildings will be visible in the winter months.
- Does not take into account urban public realm design or consider the relationship between existing and proposed buildings.
- Builds to the site boundary.
- Height of the units will exceed the tree line.
- Damage the existing tree and shrub borders of the site – should be retained.

#### Other Matters

- Devalue properties.
- The site lies within several positive buffer zones (GCN, allotments, country parks, natural green and playgrounds).
- No consultation with local residents and was then rushed.
- The eastern building is no longer office (YBS offices) and is now Ascot House.
- Impact to ecological system.
- Have residents of Ascot House been consulted?
- Crime risk

#### Activities on the Site

- Lynch Wood is a business park and not an entertainment venue – a night club, food and operations until 1am is not appropriate.
- Groundworks have commenced – with heavy earthworks.
- Disturbance to residents from the operations on going currently.
- Site has been stripped, created a landscape bank and imported crushed stone.
- Cleared to use as compound for permission 19/01232/FUL

## **5 Assessment of the planning issues**

The main considerations are:

- a) The Principle of Development
- b) Design and Layout
- c) Heritage Matters
- d) Access and Parking
- e) Biodiversity and Trees
- f) Neighbour Amenity
- g) Other Matters

### **a) The Principle of Development**

Public representations expressed concern over the internal scale of the units and the ability of these to be used for larger commercial or warehousing operations. During the application, the development proposal has been altered to refine the use class, removing B2 (general industrial) and B8 (storage and distribution) uses. In turn this has also led to the revised sub-division of the floor area to create smaller units.

The reduction in the scale of the units (following amendments) means these are better suited to support the Class E(g) use proposed. The number of units has increased from 27 to 32, however the internal floor space has reduced by 8% across the scheme. In the original submission the floor area proposed was 5976sqm and the current submission seeks permission for 5499sqm. Representations expressed concern over the impact to Orton businesses, however those within the nearby local centre differ in use class and there are no immediate concerns from the site allocation of a Class E(g) use.



Following the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended), a B1 use class is now captured by Class E(g) and are defined as uses which can be carried out in a residential area without detriment to its amenity by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. These include:

- E(g)(i) Offices to carry out any operational or administrative functions
- E(g)(ii) Research and development of products or processes
- E(g)(iii) Industrial processes

The application site falls within the wider Lynch Wood Business Park (BP2) which supports the provision of B1 uses classes in accordance with Policy LP4. Furthermore the site is allocated further under employment allocation LP46.6 for a B1 use. For clarity, other uses including B2 (General Industry) and B8 (Storage and Distribution) in this location are not supported by these policies.

As highlighted above the Class E(g) uses (formerly B1) include a variety of uses and not solely office space. Therefore both of the above allocation policies designate the site for all Class E(g) uses and not solely offices. Whilst the public concern over the use class and compliance to the development corporation's vision has been noted, the proposal, being specifically for E(g) uses, remains compliant with the Local Plan policy and site specific allocation. For the avoidance of doubt the use class will be secured via condition to prevent the potential future change of use of the premises under Permitted Development Rights given this has been solely allocated for one use class.

Therefore, the principal of development is acceptable in accordance with Policy LP4 and LP46.6 of the Peterborough Local Plan (2019) and Section 24 of the NPPF (2023), as it falls within the scope of the Local Plan allocations. Further the proposal would be beneficial to the city's economic growth through the delivery of up to 150 jobs. However, the application remains subject to all other material considerations, which will be explored below. Within the remainder of the report only use Class E(g) will be referred to.

## **b) Design and Layout**

*Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. Enhancing positive qualities and improving negative ones, such as through responses to existing built development, including layout, form, scale, appearance, details, and materials – Paragraph 41 of the National Design Guide 2021.*

Since the submission, the design has evolved with the refinement of the use class (class E(g)) only, and alterations to the buildings massing. The proposal before Committee, is a scheme of 32 units ranging in floor area from 56-290m<sup>2</sup> which better supports the delivery of Class E(g). The revisions to the scheme have reduced the scale of the units, including the height and the subdivision of the buildings to create smaller blocks of development. It is considered this better relates to the layout, form and scale of surrounding development in the Business Park.

Public representations have expressed concern that the scheme would be contrary to the campus style of the predominantly office business park. It's noted the character of Lynch Wood is that of a leafy business park, with the most notable feature being the landscaping and treescape across the wider site. The development seeks to maintain the existing mature perimeter of trees and vegetation encapsulating the site, with only disruption where access points are required.

In addition, the scheme seeks to expand upon the existing vegetation, by establishing a greater landscape buffer along the easterly boundary. It supports the continuance of the 'leafy landscape' being the dominant character with the buildings and parking screened amongst this landscaping. In total the scheme would introduce 148 trees into the site, with a higher density along the eastern

boundary to improve the weaker tree cover in this area. As a result, the proposal positively contributes to the enhancing the existing qualities of Lynch Wood.

The scale of existing buildings varies across Lynch Wood, from single large units to a collection of smaller two storey or single storey buildings that focus internally. In the design evolution of this application, the footprint of the blocks has been reduced to establish a greater number of smaller buildings which are focused towards the internal road and rain gardens. More significantly, the total building footprint of the development has been reduced by 34%, by reducing the extent of ground floor area from 5,538 sqm to 3,658 sqm, with more efficient use of first floor space. It is considered by reducing the ground floor area, the scheme is sympathetic to the established character to the south-west of the wider business park.

Lynch Wood buildings are predominantly brick with some variety of roof materials. The proposed development incorporates modern materials such as metal cladding panels for the roof and rear of the buildings. However, it maintains cohesion with the Lynch Wood site, using brick detailing to the principal elevations and maintains glazing panels to reflect those surrounding office buildings. It is accepted the appearance of the buildings is a hybrid between a standard office block and industrial units, but it still contributes positively to the surroundings and acknowledges the existing built form.

Whilst the rear elevations project out towards the surrounding business park, this is not considered to be impactful to the street scene or the character of Lynch Wood. The existing mature vegetation is a strong principal of the site and the layout has allowed for minimal interruptions to this landscape feature. In addition, the mature vegetation will screen these elevations to a degree, which again limits impacts to the Lynch Wood street scene. The cladding will be two shades of green which will further support the cohesion with the tree belts. A materials condition will be applied to ensure the materials scheduled on each elevational drawing is complied with.

In accordance with Paragraph 135 (a) development should function well and add to the overall quality of the area, not just for the short term but the lifetime of the development. The proposal would introduce a development that delivers the abilities to accommodate all variants of Class E(g) uses for its lifetime, without compromising the character or quality of Lynch Wood, maintaining layout, scale and landscaping qualities that positively complements. As such, the proposal is compliant with Policy LP16 of the Peterborough Local Plan (2019) and Paragraphs 131 and 135 of the NPPF (2023).

### **c) Heritage Matters**

This application site itself isn't a designated heritage asset, however the following heritage assets have been identified within 500m of the site:

- Grade II listed Pearl Centre
- Grade II\* listed Pearl Centre War Memorial
- Grade II Registered Park and Garden of the Designed Landscape of the Pearl Centre

Although Lynch Wood is a business park the Conservation Officer recognised the substantial attention made to the overall landscaping and the importance of the proposal to integrate with the green setting. Revisions to the scheme would better enhanced the screening of the development from the Listed Building and within the general business park site. There was confidence that during the summer months the site would be adequately screened, however the Officer sought confirmation on this screening in winter months.

The landscaping scheme is a deciduous mix and therefore will not hold an evergreen structure all year round, however the density of planting is still considered to create a degree of screening or interest from the stem/trunk structure of the trees. Therefore, the landscaping scheme is considered suitable for the site, with the ability to create screening all year with differing degrees of intensity. The Trees Officer raised no objection to the landscaping scheme proposed.

It is recognised the Officer described the scheme as an incongruous design approach. However for the reasons outline in section (b) the design is considered appropriate for the business park site and with the appropriate provisions to better affiliate the site to the landscaped character of Lynch Wood there are no significant concerns on a wider setting impact to three heritage assets in proximity to the site.

with Paragraph 208 of the NPPF (2023) states, 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'. NPPG guidance states, 'public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8).

The Conservation Officer considers the development to have less than substantial harm to identified heritage assets, however the public benefit of the development is that of an economic contribution through 32 employment units. On balance, the public benefit of the development is far greater than the limited less than substantial harm to the setting of the nearby heritage assets and as such accords with Paragraph 208 of the NPPF (2023). Furthermore, the development accords with Local Plan policy LP19.

#### **d) Highway Safety**

Access to the site is via the existing car park to the west from Lynch Wood highway and the development would create two new entry points to the west of the site. The first access would serve the block of six buildings – a total of 22 units and the second access point, furthest from Lynch Wood, would serve three buildings – a total of 10 units. Access is considered sufficient and no new access is required off Wistow Way. A condition will be applied to secure the visibility splays as demonstrated. Swept path analysis demonstrates appropriate manoeuvrability for several vehicles is achievable, in particular allowing for servicing and waste collection.

The site is well connected to the rest of Lynch Wood but also has good connectivity to the local Orton Wistow centre and bus stops on Wistow Way through the two footpath/cycleways to the east of Ascot House and to the west of the car park. It is confirmed the bus stop on Wistow Way is in use. Public representations and the LHA sought confirmation on the barrier controls at the access off Lynch Wood. These barriers will remain to prevent unauthorised access, however in the event these are required to be open to allow for serving, deliveries or emergency access this is feasible through the communication with the site management team.

A Travel Plan will be secured via condition, given the concerns raised by the LHA and the undefined version submitted with the application. In addition, conditions will be applied for a parking management plan to secure the provisions for overflow parking and a construction management plan to outline the processes to minimise impact on the highway.

The LHA raised no objection to the principle of the application, however at the time of writing the comments outlined one query which hadn't been resolved for junction modelling for Junction 26 – Wistow Way/Oundle Road/Orton Parkway Roundabout. In addition, clarification is yet to be received from the LHA regarding the standards of the cycle infrastructure and whether mitigation is required from the development. As such confirmation on these matters will be addressed in the update report, along with any mitigation if necessary.

#### Parking Standards

As addressed by the LHA the Local Plan doesn't specifically prescribe parking standards for Class E uses, however the development has been assessed based on its former classification (B1) – making a total parking requirement of 183 vehicular parking spaces as a maximum standard. The submission proposes vehicular parking as one space per 36sqm – totalling at 152 spaces. The

scheme delivers 141 on spaces site, which a mix of accessible space (7), 25 van parking/loading spaces and 14 designated electric vehicle parking spaces. However, all spaces will be conditioned to deliver the infrastructure for electric vehicle charging stations.

The Transport Assessment justifies the parking scheme submitted, referencing the parking survey for 18/02017/OUT which demonstrated a surplus of existing parking provision and an occupancy of spaces being no greater than 85%. Taking those findings into account the TA further applies the known modal shift and new working patterns of users, with more home and flexible working. The TA adequately demonstrates capacity within the business park to accommodate the minor shortfalls with the onsite parking provision. It is also noted application 18/02017/OUT has lapsed and therefore the full extent of the neighbouring car park could be available for workers to utilise. The LHA advised on the basis that surrounding car parks are not fully occupied the applicants proposed standard of provision is consistent with the aims inherent in Policy LP13. A parking management plan will be conditioned to secure the overflow provision in the event this is required.

Within the site there are several pockets of cycle parking provision, which provides 24 covered bicycle storage areas. However, the parking is significantly below the minimum standard. It is understood staff cycle parking will be internally provided and a condition will secure the full extent of the visitor and staff cycle parking provision.

As such, subject to the imposition of conditions, the proposed development is considered to accord with LP13 of the Peterborough Local Plan 2019 and paragraph 115 of the NPPF.

#### **e) Biodiversity and Trees**

The application has been supported by a Biodiversity Assessment Report 4.0, which concludes the development will result in a change of -3.76 biodiversity area units and 1.70 hedgerow biodiversity units. Whilst the deficit of the development is recognised, the Wildlife Officer is accepts this can satisfactorily handled with off-site credits. These credits will be secured through planning condition and the submission of an Ecology Design Strategy (EDS).

The Officer sought for the recommendations of the Preliminary Ecology Appraisal (PEA) to be secured via condition, however it is noted the site has since been cleared and therefore the reptile precautions would no longer be relevant. As such the recommendation condition for a CEMP will not be applied to the development. It is appreciated the site is not protected by any ecological designations, neither is it covered by a TPO and the clearance works were undertaken outside of the bird breeding season.

An informative will be applied for nesting birds and a sensitive lighting scheme will be captured under a wider external lighting condition for the site. Subject to the appropriate conditions, the development is considered to accord with the Policy LP28 of the Peterborough Local Plan 2019.

The landscaping of the site has been a consideration throughout the application, evolving with the revisions to the design & layout. The key principle is the retention of as much as possible of the existing boundary vegetation, given its maturity and key contributions to Lynch Wood and Wistow Way. The main area of loss is to allow for the creation of the two new access points. Public representations sought for these trees to be retained and protected – the landscaping scheme will ensure delivery of additional planting to compensate the loss.

Further on site enhancements include planters forward of the buildings, pockets of corner planting and rain gardens. The application has been supported by a landscaping masterplan, with supplementary planting plans. Tree pit and some maintenance details are included, however finer details of who is the responsible party for the landscaping maintenance, regular upkeep regimes and the long term maintenance arrangements are not specified. As such a condition is recommended securing this detail. In addition, the planting plans does not include the full details for the green roof planting – to ensure these are appropriate species a condition will be applied for this area of soft landscaping.

In accordance with Local Plan Policy LP29, the scheme has delivered compensatory planting to mitigate against the removal of G26 (40m removal of Field Maple, Hawthorn and Beech), T11 (sycamore) and T12 (Damson) all classified as category B. G26 was classified as a category B grouping due to the length and vigour, however the removal equates to only 25% of a loss against the overall 175m stretch. Based on stem diameter a total of 122 trees are required and the development exceeds this by producing a landscaping scheme with 148 trees.

The Trees Officer raise no objection to the Arboricultural reports or the planting scheme, with the compensatory planting met. As such compliance conditions are sought to secure these details and this include the tree protection plan.

In terms of hard landscaping a scheme was submitted with the application, however this proposes tarmac across the entirety of the site. Whilst the use of this material for the access route could be accepted, a variety of hard surface materials would be expected, such as permeable paving on the car parking spaces. This not only improves run off and drainage, but supports the visual affinity with the surrounding business park.

## **f) Neighbour Amenity**

### Built Form

The nearest existing residential properties existing are across Wistow Way, off Brackenwood and permission was recently granted for the conversion of the easterly office block into a care home (20/01035/PRIOR & 21/00881/FUL). Several public representations have expressed concern with potential for noise and disruption from the proposed uses on the site, to not only those residential properties to the north of Wistow Way but also the future occupiers to the east.

Firstly, by virtue of the separation distances, the introduction of built form in this location is not considered to raise any unacceptable residential amenity impacts to those future residents to the east or any other neighbouring land uses. The easterly units were separated into individual buildings and the scale reduced to minimise massing as far possible. Whilst in close proximity to the boundary the massing is not considered to be overshadowing, overbearing or oppressive to the care home.

Furthermore, the care building is angled in the site, with the design minimising glazing on the western elevation. Only four ground floor windows are proposed on the most immediate western elevations, with the remainder of the elevation being facing brickwork. There are inset habitable room windows on the west of the building, however these raise no concern due to distance. The eastern boundary of the application site will be heavily landscaped, and the care homes internal road is the closest aspect to the Class E(g) buildings. As such, the layout and scale of the nine buildings raises no unacceptable residential amenity impacts to existing or future occupiers, in accordance with Policy LP17.

### Use

In terms of the uses proposed on the site, these include offices, research and development and light industry, which are all encapsulated under Class E(g). In accordance with the Town and Country Planning (Use Classes) Order 1987 (as amended), a B1 use class is now captured by Class E(g) and are defined as uses which can be carried out in a residential area without detriment to its amenity by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Regardless, the application has been supported by a Noise Impact Assessment. The report outlines the locations of sensitives receptors, in particular the eastern care home development and properties to the north of Wistow Way. Whilst the noise report has assumed services will be positioned on elevations projecting away from the eastern building, there is uncertainty that the services would actually be in these locations if developed. As such a condition will be applied to secure details of any required plant equipment for the units.

A cumulative noise intrusion assessment of daytime and night-time operational noise shows cumulative noise levels are predicted to be within the acceptable criteria for windows open and closed scenarios. In addition, the proposed development is only expected to have a +1.4 dB contribution to existing ambient noise levels at nearby properties and therefore falls within the Lowest Observed Adverse Effect Level (LOAEL).

The proposed operations raise no significant or unacceptable amenity concerns to those identified sensitive receptors and the results of the NIA are an indication of a low impact from the uses proposed. Pollution Control accepted the findings of the report, raising no objection and recommend the inclusion of appropriately worded planning conditions to provide suitable control over noise - limiting delivery hours and the hours of operations of the units. Furthermore, the hours of operations will be conditioned to only occur between 07:00-19:00 Monday – Saturday and 09:00-17:00 Sunday and Public Holidays.

In terms of other matters covered by Policy LP17, light pollution will be mitigated through a condition for a scheme of external lighting (both freestanding and mounted) to be agreed with LPA before commencement of use.

In summary, the introduction of the Class E(g) use and buildings proposed raises no unacceptable noise, light or other pollution, overbearing, overshadowing or privacy loss to those residential uses within reasonable proximity to the development. As such, the proposal complies with Policy LP17 of the Peterborough Local Plan 2019 and paragraph 135(f) of the NPPF 2023.

## **g) Other Matters**

### Drainage

It is recognised the site is located within Flood Zone 1, with no detrimental risks from surface water flooding. The surface water drainage strategy for the site includes rain gardens, permeable paving and underground attenuation tanks across the site. Following the submission of additional information the scheme was supported by a successful drainage strategy that uses source control SUDS to convey and store surface water was provided. To confirm, the green roof designs, remain present on Blocks A, B & C of the development and were not removed through the revisions. As such the condition recommended by the LLFA is not required and the planting details are captured under the landscaping scheme condition.

Anglian Water confirmed the foul drainage from this development is in the catchment of Peterborough (Flag Fen) Water Recycling Centre and will have available capacity for these flows. In terms of the surface water strategy, Anglian Water were satisfied the strategy was acceptable but also commented that there was no connection to the Anglian Water sewers. It was raised with Anglian Water that the hydrobrake controls the discharge the surface water away from the site to the Anglian water pipes at the constant rate of 2l/s. However, no further commentary was received from Anglian Water.

Regardless of the lack of follow up commentary from Anglian Water, the LLFA had reviewed the details and were satisfied with the strategies. In light of the above, the proposal complies with Policy LP32 of the Peterborough Local Plan 2019.

### Archaeology

The Council's Archaeologist has raised no objections to the proposal. The site was evaluated in 1995 and provided no evidence of archaeological remains with the exception of some post-medieval remains of ridge and furrow at the northern end of the site. Historic earthworks on the site were the result of use as a buildings compound during the construction of the nearby Pearl Centre building. As such no further archaeological work is deemed necessary.

As such, the proposal would not have an adverse impact on known and unknown buried archaeology, and the proposal would accord with Policy LP19 of the Peterborough Local Plan (2019).

### Contamination

Pollution Control recommended a condition for unsuspected contamination on the basis of the Geo-Environmental Desk Study report submitted with the application.

### Consultation

The Council have issued two rounds of public consultation on the planning application, with the latest being that from the 19<sup>th</sup> December. Whilst this extended across the Christmas period, it is considered this still provided sufficient opportunity for comments and several responses were received. In addition, the application has remained under assessment since the closing of the consultation period and was not determined immediately after. Any material planning issue raised in representations received after the consultation deadline and determination are taken into account.

In terms of Developer consultation, this is a separate to the Council, but it is noted the Design and Access statement advises of a public consultation which took place in November – December 2022 before the submission of the application.

## **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 proposal aligns with the allocation of the site under Policy LP4 and LP46.1 of the Peterborough Local Plan 2019.
- 
- The development would not result in unacceptable residential amenity impacts or visual harm to the character and street scene of Lynch Wood – compliant to Policies LP16 & LP17.
- 
- In principle the development is acceptable on highway grounds, with justification and conditions for parking. The development accords with Policy LP13.

## **7 Recommendation**

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

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

- C 2 The development hereby permitted shall only be carried out in accordance with the following approved plans:

Proposed Site Layout with Unit Floor Plans A1-02 U  
Proposed Site Layout with Unit Roof Plans A1-05 Rev D  
Block A GA Plans A2-01 Rev C  
Block B GA Plans A2-02 Rev C  
Block C GA Plans A2-03 Rev B  
Block D GA Plans A2-04 Rev E

Block E GA Plans A2-05 Rev C  
Block F GA Plans A2-06 Rev B  
Block G GA Plans A2-07  
Block H GA Plans A2-08  
Block J GA Plans A2-09

Block A GA Elevations A4-01 Rev D  
Block B GA Elevations A4-02 Rev B  
Block C GA Elevations A4-03 Rev C  
Block D GA Elevations A4-04 Rev D  
Block E GA Elevations A4-06 Rev B  
Block F GA Elevations A4-07 Rev B  
Block G GA Elevations A4-11 Rev A  
Block H GA Elevations A4-10 Rev D  
Block J GA Elevations A4-12;  
Street Scene Elevation A4-08 Rev B;  
Block C Detailed Façade A4-13;

Proposed Landscape Masterplan 3801\_04 Rev H  
Proposed Planting Plan 1 of 2 3801\_05 Rev F  
Proposed Planting Plan 2 of 2 3801\_06 Rev F

Block D Massing Comparison Elevations A4-14  
Block E Massing Comparison Elevations A4-15  
Block F Massing Comparison Elevations A4-16  
Location Plan 1881-A1-01-A  
Existing Block Plan 1881-A1-01-A

Arboricultural Impact Assessment & Arboricultural Method Statement  
Flood Risk Assessment and Drainage Assessment, Rev P04;  
Transport Statement, Version 3;  
Noise Assessment, Rev 06  
Biodiversity Assessment Report REV03  
Preliminary Ecological Appraisal  
Geo-Environmental Desk Study Assessment  
Archaeology Statement

Reason: For the sake of clarity and proper planning.

- C 3 The use hereby permitted shall only be used for purposes within Class E(g) of Schedule 2 of The Town and Country Planning (Use Classes) Order 1987, as amended, and, notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modifications), shall not be used for any other use.

Reason: The application has been assessed as being acceptable and complying with development plan policies LP4 and LP46.1 on the basis of the current proposed uses. Alternative uses, even those within Class E of Schedule 2, would need to be assessed as they may have impacts not considered as part of this application, including on neighbouring premises, highway safety and parking provision.

- C 4 In accordance with the approved drawings only units C, D, F, G & J shall incorporate first floors or mezzanine floors and for all other units the provisions of Class H, Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any



Order revoking or re-enacting that Order, with or without modification), no additional internal floor space (including but not limited to the insertion of mezzanine floors) shall be created other than in accordance with a planning permission granted by the Local Planning Authority.

Reason: To prevent unassessed and uncontrolled impacts upon the highway network, in the interests of highway safety and Policy LP13 of the Peterborough Local Plan 2019.

- C 5 The development shall be carried out in strict accordance with the material schedules demonstrated on drawings A4-01-D, A4-02-B, A4-03-C, A4-04-D, A4-06-B, A4-07-B, A4-10-D, A4-11-A and A4-12.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy LP16 of the Peterborough Local Plan (2019).

- C 6 No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Traffic Management Plan shall include but not be limited to the following:-

- a) A scheme of chassis and wheel cleaning for all construction vehicles to include the details of location and specification system together with hard surfacing laid between the apparatus and public highway in either concrete or tarmacadam, to be maintained free of mud, slurry and any other form of debris whilst in use. A contingency plan including if necessary the temporary cessation of all construction operations to be implemented in the event that the approved vehicle cleaning scheme fails to be effective for any reason.
- b) Haul routes to the site.
- c) Hours of delivery.
- d) Banksman to ensure that vehicles can access the site upon arrival to ensure that there is no queuing on the public highway.
- e) Details of site compounds, storage area and contractor and visitor parking.
- f) Details of any temporary lighting which must not directly light the public highway.

The development shall thereafter be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of highway safety in accordance with Policy LP17 of the Peterborough Local Plan 2019. This is a pre-commencement condition as the CMP needs to be in place before works start on site.

- C 7 Prior to the first occupation or commencement of use the area shown for the purposes:

- a) of loading/unloading;
- b) of parking/turning so that vehicles may enter/leave in a forward gear;

shall be provided in accordance with drawing A1-02 U Proposed Site Layout. Such provision shall thereafter be retained for this purpose and not put to any other use.

Reason: In the interests of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C 8 The visibility splays shall be in accordance with the Visibility Splays drawing dated 31st January 2024 and available at either side of the junction prior to the commencement of the

use. The visibility splays shall thereafter be retained and kept permanently clear of all obstacles above 600mm in height.

Reason: In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C 9 Prior to the commencement of the use a cohesive Travel Plan for all 32 units shall be submitted for the development to outline the shared targets, monitoring methodologies and timelines for monitoring activities. The plan should outline the responsible parties for the monitoring and illustrate the Travel Plan Coordinator for the units. The Travel Plan Information Pack must be provided with all units and available for use on the commencement of use for each unit.

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

- C10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order superseding this, Schedule 2 Part 2 Class A;

- No gates or other means of enclosure shall be erected across the vehicular access hereby approved.
- No means of enclosure over 1 metre in height shall be erected forward of the front elevation of the dwelling/building.

Reason: In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C11 No development shall take place until details of works to the footpath connection and tactile paving have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until all of the works have been completed in accordance with the approved details.

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

- C12 Prior to the occupation of each unit, a Noise Assessment to demonstrate the location and product(s) of plant equipment shall be submitted and agreed in writing with the Local Planning Authority. The rating level of building services plant noise emitted from the site shall not exceed 10 dB below existing background levels at noise sensitive receptors detailed within (Table 4.4 of the Noise Assessment 784-B032107TT). The measurements and assessment should be made according to BS4142:2014. The noise limit above should also be applied to existing or approved residential locations.

Reason: In order to protect and safeguard the amenity of the area and neighbouring residents, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and paragraph 191 of the National Planning Policy Framework (2023). This a pre-commencement condition as the scheme is an integral part of the design and therefore must be agreed before development begins.

C13 Free field noise levels at locations representing facades of nearby dwellings, shall not exceed the noise criteria given below:

Daytime (07:00 - 23:00) : 50 dB LAeq,1 hour

Night-time (23:00 to 07:00): 45 dB LAeq,15 mins or 60 dB LAmax,15 mins

Reason: In order to protect the amenity of the area in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C14 The use hereby permitted shall take place only between the hours of 07:00-19:00 Monday - Saturday, 09:00-17:00 Sunday and Public Holidays.

Reason: In order to protect the amenity of the area in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C15 Deliveries, loading and unloading shall not occur between the hours of 19:00 - 07:00 Monday - Sunday.

Reason: In order to protect the amenity of the area in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C16 Prior to the commencement of use the drawings/specifications for the waste storage shall be submitted to and approved in writing by the Local Planning Authority. This should illustrate the design, materials and location of bin storage for each unit. The approved scheme shall be provided prior to the occupation of the unit(s) which it serves. It shall be retained thereafter for the storage of refuse and recycling bins only.

Reason: In order to ensure that adequate bin storage space is available and to protect the visual appearance of the street scene in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C17 No development other than groundworks and foundations shall take place unless and until the details of external lighting (free-standing or building-mounted) shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and implemented prior to the commencement of use.

Reason: In the interests of visual amenity of the area and biodiversity, in accordance with Policies LP16 and LP28 of the Peterborough Local Plan (2019).

C18 Notwithstanding the submitted details, no development shall commence until a scheme for the hard landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Proposed finished ground and building slab levels
- Hard surfacing materials
- An implementation programme (phased developments only)

The approved hard landscaping scheme shall be carried out prior to the occupation or commencement of use or in accordance with an implementation programme submitted to and approved in writing with the Local Planning Authority.

Reason: In the interests of visual amenity of the area and the enhancement of biodiversity, in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019) and Chapter 15 of the National Planning Policy Framework (2023). This condition is pre-commencement as details need to be agreed before construction begins.

- C19 The soft landscaping shall be carried out in accordance with the Landscape Masterplan 04 H and Planting Plans 05 F & 06 F.

The soft landscaping shall be carried out within the first available planting season following completion of the development or first occupation (whichever is the sooner) or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape scheme.

Development shall be carried out in accordance with the submitted 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 visual amenity of the area and the enhancement of biodiversity, in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019) and Chapter 15 of the National Planning Policy Framework 2023.

- C20 A landscape management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The management plan shall be implemented in accordance with a timetable contained therein and as approved unless changes are first agreed in writing by the Local Planning Authority.

The plan shall include but not be limited to the following details:

- Long term design objectives
- Management responsibilities
- Maintenance schedules

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity, in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019) and Chapter 15 of the National Planning Policy Framework (2023).

- C21 Prior to the completion of the sedum roofs for Units A, B & C the details of plant species shall be submitted and agreed in writing with the Local Planning Authority.

Reason: In the interests of visual amenity of the area and the enhancement of biodiversity, in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019) and Chapter 15 of the National Planning Policy Framework 2023.

- C22 The development shall be carried out in accordance with the Arboricultural Implications Assessment and Method Statement 3801 dated December 2023 and the Protection scheme as demonstrated on drawing 06-C shall be present on site prior to the commencement of any works.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policies LP16 and LP29 of the Peterborough Local Plan (2019). This condition is pre-commencement as the protection is required before any works commence to avoid unnecessary damage to retained trees.

- C23 If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

Reason: To ensure all contamination within the site is dealt with, in accordance with Policy LP33 of the Peterborough Local Plan (2019) and paragraph 189 of the National Planning Policy Framework (2023).

- C24 No development shall take place until an ecological design strategy (EDS) addressing the creation of mitigation and compensation habitat both on and off site to cover the deficit in biodiversity units as outlined within the Biodiversity Assessment Report. The EDS shall include the following:

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works.
- h) Details of initial aftercare and long-term maintenance.
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.
- k) any registered offsite biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development and any biodiversity credits purchased for the development

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

Reason: In the interests of the conservation and enhancement of biodiversity, in accordance with Policy LP28 of the Peterborough Local Plan (2019) and Chapter 15 of the National Planning Policy Framework 2021. This is a pre-commencement condition because the habitat restoration and management scheme will be an integral part of the development including during the construction works.

- C25 Prior to commencement of the development, detailed contoured plans with existing and proposed spot heights and cross sections shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the levels shown on the approved drawing(s).

Reason: In the interests of the visual appearance of the development and in order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policies LP16 and LP17 of the Peterborough Local Plan (2019). This is a pre-commencement

condition to ensure that no groundworks take place which result in finished development heights that may cause harm to the visual amenity of the area or neighbouring amenity.

- C26 Notwithstanding the details submitted, prior to the commencement of the use details of the cycle parking shall be submitted to and agreed in writing by the Local Planning Authority. The cycle parking shall be available for each unit prior to its occupation and retained in perpetuity.

Reason: In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C27 Prior to the commencement of the use a parking management plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall include details of the parking overflow capacity in the adjacent car park.

Reason: In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C28 No development above DPC level shall take place until a scheme for electric vehicle charging points or a scheme providing the servicing to allow future installation of electric vehicle charging points has been submitted and agreed in writing with the Local Planning Authority. The scheme shall subsequently be implemented prior to occupation of the dwellings hereby approved or commencement of use.

Reason: In the interests of providing future proof parking facilities for users, in accordance with Policy LP13 of the Peterborough Local Plan 2019.

Copies to Councillors – Councillor Nicola Day  
Councillor Kirsty Knight  
Councillor Julie Stevenson