

**Applicant: Ms J Swindell
Saxon Works Ltd**

**Agent : Mr Stephen Rice
Ts SBRice Ltd**

**Land Adjacent New Saxon Works, Peterborough Road, Whittlesey,
Cambridgeshire**

Erect up to 65,000 sq m floor space consisting of E (b)(d)(f) (amenity buildings) and E (G)(i)(ii)(iii) (office, laboratory and manufacturing) including renewable energy infrastructure, parking, country park and other associated infrastructure (outline application with matters committed in respect of access)

Officer recommendation: Grant

Reason for Committee: Referred to the Planning Committee by the Head of Planning

1 EXECUTIVE SUMMARY

- 1.1 The application seeks outline planning permission for redevelopment of the site to provide a campus for science and technology-based businesses along with amenity buildings, renewable energy infrastructure to provide heat and power, a publicly accessible country park, new highways access and other associated infrastructure. All matters are reserved except for means of access to the site.
- 1.2 The site lies to the west of Whittlesey and comprises an irregular shaped parcel of land, formerly a brickwork pits and now partly in use in for storage of commercial vehicles.
- 1.3 Policies LP6 and LP11 of the Fenland Local Plan supports the principle of employment uses at this site, with LP11 identifying as a broad location for employment uses. The NPPF promote effective uses of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 1.4 The application has been subject to a number of amendments and clarifications, mostly in respect of highways matters. Additionally, the description of development has been changed, following removal of a committed layout, notwithstanding that an indicative layout plan has been provided.
- 1.5 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the outline plans indicate a broadly policy-compliant scheme could be achieved in respect to access design and associated highway safety, visual impacts, drainage and flood risk management, biodiversity protection and enhancement and residential amenity protection.
- 1.6 It is acknowledged that the development will increase traffic at junctions in and around the application site and that these may result in cumulative impacts that will not be wholly mitigated. In some instances, at peak hours these impacts may be severe. To reduce this impact, the applicant has agreed in principle to

proportionate contributions toward enhancing active travel infrastructure and to a Trip Cap penalty, if the anticipated modal share is not realised. These contributions could be spent toward localised improvements to reduce private motor car reliance, albeit it is recognised that this may not avoid some severe cumulative impacts on the network at peak times.

1.7 The development would therefore conflict, in part, with key policies aimed at achieving sustainable transport outcomes, with only partial mitigation identified. Having regard to the Council's statutory duty under Section 38(6) of the Planning and Compulsory Purchase Act 2004 however, it is considered that on balance, the material planning benefits of this proposal, in respect of securing employment, economic growth potential, biodiversity gains and effective re-use of land as set out in detail within the report, are worthy of sufficient weight so as to outweigh this conflict with the development plan in this instance.

1.8 The recommendation is to GRANT the application.

2 SITE DESCRIPTION

2.1 The site lies to the west of Whittlesey and comprises an irregular shaped parcel of land approximately 45Ha in area, formerly a brickwork pits and now partly in use in for storage of commercial vehicles.

2.2 The A605 runs along the northern boundary, with the Snoots Road and Priors Road residential streets along the eastern boundary. At the western point of the site is the A605 Ralph Butcher Causeway and roundabout. A Railway line runs along the southern boundary and dwellings are found along the northern boundary, mostly on the northern side of the A605 but a small pocket adjacent to the site around the existing access off the A605. This access has historically served the wider site including the existing employment site to the east of the access within what is known as Saxon Pit. Saxon Pit site is set significantly lower (around 25m on average) than the application site. From the Saxon Pit area, moving north, east and outwards, the levels rise in all directions and to varying gradients to return to meet the surrounding baseline contours.

2.3 An existing lake occupies a substantial part of the western area of the application site. An area of woodland extends across the north-western part of the site and a reedbed exists along the south-western edge of the site.

2.4 A number of properties are located along Peterborough Road to the north and north-west and the employment sites at Funtham's Lane (north-west) and King's Dyke end (south-west) are found. The Forterra brick work site and King's Dyke Nature reserve are located to the north of Peterborough Road.

2.5 The site lies in flood zones 1 and 3, with the main areas of zone 3 concentrated around the existing lake and the lower area of land i.e., around the Saxon Pit area. These areas are shown on the latest mapping to benefit from flood defences.

3 PROPOSAL

3.1 The application seeks outline planning permission for redevelopment of the site to provide a campus for science and technology-based businesses along with

amenity buildings, renewable energy infrastructure to provide heat and power, a publicly accessible country park, new highways access and other associated infrastructure. All matters are reserved except for means of access to the site.

- 3.2 A DAS (Design and Access Statement) supports the application, which sets out the design rational based on the constraints and opportunities of the site and sets out the ambitions and aspirations of the development, with a focus on sustainable travel, high quality design, renewable energy and water recycling innovation and biodiversity enhancement.

Access

- 3.3 The vehicular access is located directly from the roundabout to the west of the site on the Ralph Butcher Causeway, via the introduction of a 4th arm. The access gradually descends into the site where levels change, leading to an internal road system which routes along the south of the site, linking back up to the current access along the A605 at the north (adjacent 203 Peterborough Road), albeit this is not intended to serve as a main point of access to the site. This access is proposed to be retained to continue to serve the Saxon Pits employment site to the east but a security gate will be located where the old and new internal access roads meet. The access is intended for emergency access only.
- 3.4 A pedestrian and cycle access is proposed at the north-eastern corner of the site, enabling pedestrian and cyclists' access from the site up to the A605 and back to Snoots Road and across to Crossway Hand. These points of access lead visitors/commuters through an area of landscaped country park heading to the centre of the site, via a path which extends across the north of the site.
- 3.5 The application is supported by a Transport Assessment and Travel Plan which have been subject to updates, points of clarification and design amendments following discussion with the Local Highway Authorities.
- 3.6 The proposal aims to deliver a mobility hub in initial phases which will serve to facilitate and encourage non-car modes of travel where possible – e.g., through the provision of cycle/ scooter hire, car share information and real time travel information for trains and buses, to provide commuters with best data in respect of travel. The applicant also proposes to provide a regular shuttle bus to and from Peterborough station during peak times, again to reduce the reliance on private motor vehicle for those living in Peterborough.

Layout

- 3.7 Whilst layout is not a committed detail, the application is supported by an indicative site layout plan, which provides the vision for delivering the array of uses across the science park, along with associated infrastructure and access routes. It is anticipated that the delivery of the science park will be undertaken in phases, likely to be influenced by the demands of the market and through prospective occupier interest. The outline strategy at this time envisages delivery over 3 main phases.
- 3.8 Phase 1 is split between the high-impact, visible zone to the west, which will contain a mobility hub, energy/ innovation centre and other flagship, catalyst uses to help generate initial market momentum and activity. This is paired with a large, conventional plot on the mid-level plateau (adjacent to the Saxon Pit area) which the applicant anticipated will be a centre for advanced manufacturing.

- 3.9 Phase 2 will contain higher-value showcase buildings surrounding the lake and aims to exploit this setting
- 3.10 Phase 3 is envisaged to contain mid-sized, buildings on a peninsula piece of land to the south-east and these will be more architecturally modest.
- 3.11 The development is also proposed to incorporate around 4ha of ground-mounted solar PV panels along the eastern boundary, to provide on-site energy and the potential for additional energy production is envisaged via a centralised energy centre and an innovation hub, with its vision dedicated to supporting new knowledge-based businesses and in skill development in cutting-edge, green technologies.

Land Uses

- 3.12 The DAS sets out that the Science Park will be primarily targeting advanced manufacturing and high-value science and technology-based organisations (including Research & Development). These uses will be supported by office use as well as other amenity provision such as the mobility hub, café, fitness/ wellbeing areas, staff nursery/creche facility and other such amenity uses. The indicative uses and floor areas have been used to inform the likely number of employees the site will occupy, which is predicated to be in excess of 1,250 employees. This has also informed the transport modelling, to understand what the transport implications of this will likely be.
- 3.13 The uses sought across the site comprise the following.

Use Class	Description of use	Net internal floor area
Class E(b)(d)(f)	Café, fitness/ recreation, creche/ day nursery	9,448m ²
Class E(G)(i)	Office	17,149m ²
Class E(G)(ii)(iii)	Laboratory and manufacturing/ industrial process:	26,263m ²

Scale & Appearance

- 3.14 Whilst matters of scale are reserved, the applicant has set out that they anticipate buildings will be typically 2-3 storeys high, with an expectation towards the following profile vertically:
- 4m floor-to-floor heights for office accommodation
 - 6-10m haunch heights for manufacturing / workshop accommodation
 - 12m typical average for external eaves/parapet level
 - Limited use of feature buildings (e.g., Energy Centre) with the potential to go substantially higher (e.g., up to 20m+), subject to future reserved matters applications.
- 3.15 Detailed proposals for the architectural intent and design of individual buildings will be submitted in future as part of onward reserved matters applications, relative to each individual plot. The DAS sets out intentions that each building will be composed of highly restrained and understated material pallets to ensure they do not disproportionately detract from the adjacent natural elements. Whilst a different approach to the architectural design will be required for each individual plot, certain parts of the development will be arranged in

similar ways, lending themselves to a more cohesive design strategy. For example, plots fronting directly onto the Lake will have welcoming, transparent frontages that take full advantage of the site's unique characteristics and viewpoints.

- 3.16 Environmentally-conscious features such as building-integrated photovoltaics, green and blue roofs, as well as solar shading will be prescribed, where appropriate, to minimise the development's carbon footprint and detrimental ecological impact.
- 3.17 A design code is anticipated to be produced which stipulates the architectural framework within which future applications will be required to deliver. This will set out expectations on standardised specifications and materials, tone, proportions, fenestration and colour - as well as providing unification through a cohesive and considered site-wide signage and branding strategy.
- 3.18 Building appearance will vary, depending on the plot, occupant and typology - but as a general principle the architectural styles and design approach will be defined to fall within one of the following categories:
- Type A: Primary Buildings. Extensive use of curtain-walling glazing and high-quality rainscreen cladding systems. The Energy Centre, Innovation Hub, Cafe and possible amenity plots would fall within this value rating.
 - Type B; Secondary Buildings. Slightly more modest but with the same high quality envelope systems, albeit reduced in scope and concentrated on key facades. Office sections of the manufacturing blocks would qualify under this category.
 - Type C: Tertiary Buildings. More conventional manufacturing functions which would be typically clad in profile metal built-up systems or composite panels, limited glazing or decorative elements. These buildings would typically be to non-focal areas at the less visible parts of each plot.

Landscaping

- 3.19 The DAS advises that the primary focus of the proposed landscape design is focussed on fostering biodiversity throughout the entire site. It sets out this vision through retaining trees where feasible, to maintain the habitats already established on the site, while also serving as a visual and acoustic barrier. New trees will be introduced along the site's southern perimeter to create a buffer where one does not currently exist.
- 3.20 To mitigate flood risk, surface water irrigation swales will surround and feed into the existing Lake. New habitats will be established through a comprehensive planting and enhancement scheme around the SuDS features and lake. Additionally, the introduction of reed-beds, diverse roadside planting, and a variety of pocket parks will also deliver biodiversity enhancements.
- 3.21 Linear blocks of strategic mixed native tree and scrub planting will be used to create a green backdrop between areas of new development, providing habitat connections between the development and the core wildlife areas. External lighting will be integrated along the active travel trail, which will be accessible to the public.

Amendments

- 3.22 The application has been subject to several amendments and clarifications, mostly in respect of highways matters. Additionally, the description of development has been changed, following removal of a committed layout, notwithstanding that an indicative layout plan has been provided.

Plans and documents

- 3.23 The application is supported by the following core plans and documents;

- Location plan
- Design and access statement
- Contamination risk assessment
- Flood risk assessment and surface water drainage strategy
- Topographical plan
- Proposed site plan
- Indicative schedule of areas
- Roundabout access details
- Site strategy diagram - indicative building footprints
- Indicative phasing plan
- Site diagram – connectivity
- Site diagram – public realm and gardens
- Site diagram – frontage and focus
- Transport assessment
- Travel plan
- Economic impact assessment
- Landscape & visual impact assessment
- Heritage note
- Geoarchaeological desk-based assessment
- Ecology report and biodiversity gain plan
- Arboricultural impact assessment
- Air quality assessment
- Energy strategy feasibility report
- Solar photovoltaic glint and glare study

- 3.24 Full plans and associated documents for this application can be found at:

<https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

F/YR23/0715/SC	Screening Opinion: Redevelopment of site to create Science Park with green open space	Not EIA development	17.10.2023
23/0043/PREAPP	Creation of a Science and Technology Park <i>Victory Works Peterborough Road Whittlesey</i>	Favourable	15.08.2023

F/YR22/0382/F	Change of use of former brickworks to industrial (B2 and E Classes), involving the erection of an office building and 13 x 12.0 high flood lights, the formation of an attenuation basin and construction yard (with crane gantry systems) with associated parking and infrastructure (including street and bollard lighting) <i>Land West Of New Saxon Works Peterborough Road Whittlesey</i>	Granted	02.12.2022
F/YR18/2015/CCC	Section 73A planning application to continue the importation of controlled inert wastes for the buttressing, stabilisation and restoration of a former mineral excavation face together with an associated waste reception area without compliance with Conditions 5 (time limit for importation and deposit of waste fill), 6 (time limit for site preparation, buttressing, stabilisation and restoration), 35 (restoration programme), 36 (submission of restoration and landscaping), and 39 (ecology management plan) with the cessation of importation and deposit of waste by 28 September 2020 and the cessation of site preparation, buttressing, stabilisation and restoration by 28 November 2020 <i>Land East Of New Saxon Works Peterborough Road Whittlesey</i>	Raise No Objection	22.04.2020
F/YR17/2014/CCC	Section 73A planning application to continue the importation of controlled inert wastes for the buttressing, stabilisation and restoration of a former mineral excavation face together with an associated waste reception area without compliance with Condition 1 (time limit for the importation and deposit of waste fill material) and Condition 2 (time limit for cessation of site preparation work, buttressing, stabilisation and restoration) of planning permission F/2012/12/CW to extend these time limits until 29 November 2018. <i>Land East Of New Saxon Works Peterborough Road Whittlesey</i>	Raise No Objection	06.11.2017
F/YR12/2022/CCC	Screening Opinion: Importation and deposit of inert waste material to create a surface for the storage of bricks <i>Victory Works Peterborough Road Whittlesey</i>	Further Details Not Required	20.08.2012

F/YR02/2026/CW	The importation of inert construction and demolition wastes for the stabilisation and restoration of a former mineral excavation face, together with associated waste material processing operations <i>Land At Saxon Pit Peterborough Road Whittlesey</i>	Raise No Objection	03.01.2003
F/YR00/0072/CM	Screening Opinion on Stabilisation of faces <i>Saxon Works Peterborough Road Whittlesey</i>	Response Issued	22.02.2000

5 CONSULTATIONS (comments are summarised)

5.1 Whittlesey Town Council - 03.12.2024

No objection. Recommend approval.

5.2 Ward Councillor

No comments received

5.3 Active Travel England (ATE) - 05.12.2024 and 06.11.2025

Formal recommendation: Deferral. Not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue.

[Latest comments received 06.11.2025]

ATE thanks the applicant for its response to its previous comments and has the following further comments outlined below. In addition to these, ATE notes the additional comments from CCC and is largely in agreement with them with regard to active travel and the conditions and contributions requested, though it is also noted that CCC remains concerned around the potential limited impact of the proposed bus service, as well as the proposed cycle route to Peterborough.

Active travel connections

The applicant has stated that it does not believe it is its responsibility to consider inadequate connections such as the existing footpath on the A605. ATE does not agree with this stance, as this development will generate extra trips, which will only serve to worsen the existing situation. This is therefore something that the applicant should take into account.

Access points

While it is noted that this application is currently at outline stage, ATE would note that access is not a reserved matter and therefore it is essential that its design is considered at this stage in order to ensure it is deliverable. The definition of access includes active travel access, and therefore crossing points and footpaths form part of this.

[Original comments received 05.12.2024]

Active travel/public transport connections

No effort has been made to improve the existing infrastructure from Peterborough which is currently not conducive to walking and cycling to the site. There is also no continuous cycle connection to Whittlesey.

The adjacent road, the A605, is not conducive to active travel with a speed limit of 40mph.

The Transport Assessment's audit of existing infrastructure does not fully identify potential barriers to active travel e.g., narrow footpaths.

Access points

The access and crossing point provided on the proposed new arm of the Kings Dyke roundabout is not compliant with LTN 1/20. The northern footway does not connect into the site.

In terms of proposed pedestrian access onto the A605, the proposed cycleway shown on Drawing 2357530 - D101.1 must be designed to join the cycleway at the site roundabout accessed. In terms of Drawing 2357530 - D101.3, it is noted that the existing path is too narrow to be converted to shared use.

Mobility Hub

Further information is required on how the mobility hub is likely to contribute to increasing modal share for active travel.

Public transport

ATE requires evidence of a firm commitment around the provision of an enhanced service to the area, in terms of both the existing Stagecoach service and the potential offer of a shuttle bus. Currently the application does not include this.

5.4 CCC Highways (Transport) – 05.11.2025

The applicant is proposing to run a shuttle bus service between the site and Peterborough train station only, every 30mins, the service would run in and AM and PM peaks and would run from Monday to Friday. The costs associated to run the service looks reasonable.

The LHA has concerns that the service is limited, only traveling between the site and Peterborough train station. It is felt that this is likely to have a limited impact on the mode share for the site, the bus service should stop at key destinations and serve built up residential areas to maximise its potential. The LHA considers that as currently proposed, the bus service is not expected to achieve the applicants desired 50% mode share

The updated design for the controlled crossing and cycle infrastructure at Crossway Hand is acceptable in principle subject to detailed design. The latest drawing also includes a 3m shared use path from the site to Snoots Road, this is welcomed.

Given the site's rural location and lack of existing pedestrian/cycle infrastructure, the LHA are of the view that the site would not achieve a 50% mode share. The applicant is proposing very little in the way of off-site mitigation that will enable and encourage employees to walk/cycle to the site. The DfT Connectivity Tool does not score the site highly, particularly the link (or lack thereof) to Peterborough. Concerns about the viability of a mode share as low as 60% let alone the 50% being proposed. Census data shows mode share in MSOA 006 as 70%, it is not clear why this development would be any different to the rest of Whittlesey.

Given the cycle route distance to Peterborough, this is unlikely to be a well-used route. It is remote, which is not ideal for safety in winter months and not lit. This is only likely to be used by very keen cyclists; the applicant is not proposing any improvements along this route.

Cambridgeshire County Councils Transport Assessment requirements clearly set out what is expected to be modelling in all TA's, these requirements are also industry standard requirements. Year of planning submission, year of full occupation and then 5 years post full occupation. The submitted TA has only assessed 2022 and 2034, this is not acceptable.

The modelling shows that in 2034 with 50% mode share the A605 eastern arm will experience queues of 80 metres and with 60% mode share the same arm will experience queues of around 110 metres. This is not acceptable and demonstrates that the proposed development will have a severe impact on the roundabout. Given the Highway Authority does not agree with the suggested 50% and 60% mode share, the actual queue of vehicles is likely to be greater than what the modelling is showing.

The modelling outputs show that with the 60% mode share the average delay per vehicle is 46 seconds, this means vehicles at the front of the queue will wait less than 46 seconds and vehicles at the back of the queue will wait longer than 46 seconds. Given the Highway Authority's view that 60% mode share is not realistic, it is likely the delay will be far greater than 46 seconds. The table shows an average queue length of 18.9 vehicles; a vehicle is measured as 5.75m long. So, $19 \times 5.75 = 109$ metres. However, it is likely that the delays will exceed 90 seconds with a realistic car mode share.

No committed development has been added from live planning applications at the Saxon Bricks site itself. Application CCC/24/091/VAR is going to add around 30 two-way HGV movements at the roundabout in the peaks, which is equivalent to around 69 cars.

Whilst the Highway Authority still has concerns regarding the vehicle numbers used in the model, the modelling of the site access roundabout onto the A605 shows that the development will have a severe impact on it, even with 50% mode share, in all scenarios. Therefore, the applicant will need to provide suitable mitigation measures to mitigate the development impact on the roundabout.

Similar impacts and queues are shown in the modelling at the western Ralph Butcher Causeway roundabout. Therefore, vehicles will queue at one roundabout, clear that and will then sit in more queuing at the second roundabout. There is insufficient highway land to be able to provide mitigation at the western roundabout, and the applicant does not control any land there. The applicant does own land around the eastern roundabout, so there is potential for roundabout improvements to be made to mitigate the developments impacts. If the development is built out without improvements to the roundabout being delivered, it would not be possible in the future to provide improvements as there would be no land available. The development would be built on the required land. This is the only opportunity to provide improvements at the eastern Ralph Butcher Causeway roundabout.

Physical improvements works are required at the roundabout to reduce the queues and delays to an acceptable level.

Observations are provided by the LHA as to the level of detail or lack thereof within the Transport Assessment.

Conclusion

The Highway Authority recommends the planning application be refused for the following reasons –

The applicant has failed to demonstrate that the proposed site can be made sustainable, contrary to national and local policy. As submitted the application will have an adverse impact on highway safety and capacity, to the detriment of highway users.

The Highway Authority has proposed the below, but the applicant has not provided any comment on it -

Should the Planning Authority be mindful to approve this application, CCC would request that the Local Planning Authority consider the following:

As previous stated the LHA do not believe that a 50% mode share is achievable in this location. The Highway Authority would therefore only accept the applicants 50% mode share figures stated by the transport consultant subject to the applicant agreeing to enter into a vehicle trip cap and providing the below mitigation –

1. Physical roundabout improvements at the site access (eastern roundabout on the A605) to deal with predicted capacity issues on the west bound arm. These improvements will require land within the applicant's control.
2. A 3m foot/cycleway to Whittlesea
3. The proposed mitigation on the A605 at Crossway Hand being delivered, subject to a safe design being agreed and the required safety audit being undertaken.
4. Notwithstanding the proposed bus service, the applicant providing a suitable bus service to serve the site in perpetuity, details to be agree on the frequency of the service and routing. The Highway Authority would want confirmation from the Local Planning Authority that if the bus service were to stop, enforcement action would be taken.
5. A signal-controlled crossing being delivered in the vicinity of eastern Ralph Butcher Causeway roundabout, as was show on previous plans.
6. The applicant entering into a trip cap (detailed below)
7. A financial contribution being provided towards parking restrictions.
8. The applicant providing a Travel Plan.

Suggested Trip Cap

After 50% occupation of the development, cameras (type and specification to be agreed) would need to be installed at the sites vehicular access, with vehicle trips (arrival and departures) being monitored and reviewed every 6 months for the duration of the development. If the first review demonstrates that trips are exceeding the trip cap, then the applicant would need to commit to spending £500,000 (five hundred thousand pounds) towards sustainable measures i.e. an enhanced and wider reaching bus service, travel planning measures and highway capacity improvements. The Highway Authority would welcome the applicant's

engagement on what the money could be spent towards to encourage sustainable travel.

If after 100% occupation of the development, the reviews are still demonstrating that the development is exceeding its trip cap then the applicant would need to commit to spending an additional £500,000 (five hundred thousand pounds) towards an enhanced and wider reaching bus service, sustainable measures, travel planning measures and highway capacity improvements.

The money could be used toward discount on bus travel, extension of the bus service to serve Whittlesea, other areas of Peterborough and beyond and junction mitigation. Some sustainable measures, travel planning measures and junction capacity improvements would need to be agreed up front and some of the money would need to remain flexible. This is to enable money to be spent towards any specific issues identified at a later date which cannot be identified now.

The applicant would need to provide a contribution of £20,000 towards parking restrictions on surrounding network, this is to prevent employees simply parking on the public highway elsewhere to gain access to the site. The money would be held by the Highway Authority and if any on street parking issues were identified then the money could be spent on restrictions. After 5 years post full occupation any unspent money would be returned to the applicant.

Suggests that Peterborough Highway Authority should be consulted regarding the impact of this development on their network.

5.5 CCC Highways (Development Management) – 31.10.2025

Recommendation

Following a careful review of the documents provided to the Local Highway Authority as part of the above planning application, the effect of the proposed development upon highway safety would likely be mitigated if the following conditions form part of any permission that the Planning Authority is minded to issue in regard to this proposal.

While the current proposal for the Crossway Hand junction remains unacceptable, the revised design incorporates several positive amendments that partially address concerns previously raised by the LHA. Accordingly, although the layout shown on plan 237530-D102 Rev B is not acceptable in its present form, the LHA considers that a variation of this design could be deliverable and would likely resolve its principal concerns.

On balance, the LHA feels it is now in a position whereby it can seek a planning condition to secure the delivery of appropriate pedestrian and cycling mitigations at this junction.

Further design details would be expected prior to the submission of any reserved matters application, should this outline application be approved.

For absolute clarity, to ensure acceptability, any future scheme must incorporate the following elements:

- i. Installation of a Toucan Crossing on the A605;
- ii. Provision of a continuous shared-use path connecting the development site to Snoots Road via the Toucan Crossing;
- iii. Appropriate upgrades to the Snoots Road junction with the A605 to facilitate safe and suitable pedestrian and cycle access to the shared-use path;

- iv. Enhanced uncontrolled pedestrian and cyclist crossing facilities at Crossway Hands;
- v. Improved bus stop infrastructure on the southern side of the A605, including the relocation of the existing bus shelter; and
- vi. Implementation of measures to prevent unauthorised vehicular access at non-motorised user access points to the site.

These elements should respond effectively to the challenges of delivering infrastructure that is coherent, direct, safe, comfortable, and attractive—while also supporting the applicant's proposed mode share targets, which appear to be significantly beyond what can be reasonably supported by the existing or proposed infrastructure. Please refer to the comments submitted by colleagues in the Transport Assessment team regarding the LHA's assessment of the modal share the application is aspiring to.

With respect to the layout of the site access roundabout, no revised or additional information has been provided. Therefore, no further comments are deemed necessary at this stage. Please refer to the comments submitted by colleagues in the Transport Assessment team regarding the LHA's assessment of the development proposal on capacity at the site access roundabout.

Drawing 237530-D101.1 Crossing near roundabout

There remains no evidence to demonstrate that the western signalised crossing proposed would see sufficient utilisation, particularly outside of peak travel times. The LHA's concerns with such an arrangement have been set out in the previous response dated 13th December 2024. Concerns have been raised regarding the ability of the existing refuge island to safely and suitably accommodate cyclists. In the absence of a signalised crossing, it would be reasonable to expect the development to address any issues related to the suitability of this crossing point.

Drawing 237530-D101.2 Foot/Cycle Access

The current design includes a segregated foot and cycle path within the development site. However, no segregation is proposed for walking or cycling infrastructure on the adjacent public highway. This raises a question of consistency: it is unclear why segregation is considered necessary within the development boundary but not for NMU (Non-Motorised User) infrastructure beyond it.

No further information has been provided to address this issue. Nevertheless, it is considered that this matter can be appropriately secured by condition. Given the applicant's decision not to resolve this point at the outline planning stage—and recognising the importance of delivering coherent and continuous infrastructure for non-motorised users throughout the site—the necessary details must be submitted either prior to or as part of the first application for approval of reserved matters.

Improvements throughout Whittlesey

The applicant has reinstated the previously proposed shared use path from Snoots Road. This is a positive and constructive step, providing a renewed basis to consider the applicant's offer of financial contributions towards interventions identified in the Fenland Cycling, Walking and Mobility Aid Improvement Strategy. However, it is important to emphasise that, in the view of the Local Highway Authority, the level of S106 contributions likely to be secured from this development does not sufficiently address previously raised concerns regarding modal shift aspirations. Nor does it adequately mitigate the potential capacity

impacts of a more realistic modal share pattern on the local highway network. While these contributions may have only a limited effect on encouraging modal shift, they are nonetheless considered an appropriate offer by the applicant to tackle localised issues that hinder the provision of coherent, direct, safe, comfortable, and attractive pedestrian and cycle infrastructure for future employees and visitors of the development.

It is also noted that the Cambridgeshire & Peterborough Combined Authority is scheduled to meet in early November 2025 to consider a proposal to allocate approximately £102,000 in active travel funding for improvements to the off-carriageway section of NCN (National Cycle Network) 63 between Whittlesey and Peterborough.

To ensure an appropriate level of contribution is secured, the views of both the Transport Assessment Team and Fenland District Council's Transport Strategy Team should be sought. Their input will help confirm the suitability of the proposed financial contributions in relation to the recommended interventions outlined in the Fenland Cycling, Walking and Mobility Aid Improvement Strategy.

Suggested Conditions:

- Prior to first reserved matters, a detailed Transport Scheme detailing matters (i) to (v) above to be agreed
- Prior to first reserved matters, a detailed on-site Non-Motorised User (NMU) Strategy shall be agreed
- Traffic management plan to be agreed pre-commencement

5.6 FDC Transport Development team - 23.01.2025

Notes the comments provided by Cambridgeshire County Council Transport Assessment Team dated 13 December 2024. FDC Transport Team supports and agrees with these comments.

Welcomes the breadth of policies and strategies that have been included and referred to more generally throughout the Transport Assessment.

e.g., FDC Walking, Cycling and Mobility Aid Strategy (2022).

Notes an assumption that all traffic to the proposed development will come from within Whittlesey or from Peterborough by road, along with those who travel by other modes. Some consideration needs to be given to communities east and south of Whittlesey e.g., Huntingdonshire.

The NCN63 and RCN21 routes between Peterborough and Whittlesey provide excellent opportunity for off road cycling links to the site. We would expect these links and their potential improvement to be considered in more detail as part of this application.

An alternative option to A605/ Crossway Hand crossing should be considered based on CCC LHA concerns.

The current proposals consider upgrades/improvements to a section of footpath between Snoots Road and the proposed site entrance. Wider improvements to the path along the A605 should also be considered (see Fenland Cycling, Walking and Mobility Aid Improvement Strategy - Fenland District Council for details).

Linking E-bike hire with the site and Peterborough Railway Station is welcome. This should be extended to include access from Whittlesea Railway Station. Details of how this would be funded long term is needed.

Clarity is required in the TA over train availability. An assumption of only 50% car journeys is considered far too low.

Key routes and key infrastructure to support walking, cycling and bus use should be implemented from the outset to maximise the vision for the site and journeys made by non-car modes.

Specific detail about the mobility hub proposal for this site is necessary and it should be a plan that is affordable, deliverable and sustainable. It is also unclear as to specifically how the hub relates to the Travel Plan and the deliverability of the Travel Plan. Shuttle Bus services from Whittlesey Station requires further consideration.

More appropriate benchmarking and data is required to compare the transport impacts of the development more accurately.

A 60% car driver mode share has undergone sensitivity test. It is suggested that additional tests for 70% and 80% should be undertaken. A 50% car mode share is considered very low. 60% as a sensitivity test, provides further information but this is not considered enough within the Fenland context.

The committed developments listed in the TA do not include major sites in the villages of Eastrea and Coates. Major proposed development between Peterborough and Whittlesey within the boundary of Peterborough City Council should also be considered to understand the impacts.

5.7 Peterborough City Council Highways – 18.09.2025

Objection

Recommends refusal for the following reasons;

1. Insufficient information has been submitted to demonstrate that the proposal would be acceptable in highway safety terms and that the site will not have a residual cumulative impact on the road network.
2. The proposed development will result in increased vehicle trips through capacity constrained junctions and no appropriate mitigation measures are being proposed to off-set the impact of the development on the network. It is considered that without adequate mitigation measures, the proposed development would have an unacceptable impact on highway safety and a severe residual cumulative impact on capacity at the following junctions;
 - a. A605 / Whittlesey Road Roundabout
 - b. Whittlesey Road / Park Farm Way Roundabout
 - c. A605 / A1139 On-Slip Roundabout
 - d. A605 / A1139 On-Slip / A1139 Off-Slip Signalised Junction
 - e. A605 / A1139 Off-Slip / A1139 On-Slip / IKEA Distribution Centre Roundabout
 - f. A605 / B1095 Priority Junction
 - g. A605 / Apollo Avenue Roundabout
 - h. A605 / B1091 / B1092 Roundabout
 - i. A605 / Stanham Way / Flaxley Road Roundabout.
 - j. A605 bypass

3. It has not been demonstrated that necessary off-site measures are being proposed to maximise sustainable transport modes, in terms of improving/providing pedestrian and cycle connectivity between the site and the surrounding area to achieve a 50% mode share. Furthermore, there is uncertainty around the provision and lifespan of the proposed bus service to the site from Peterborough. Therefore, it has not been demonstrated that the site can be safely accessed by sustainable modes of transport.

5.8 Network Rail - 06.01.2025

Request for extension of time for comment.

No comments received further to this.

5.9 CCC Lead Local Flood Authority - 08.07.2025

No objection in principle to the proposed development.

The submitted documents demonstrate that surface water from the proposed development can be managed through the use of a system of geocellular crates, tanked permeable paving and attenuation basin before being pumped into the on-site lake. From the lake surface water will be pumped up to the existing watercourse via a reed bed at 1.5l/s. In the event of a pump failure modelling has been provided showing that no flooding will occur in an exceedance event.

Subject to conditions requiring the following;

- Detailed site wide surface water drainage scheme
- Construction surface water run-off strategy

5.10 Environment Agency – 07.11.2025

No objection subject to conditions securing the following;

- Site Remediation strategy
- Unexpected contamination action
- Surface Water drainage scheme
- No piling or foundations using penetrative methods unless agreed in advance.
- Foul drainage strategy

Waste Water Disposal

Advises they wastewater disposal for this application is yet to be agreed. Recommends seeking latest advice from Anglian Water. Capacity at the local water recycling centre could have implications for the development. This site falls within the catchment of Whittlesey WWTW (Waste Water Treatment Works). Notes that Anglian Water Services' (AWS) latest verified 2024 Dry Weather Flow (DWF) data, shows that this works is currently operating in exceedance of its environmental permit for discharge volume. The Whittlesey discharges into the Whittlesey Dyke 'Middle Level Water Body'. Water Industry discharge [Sewage discharge (continuous)] has been identified as one of the reasons for this water body failing to achieve 'good' status (only achieving 'moderate' currently) with Phosphate confirmed. Water Industry discharge [Sewage discharge (continuous)] has also been identified as one of the reasons for deterioration in this water body [Ammonia (Phys-Chem) – confirmed].

Until they have a clear understanding of Anglian Water's plans to accommodate growth within this catchment, they are unable to comment on the impact to the water environment.

Advises that National planning practice guidance establishes a first presumption for development to discharge wastewater via the mains system. Proposed developments should only include non-mains drainage if it can be demonstrated that a mains connection is not feasible in terms of cost and/or practicality.

Lack of capacity or plans to improve capacity in the sewer is not a valid reason for a development to install a package treatment or septic tank. The applicant should explore how a lack of capacity may be overcome so that their development can be connected to a public foul sewer. In these cases, if an applicant decides to apply for a water discharge permit for private treatment facilities, it is unlikely that we would be able to grant a permit. Therefore, if non-mains drainage was confirmed at this stage for this application, we would object to this application.

Should the LPA be minded to grant permission subject to confirmation of drainage details by planning condition, we would request to be consulted on any discharge or variation of this condition. Notes EA would be unlikely to recommend discharge of the condition if non-mains drainage was proposed.

5.11 **Anglian Water Services - 05.12.2024**

Objection

Assets

Anglian Water advises they have assets close to or crossing this site or there are assets subject to an adoption agreement. The site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space, or sewers will need to be diverted, subject to consent.

The development site is within 15 metres of a sewage pumping station. This asset requires access for maintenance and will have sewerage infrastructure leading to it. Anglian Water consider that restaurants/cafes located within 15 metres of the pumping station would place them at risk of nuisance in the form of noise, odour or the general disruption from maintenance work caused by the normal operation of the pumping station. The site layout should take this into account and accommodate this infrastructure type through a necessary cordon sanitaire, with no development within 15 metres from the sewage pumping station

Foul Network

Anglian Water objects to the proposed connection to the public foul drainage network, advising that the site is located within the catchment of the Whittlesey Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows that would be generated by the proposed development. Anglian Water has determined that the site is unsustainable due to the associated pollution risk and the increased discharge rates, which could lead to a deterioration in water quality and an unacceptable risk of breaching environmental legislation at the WRC. Recommends that planning permission be refused on the grounds of insufficient infrastructure capacity and to prevent environmental harm.

Anglian Water advises that they work closely with their regulators to identify opportunities for future growth investment. At present, no funding has been allocated at the WRC. However, they may seek to promote investment through their future business plans.

Used Water Network

Anglian Water objections to any connection into their foul network from the proposed development. A sustainable point of connection cannot be given due to the development flows contributing to pollution and deterioration of the watercourse, as per advice on foul network.

Advises that, if the LPA are minded to approve the application, despite their objection and risk of pollution, they recommend the applicant engages with AW via their pre-development services and to submit a pre-development enquiry.

Water Supply

Anglian Water objects to the proposed supply of non-domestic water use of industrial processes. There is no legal requirement for us to supply for this type of water usage where it might put at risk their ability to supply water for domestic purposes.

Anglian Water factors into their Water Resources Management Plan to try to support business in the region, with the help of the water retail market.

Therefore, where new and unplanned non-domestic requests are received, which exceeds 20,000 litres per day (20,000ml/d) (this may be less dependent on the availability of water in the area) or where there is a cumulative impact from a significant number of smaller requests, there might be the need to decline to protect existing supplies and the environment.

Assets Affected

Condition: The development site is within 15 metres of a sewage pumping station. Whilst Anglian Water takes all reasonably practicable steps to prevent any nuisance arising from the site, there should be no sensitive development within 15 metres from the perimeter fence of a sewage pumping station of this type.

Used Water

No development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the local Planning Authority, in consultation with Anglian Water. This strategy will identify a sustainable point of connection to the public foul network. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.

5.12 Middle Level Commissioners - 25.11.2024

Notes that the application appears to involve development within the Commissioners' 20m byelaw strip. Advises that the applicant and the Council must acknowledge the close proximity of important watercourses and/or associated maintenance access strips to the application site. These watercourses are protected by Byelaws made in accordance with the Land Drainage Act.

Advises that it must not be assumed that consent will be given for any development within, over or under these watercourses and/or any associated maintenance access strips or that the issuing of planning permission means that the relevant works will be consented.

5.13 FDC Ecology - 04.09.2025

No objections

Notes that the Ecology surveys undertaken to inform the application have been carried out by suitably qualified ecologists and to appropriate standards. No further surveys are required prior to determining the application. However, some surveys of notable species may need to be updated prior to commencement.

Impacts on nature sites

The application site is within 750m of the Nene Washes Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest. The development proposal has the potential to affect the special nature conservation interest of the designated site through water abstraction and through possible water pollution during site clearance and construction stages. The Council's ecologist has therefore undertaken a Habitats Regulations Assessment (HRA) of the proposals. The HRA has concluded that providing certain precautions are required to be taken to mitigate for any potential harm to designated sites, the development proposals will not have any effects on the integrity of the designated sites. The Kings Dyke Local Nature Reserve is within 10-20 m of the application site but is on the opposite side of the A605 main road and therefore no direct impacts on the special nature conservation value of the nature reserve are considered likely to arise from the development.

Impacts on Notable Habitats

Although there are areas of bare ground and previously developed land on the site which have limited nature conservation value, there are also locally valuable habitats present including species-rich grassland, waterbodies and woodland. It is proposed to retain the majority of these notable habitats, and it would also be possible to enhance some areas of the retained habitat. Notes that the outline landscape plans indicate that it would also be possible to create new habitats on the site, including new areas of shrub planting and woodland, which is welcomed. Although the Lake in the west of the site is to be retained, it is proposed to place significant new development around the Lake edge and extending out over the water. The Lake has a notable landscape value, and it has significant potential to become a valuable habitat, but currently I would consider that the amount of development planned for around the Lake is excessive and would compromise its potential for improvement as a nature conservation asset.

Recommends reducing the amount of development planned for immediately around the Lake, and to retain and enhance more of the Lake edge (half of the perimeter of the Lake shore) as a seminatural habitat. To secure the retention and future management of all retained and newly created habitats, a comprehensive Habitat Creation, Management and Monitoring plan should be required to be prepared by Condition. Management plans for retained and new habitats must include proposals for managing public access and future recreational use of the green and blue spaces, to avoid harm to habitats and disturbance to species. The applicant has also indicated that if no practical solution for recycling all of the foul water arising from the development on-site is arrived at, treated foul water may be required to be discharged into the Kings Dyke, which in turn flows to the River Nene (old course). These watercourses are valuable ecological receptors. It is understood that an on-site solution for recycling foul water is currently being sought, and that such a solution is possible. However, as a contingency for this preferred option not being possible, consideration need to be given to the possibility of treated foul water discharge

into the watercourse. Acknowledges that solutions do exist to prevent harm to watercourses arising from treated foul water discharges, and that these solutions are tried and tested. Nevertheless, as a Condition of any permission which may be granted to the application, full details will need to be provided concerning the proposals for foul water discharge from the development.

Although the highly protected species great crested newt is considered to be likely absent from the site, other amphibian species may be present. Advises that a specific Reptile and Amphibian Method Statement is required to be prepared by Condition, giving full details of the measures to be taken to avoid and/or mitigate for any possible harm to reptiles during the course of any development. Once agreed, this Method Statement must be implemented in full. Particular care will need to be taken with regards to amphibians during any work to remove or re-model water bodies on the site.

Sensitive lighting will need to be designed to protect bats present on or around the site. Bat and bird roosting features are required to be incorporated into the design of the development. Recommends avoidance of any site clearance during the bird nesting season.

Confirms that 10% BNG (biodiversity net gain) is achievable with potential for significantly more than this. A Long-term management plan is required for this. If the development is phased, a cumulative assessment of BNG will be required. Since the habitats to be created and enhanced on the site will be significant. Recommends that the Council should consider the use of an S106 obligation to secure the future management and monitoring of on-site habitats. A S106 would have the benefit of securing resources for future oversight (indirect monitoring) of on-site BNG provision by the Council.

Recommends further conditions for the following.

- Control of Invasive Species
- Protection of Habitats and Species during Construction (Construction Environmental Method Statement)

Advises that if site clearance or construction activities are delayed for more than 2 years from the date of the ecological surveys submitted with the application (September 2024), surveys for amphibians, reptiles, bats and birds should be required to be updated prior to commencement.

5.14 Natural England - 18.09.2025

No objection - subject to appropriate mitigation being secured

Natural England considers that without appropriate mitigation the application would potentially have an adverse effect on the integrity of the Nene Washes SSSI, SPA, SAC and Ramsar site. In order to mitigate these adverse effects and make the development acceptable, advises that an appropriate planning condition or obligation is attached to any planning permission to secure the measures set out in the Habitats Regulation Assessment: Appropriate Assessment (Rev 1.1).

NE also reviewed the 'Applicant email RE: HRA, Drainage, Water Supply and BNG' and agree that any other matters raised in their previous response (ref 497948, dated 28 January 2025) can be considered by the LPA during reserved matters applications.

5.15 FDC Arboricultural Officer - 06.12.2024

No objections

The arboricultural impact assessment provides brief details on the types of trees and their current quality at present, but there is no tree schedule to provide further details on any specific individuals that warrant great merits, likely due to there being to no set layout of the scheme at this time and limited access across the areas A - D. Considers that it is feasible to work around the main body of the trees to implement the scheme, and for more detailed arboricultural information on the potential impact of trees and how the remaining would be protected would be required.

I currently have no objection in principle to the proposal but would require more comprehensive information relating to the arboricultural impacts and protection to accompany a detailed scheme.

5.16 FDC Environment & Health Services - 16.12.2024

Environmental Health do not object to the principle of this application and would like to provide the following observations on the information provided and request further information in due course.

- CMP required prior to commencement – noise, dust, odour control
- Strategy to avoid materials on the highway
- Unsuspected contamination
- Should the applicant wish to use the on-site water resources for drinking water, then this should be separately risk assessed and managed as a private water supply application to the LA Environmental Health Team in due course.
- A condition to manage, and control imported materials.
- Environmental impact assessment is undertaken to demonstrate how the introduction of energy production and manufacturing processes will be managed in respect of air quality.
- Noise impact assessment regarding noise from transport, energy production, manufacturing, and plant noise from other business/activities on site
- Further details on Private water supplies and sewerage waste management
- Details of plant and equipment used for Energy production to be provided.

5.17 FDC Environmental Services- 27.11.2024

No objections

5.18 CCC (Economy & Growth)

No comment received

5.19 CCC Minerals & Waste

No objections subject to:

1. The Site Topographical Levels Overlay (dated 23 June 2025; Ref: PSTP-1-1-002; submitted 24 June 2025) and the Overall Site Plan (Proposed) (undated; Ref: PBSTP BBA ZZ ZZ SK A 0081 Rev P04; submitted 24 June 2025) being listed within the approved documents; and
2. The imposition of two conditions that require:
 - (a) detailed final levels and Materials Balance Plan to be secured as reserve matters, and
 - (b) the final scheme to be designed to minimise the import of any materials involved in land raising, including soils, inert and other such materials.

5.20 **FDC Licensing**

No comment received

5.21 **FDC Business and Economy Team - 18.02.2025**

Supports the proposal for the following reasons;

1. Shortage of Commercial Space.

Advises that there is a shortage of commercial space employment land in the district with insufficient supply to meet the demand. This proposal would create 670,000 square feet (62,269 square metres) of gross floor area for offices, laboratories and light manufacturing. This additional space would have a significant positive impact on the supply of commercial space available in the district and help enable economic growth.

2. Economic Benefits

This proposal is forecast to deliver:

- 1,660 Full-Time Equivalent jobs
- £59 million per annum additional wages
- £126 million per annum GVA uplift for the UK economy

Considers that these are significant economic benefits not only for the Fenland economy but also the regional and UK economy. Notes that the proposed site is only 40 miles to the north of the Cambridge Science Parks which are at capacity and could attract similar high-tech businesses to Fenland.

3. Fit with Strategies

The proposal fits with the Council's economic growth objectives contained within its Economic Refresh Strategy 2025-28, the Shared Ambition for Cambridgeshire & Peterborough 2050 and the Cambridgeshire & Peterborough Local Growth Plan.

5.22 **Cambs Police - Designing Out Crime - 02.12.2024**

Raises no objections

Considers the site to be an area of low/medium risk to the vulnerability for crime

Provides advice and recommendations in respect of;

- Lighting
- Window, Door and glazing security
- CCTV and Alarm systems
- Secure access control systems
- External Visitor Cycle Racks
- Boundary treatments, footpaths & landscaping – maintaining visibility/surveillance
- Building design, entrance foyers and reception desks
- Secured by Design Accreditation
- Potential for engagement with the Counter Terrorism Security Advisor Team in respect of proposed laboratory space dependant on specific nature of the business(es)

5.23 **Local Residents/Interested Parties**

Support

2 representations of support from residents at Cross Road, Whittlesey and Wype Road, Eastrea.

Supporting Comments	Officer Response
Will rejuvenate/ regenerate an area used for trailer storage.	This is considered at 10.46 below
The Application should be considered on its own merits - not to be tied in with the issues associated with a building in close proximity.	The development proposal is acknowledged to be separate from the existing uses on adjacent land and is to be considered on its own merits.
Will help drive development and infrastructure/ opportunities within the local community.	Whilst the comments are noted, there is no immediate evidence of this. Notwithstanding, the development would enable potential employment of people from the community and would introduce some on-site and off-site infrastructure which could benefit the wider community.
Makes good use of space	This is considered in the 'Principle of Development' section below
Would like to see is a direct walking path/cycling route from the train station to the science parks away from the main roads.	The applicant is proposing to introduce a footway/cycleway along the southern side of the A605 leading to Snoots Road. This will provide a cycle/pedestrian link away from the A605 at Snoots Road to the train station.

Objection

3 representations of objection received from Whittlesey residents, all at Snoots Road (including comments received from Saxongate Residents Group).

Objecting Comments	Officer Response
Outstanding mitigations (reed bed and attenuation ponds) should be resolved before adding further pressure to the drainage issues.	The application proposes to utilise reed beds as part of the surface water drainage strategy. A condition securing design, provision and long-term management of SuDS is proposed and considered acceptable by statutory consultees.
The Johnsons Aggregates Recycling Ltd (JARL) Incinerator Bottom Ash (IBA-A) processing plant lies adjacent at. A new attenuation pond shown close to proposed building M will be very near to their site with potential to flood into the JARL site and carry toxic leachates from the IBA-A.	The layout plan provided is indicative only, with matters of layout, scale, appearance and landscaping to be considered at a future time. Potential impacts arising through the layout on adjacent uses at reserved matters stages will be considered.
The transport assessment does not seem to fully consider any safety and access implications of HGV movements associated with adjacent uses and proposed development. What differentiates it from a standard mixed use industrial business park?	The Local Highway Authority has considered the submitted data provided by the applicant and has not raised concerns over HGV movements or permitted adjacent uses.

No dedicated A605 cycle way and vehicles often block the narrow pavement to the bus stop	The applicant is proposing to introduce a footway/cycleway along the southern side of the A605 leading to Snoots Road. This will provide a cycle/pedestrian link away from the A605 at Snoots Road, to the train station. Furthermore, the applicant has proposed a crossing point on the A605 and Crossway Hand.
Given the history of non-conforming waste and dumping in that area, realistically what can be put in place to reassure the public that there will be proper oversight and ongoing checks regarding contamination risks?	The Council's EH team and Environment Agency have both requested that ground contamination is addressed through submission of further detail e.g., further ground investigation, construction management plans to include dust management strategies etc. It is considered reasonable to secure this detail via planning condition.
<u>Air Quality</u> The JARL site is monitored as part of the EA permit as dust and leachate resulting from operations there is potentially toxic. How will this impact on future occupiers of the development? No dust management of CEMP is provided. The JARL site needs to ensure that the development doesn't prevent necessary monitoring and dust management e.g., through third-party dust.	The Council's EH team has requested that an environmental impact assessment is undertaken in respect of air quality associated with future operations of the development. No concerns have been raised regarding existing adjacent uses. The Council's EH team are familiar with the business uses in the locality.
Community Engagement is ambiguous Public park areas – who will maintain?	The applicant is proposing to maintain the public park areas as part of the wider site management.
Arboricultural report/ Landscaping Trees are in decline. The report notes that landscaping is poor. What is the reason for the dieback?	The applicant hasn't provided any detail on any existing disease that may exist. Notwithstanding, a robust landscaping scheme, tree impact assessment and method statement would be expected to be provided as part of future detailed matters.
Site Management Will there be any centralised management and/or compliance and mitigation policy for the overall site to avoid the disjointed situation residents have seen at Saxon Pit?	The site will likely be managed by a management group as part of wider site operations as is usually the case.
Could S106 monies be used to secure and, if possible, enhance air quality/local weather information	S106 monies to secure air quality sensors or weather information data have not been sought by any

coverage? Also, as there is no local weather data, could S106 money be used to support a basic local weather station, including wind direction?	consultees at this stage. As such, it would be unreasonable to seek contributions in this regard, notwithstanding the recommendation to provide further details on site-specific air quality impacts which may arise through future operations of the development. As such contributions would not comply with CIL 122(2) regulations and cannot be sought for this.
The application is for a science park. Is there any definition for the types of companies that will be allowed to set up in the industrial units? Also, what differentiates it from a standard mixed use business park?	There is no planning definition or use class for a Science Park and therefore it would not be possible to impose any conditions or obligations for 'science and technology' use per se. Notwithstanding, the design and transport ambitions can be reasonably secured and monitored through planning condition, to ensure a high quality and sustainable development comes forward. The actual uses of the site will be determined by the tenants occupying the buildings but restricted to those set out in the description of the development and planning conditions.
Country Park not necessary or suitable in that location due to the noise, dust & occasional smell.	The Country Park is not necessary to make the development acceptable in planning terms – but will enable alternative active travel routes to the site and includes opportunities for biodiversity enhancements.
Considers the site is a magnet for constant noise, odour.	The application is currently at a low level of use mainly for storage of machinery. It is possible that this is referring to the adjacent JARL site which is separate to this application.
Objects to the track at the back of the houses on Snoots Road Disturb the established wildlife that has made the Saxon pit its home	The track originally proposed has been removed from the proposals following further investigation, indicating this falls outside of the control of the applicant. Instead, pedestrian and cycle access is proposed at the north-east corner of the site adjacent to the A605, opposite Crossway Hand.
Will disturb wildlife	The application is supported by an ecology survey which indicates that biodiversity value will be gained through the development. Both Natural England and the Council's Ecologist accept the proposals.

Neutral Representations

2 letters of representation from Whittlesey residents at Hallcroft Road and Stonald Road.

Comments	Officer Response
Surface Water is pumped out into Kings Dyke drain via a pipe in third party land. The applicant does not have permission or consent to discharge water through third party property.	The grant of planning permission does not convey any rights to disturb or access third party land. Land ownership is a private matter, notwithstanding that drainage discharge into Kings Dyke appears to be an established method currently.
Concerns over cycle entrance and route near Snoots Road and potential conflict with larger vehicles.	The Local Highway Authority has raised no objection to the proposal for a footway cycleway leading to Snoots Road.

- 5.24 Full comments for this application can be found at:
<https://www.publicaccess.fenland.gov.uk/publicaccess/>

6 STATUTORY DUTY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014) the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) and the Whittlesey Neighbourhood Plan (2023).

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF) 2024

Chapter 2 - Achieving sustainable development
Chapter 4 – Decision-making
Chapter 6 – Building a strong, competitive economy
Chapter 8 – Promoting healthy and safe communities
Chapter 9 – Promoting sustainable transport
Chapter 11 – Making effective use of land
Chapter 12 – Achieving well-designed places
Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
Chapter 15 – Conserving and enhancing the natural environment
Chapter 17 – Facilitating the sustainable use of minerals

7.2 National Planning Practice Guidance (NPPG)

Determining a Planning Application

7.3 National Design Guide 2021

Context
Identity
Built Form
Movement

Nature
Public Spaces
Uses
Homes and Buildings
Resources
Lifespan

7.4 Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development
LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
LP6 – Employment, Tourism, Community Facilities and Retail
LP11 - Whittlesey
LP12 – Rural Areas Development Policy
LP13 – Supporting and Managing the Impact of a Growing District
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP17 – Community Safety

7.5 Whittlesey Neighbourhood Plan 2021-2040

Policy 1 – Spatial Planning
Policy 7 – Design Quality
Policy 10 – Delivering Sustainable Transport
Policy 11– Adapting to and Mitigating Climate Change

7.6 Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021

Policy 5 - Mineral Safeguarding Areas
Policy 10 - Waste Management Areas (WMAs)
Policy 14 - Waste management needs arising from residential and commercial Development
Policy 16 -Consultation Areas (CAS)

7.7 Delivering and Protecting High Quality Environments in Fenland SPD 2014

DM2 – Natural Features and Landscaping Schemes
DM3 – Making a Positive Contribution to Local Distinctiveness and character of the Area
DM4 – Waste and Recycling Facilities
DM6 – Mitigating Against Harmful Effects

7.8 Developer Contributions SPD 2015

7.9 Cambridgeshire Flood and Water SPD 2016

7.10 Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 49 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy
LP3: Spatial Strategy for Employment Development
LP4: Securing Fenland's Future
LP5: Health and Wellbeing
LP6: Renewable and Low Carbon Energy Infrastructure
LP7: Design
LP8: Amenity Provision
LP11: Community Safety
LP15: Employment
LP17: Culture, Leisure, Tourism and Community Facilities
LP18: Development in the Countryside
LP19: Strategic Infrastructure
LP20: Accessibility and Transport
LP21: Public Rights of Way
LP22: Parking Provision
LP24: Natural Environment
LP25: Biodiversity Net Gain
LP27: Trees and Planting
LP28: Landscape
LP29: Green Infrastructure
LP31: Open Space and Recreational Facilities
LP32: Flood and Water Management
LP33: Development on Land Affected by Contamination
LP34: Air Quality

8 KEY ISSUES

- **Principle of Development**
- **Access and Transport**
- **Layout**
- **Scale and Appearance**
- **Landscape**
- **Biodiversity**
- **Flood Risk, Drainage and Water supply**
- **Residential Amenity**
- **Community Infrastructure & Planning Obligations**
- **Other Matters**

9 BACKGROUND

Pre-application

- 9.1 The applicant undertook pre-application advice with the LPA in 2023. The principle of the development was confirmed by the LPA, subject to consideration of the following matters.
- Consideration of transport impacts and sustainable/ active travel opportunities
 - Environmental Impact Assessment (EIA)
 - Ground contamination and pollution
- 9.2 The applicant was advised to engage with Cambridgeshire County Council Local Highway Authority and Whittlesey Town Council prior to the submission of an application.

9.3 *Community Consultation*

The DAS notes that a public exhibition was held from 01.12.2023 to 02.12.2023 at Whittlesey Christian Church, with timings scheduled across Friday afternoon and Saturday morning. During this event the proposals for the project were presented by the project team to members of the local community, who attended on a voluntary, informal, drop-in basis.

- 9.4 The event was advertised locally in advance - via various online and conventional channels. Whittlesey Town Council assisted in advertising the event. Further information is set out at section 4.0 of the DAS.

EIA development

- 9.5 As set out in the history section, the application has previously been screened for significant environmental effects under the framework of the Environmental Impact Assessment Regulations 2017, the most recent screening being in October 2023. The development project was not considered to constitute EIA development.
- 9.6 The screening opinion and site circumstances, including any cumulative development arising since that time has been considered with this planning application. Again, it is considered that while the development may result in some localised impacts to the settlement and surrounds, the development would not result in significant environmental effects for the purposes of EIA developments.

10 **ASSESSMENT**

Principle of Development

- 10.1 The comprises former brick quarry and lies adjacent to the western edge of the continuous built form of Whittlesey. Part of the site also benefits from extant planning permission for B2 and E Classes involving an office building and construction yard (see planning history). To the south-west of the site, sitting lower than the application site, the land is in use as a processing plant for incinerator bottom ash (IBA-A).

- 10.2 Policy LP11 of the Fenland Local Plan supports the principle of employment uses at the site, setting out:

“New business uses are likely to be supported adjacent to existing businesses in the Station Road/ Benwick Road Industrial Area, and to the west of the town along the A605 and to the north of the King’s Dyke as far as Field’s End Bridge.”

- 10.3 Further to this, Policy LP6 sets out that.

“Employment proposals will be assessed against the following selection criteria:

1. Fit with the Council’s spatial strategy (in terms of distribution and scale)
2. Fit with the specific and broad locations for growth identified in this Local Plan, or in other suitable locations on the edge of Market Towns

where it can be demonstrated that such growth would be compatible with adjacent urban land uses

3. The size of the settlement and scale of housing growth proposed
 4. Availability of and accessibility to public transport services
 5. Site suitability in terms of physical constraints (e.g. access, flood risk)
 6. Impact on natural and heritage assets
 7. Impact in terms of urban/ landscape character, and setting of settlements
 8. Infrastructure capacity (see LP13)
 9. Availability and deliverability of sites”
- 10.4 The Whittlesey Neighbourhood Plan does not indicate any ambitions to develop the site for employment uses, however does allocate land immediately north of the site (the brickworks area) and land to the south-west set between the King’s Dyke highway and the Ralph Butcher causeway, for employment land.
- 10.5 Having regard to its current and previous uses and status relative to national policy, the NPPF, para 124 sets out;
- “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land (except where this would conflict with other policies of the NPPF).”
- 10.6 Having regard to the definition of previously developed land as set out in the glossary to the NPPF, the site, in part can be reasonably classed as Previously Developed Land (Brownfield Land), with the remainder being former minerals extraction, which is excluded from this definition. As such, the site arguably comprises part brownfield land, for which the NPPF sets out in principle support for. Notwithstanding this, the use of a vacant site that has previously had activity on it is considered to be in accordance with the thrust of the NPPF as it will be an effective use of the land.
- 10.7 In essence therefore, there is in-principle support for the redevelopment of the site for business use, support for the effective use and redevelopment of the site through the NPPF and the site would sit immediately at the edge of the market town of Whittlesey, identified for business use. Furthermore, the site lies south of and north-east of employment land allocated through the Whittlesey Neighbourhood Plan, with the proposed use conforming to the general commercial-oriented approach to this part of Whittlesey.
- 10.8 It is considered therefore that there is both local and national support in principle for the proposed development.

Access and Transport

- 10.9 Policy LP15 of the Fenland Local Plan aims to create a sustainable transport network in Fenland. Through policy LP15, the Local Plan seeks to deliver new transport-related infrastructure. It requires all development proposals to contribute to a range of transport objectives, including improving and better managing road infrastructure.

- 10.10 Policy 10 of the WNP (Whittlesey Neighbourhood Plan) sets out that where appropriate to their scale and nature, development proposals should contribute towards the delivery of the transport objectives of the Fenland Local Plan, Local Transport Plan (including the Whittlesey Market Town Transport Strategy), and Growing Fenland masterplan for Whittlesey. The precise nature and scale of such contributions will be the subject of negotiations as part of the consideration of planning applications for development.
- 10.11 Paragraph 110 of the NPPF sets out that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”
- 10.12 The NPPF at Paragraph 115 sets out that
In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 10.13 NPPF, Paragraph 116 sets out that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

Access

- 10.14 The primary access into the site is proposed to be via a new 4th arm from the roundabout on the A605. A Secondary access point (emergency only) is proposed via the existing access at the northern boundary of the site, which is required to be maintained to continue serving the Saxon Pit operations to the east. This secondary access will comprise a controlled access point and not for regular use by tenants. Specific detail of this element can be dealt with via planning condition and/ or through reserved matters details.
- 10.15 The main access from the roundabout will require substantial material to gain the necessary levels gradients, given the land level within the site compared to the existing highway and the County Council’s Minerals and Waste (MWLPA) team has sought further information in respect of this, specifically in terms of the origins of the material used in its construction and general levels finishes across the site.
- 10.16 The intention is to utilise material available from within the site where reasonable with importation limited as practicably possible. The WMPLA are content with the proposals in principle and has requested conditions in respect of specific levels

details and material balance plan, as well as demonstration that each phase has been designed to minimise the import of any materials involved in land raising, including soils, inert and other such materials. These matters can be reasonably secured via planning condition and would accord with the broad aims of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

- 10.17 The LHA has reviewed the main access arrangements and has raised no objection to its general design, subject to conditions securing the final detailed design, to enable them to make slight amendments required to align it more closely with future S278 designs. The eastern and western approach arms to the roundabout are also proposed to incorporate crossing points for pedestrians and cyclists and the general access arrangement has undergone a Level 1 RSA (road safety audit). Whilst the LHA has not entirely agreed with the way in which the RSA was undertaken, they have concluded that subject to final design, the arrangement poses no safety risks in respect of the design principles.
- 10.18 The secondary vehicular access point (existing) will require some control measures, to ensure that visitors do not seek to use this as a main point of access, directing visitors instead to the primary access. The applicant has proposed a controlled barrier system where the existing access meets the emergency access into the development site. Specific details of this access control strategy can be reasonably secured via planning condition. It would also be prudent to incorporate signage within the highway, to direct visitors to the appropriate access, details of which could also form part of the overall access control strategy, subject to Highways' approval. The LHA have raised concerns that internal pedestrian cycle route crosses this secondary access, which I currently in use for HCVs serving the Saxon pit site. Whilst this is noted, layout is not committed and details of safe crossings etc can be considered at detailed design stages in this regard.
- 10.19 The development also incorporates pedestrian and cycle access at the north-eastern corner of the site, enabling users to access the A605 where there is intended to be a crossing point taking users to Crossway Hand, and an extension to the footpath to enable users to continue along the A605 toward Snoots Road. This will also include the re-siting of the bus shelter into the site and inclusion of RTPI signage (real time passenger information).
- 10.20 Again, a Level 1 RSA has been undertaken to the crossing arrangements in this location and the LHA are satisfied that, subject to final design, a suitable arrangement can be secured to serve the development, which will provide suitable pedestrian and cycle infrastructure to cross the A605 and/ or access the main settlement.
- 10.21 In summary, the development demonstrates that safe and suitable access can be secured to serve the development in accordance with the requirements of local and national policy.

Transport Vision

- 10.22 The application is supported by a Transport Assessment and Travel Plan, which has been updated through technical notes and further evidence, responding to comments received from the Highways Authorities. The development follows a vision-led approach to the transport aims of the project. The applicant's ambition, through their transport vision, is to achieve a 50% modal share i.e., 50% of

visitors to and from the site will undertake journeys via bus, walking, cycling and other active travel means, with the remainder doing so by private motor vehicle.

- 10.23 In order to achieve the vision, the development proposes a Mobility hub, providing an area to hire (and repair) cycles and/ or electric scooters; utilise the shuttle bus service proposed, which to be provided in perpetuity by the applicant which will run between Peterborough train station and the site; car share meeting point and real-time travel information to inform users of anticipated travel times e.g., for bus and train travel. The development is also proposed to incorporate pedestrian and cycle route linking to the north-east corner via an area of parkland where, within the public highway there is a bus stop and proposed crossing point to Crossway Hand. Via Crossway hand users can access the pedestrian infrastructure along Stonald Road or the cycle route 63 which links to Peterborough via a circa 7.5km (4.7mile) route. Direct pedestrian and cycle access will also be provided to Snoots Road.
- 10.24 The application has been considered by Cambs County Council Highway team, Peterborough City Council's Highway team, Fenland District Council's Transport Planning team and Active Travel England. Whilst only CCC and Active Travel England are statutory consultees, the LPA has a duty to consider all material matters in making its decision.
- 10.25 All four bodies consider that the 50% modal share, and even a worse-case scenario 60% modal share would likely be unattainable by this development and its transport related proposals, owing to its constrained location, limited choice of active travel opportunities and lack of infrastructure proposed by the applicant to support active travel means.
- 10.26 The site is known to be currently constrained by sustainable travel opportunities, and the Department for Transport's (DfT) connectivity tool does not score the site or surrounding area highly, particularly in respect of links into Peterborough. The 2011 Census data show mode share in the area as 69%, meaning a predominant reliance on private motor car for general travel and relatively low share of active travel. This has implications for local networks and the capacities at which they can operate.
- 10.27 Active Travel England have deferred their position to seek additional information in respect of how the active travel measures will be achieved and whether these are realistic. The applicant has sought to address their queries through an update statement, and their comments are awaited.
- 10.28 It is understood that in respect of existing capacity in Whittlesey, there is already some moderate queuing at peak hours at the Ralph Butcher causeway roundabouts. PCC Highways consider that the applicant has provided insufficient evidence to demonstrate the likely impacts at a number of junction points in their jurisdiction. As such, they are concerned that cannot be reasonably determined that there would be no impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would not be severe, taking into account all reasonable future scenarios (as per NPPF paragraph 116). The specific junctions of their concern are expected to receive at least 77 development trips in any single peak hour. Whilst they have raised policy objections, the application is not to be determined in accordance with policies of the Peterborough Local Plan, as it sits outside of their jurisdictional boundary. Nonetheless the LPA has a legal duty to consider all material matters raised in

the course of determining an application and transport impacts, even outside jurisdictional boundaries, are material planning considerations.

- 10.29 CCC Highways advises that as at 2034 the evidence denotes that with committed developments, but excluding this development, queue times on the eastern approach to the site will be in the region of 9 to 10 seconds on average. With this development allowed it is considered that these would rise by approximately 36 seconds on average, based on the applicant's modelled worse-case scenario of 60% modal share.
- 10.30 It is noted that neither the NPPF or associated guidance provides any clear definition of 'severe' in respect of cumulative transport impacts and it is for the decision-maker having regard to the evidence and advice provided to establish whether development impacts on the highway network would be severe. Notwithstanding this, it is considered that que times on average increasing to around 36 seconds would be considered severe.
- 10.31 Whilst the vision is ultimately for reliance on private motor vehicle to be reduced to 50% for the proposed development, a 60% sensitivity test has been undertaken. This sensitivity test is effectively a 9% reduction in car driver mode share from the 2011 Census data, which is not dissimilar to the standard approach to travel planning which generally aims to achieve a 5-10% reduction through incentivising active and sustainable travel. The vision for this site is to influence sustainable behaviour from day 1, as per the Council's Transport Planning team's recommendations, and the vision is to go beyond a standard 5-10% reduction in car driver mode share.
- 10.32 It is acknowledged that the 2011 census data indicates a 69% modal share in the Whittlesey area, and latest 2021 census data indicates that the largest percentage within English local authorities was 64.0% in Cannock Chase. Whilst this data comes with a caveat, in that surveys undertaken at that time were during national Covid lockdowns, nonetheless it is not unreasonable to assert that the emerging data from the latest Census may point to some positive change to the previous 69% modal share, notwithstanding a potentially greater uptake of hybrid working arrangements, having regard to the latest Travel to work, England and Wales: Census 2021 data.
- 10.33 CCC Highways has suggested improvements to the eastern King's Dyke roundabout, for example a flare on the approach from Whittlesey, to improve capacity for traffic heading west. The applicant however feels confident that the modal share is achievable through their vision and that such upgrades will not be necessary. It is noted that the highway Authority has confirmed that there is currently no opportunity to improve capacity at the western roundabout due to land ownership constraints, which implies that queues at this roundabout for traffic heading east (either future without the development or future with the development) cannot be reasonably mitigated.
- 10.34 CCC Highways has also proposed that the developer enters into a legal obligation to provide a financial penalty at stages of the development should the 50% modal share not be realised, described as a 'Trip Cap'. They have suggested that at 50% occupation, if the trip cap is not achieved then a payment of £500,000 should be sought and for a further £500,000 at 100% occupations, should the trip cap continue to be exceeded. The monies are anticipated to be spent towards sustainable travel enhancements e.g., additional bus routing, bus

vouchers or infrastructure upgrades to reduce likely car usage. Due to the nature and the scale of the development it is considered that there thresholds and relevant reviews would be triggered in a number of years and it is anticipated that improvement projects will emerge at this time, taking in to account other changes and the specific impacts of the site if it cannot meet the 50% modal share. The applicant is agreeable in principle to the notion of a Trip Cap and more detail is required as to what the mechanism and method would be to monitor the development's impacts on the highway, the contribution amounts and triggers, the projects that may emerge and/ or whether in time there will be innovative opportunities for the developer themselves to further improve modal share, as per their transport vision.

- 10.35 It is considered that subject to finalising details of this, the severity of the impacts of the development could be reduced, albeit some highway constraints and queuing appear to be inevitable, given future predictions and existing constraints, even without this development coming forward.
- 10.36 Whilst only of limited material weight, the Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport and Connectivity Plan (LTCP) sets a target to reduce the numbers of miles driven in Cambridgeshire and Peterborough by 15% by 2030. If realised, this may have a positive impact on future transport impacts in the area, albeit no specific detail of this is known at this time. Furthermore, in their meeting held 22 October 2025, the CPCA set out their Local Growth Plan that this Peterborough Science and Technology Park would fall within their priority Investment Pipeline to support the commercialisation of research ideas and enable businesses to scale. Whilst no specific detail has been provided, the CPCA may also be able to assist Peterborough and Cambridgeshire's growth ambitions, noting Transport and Connectivity, including enhancing active travel opportunities features in the Growth Plan.
- 10.37 It is acknowledged that the development if allowed to proceed without any measures or mitigation on modal share, would likely result in severe cumulative impacts on the network. It is recognised that driver frustration and therefore some risk taking could occur where queue lengths become long, leading to highway safety implications. There is currently disagreement between the Highway Authorities and the developer, on the modal share ambitions of the development. However, the applicant has agreed in principle to entering into a legal agreement to secure a Trip Cap clause as set out above. Furthermore, the applicant has agreed to a financial contribution to parking restrictions in the vicinity of the site, to discourage private motor vehicle users, and also to a proportionate contribution toward highway infrastructure enhanced in the vicinity that could further encourage active travel to the site. The specific details of this are yet to be finalised but nonetheless in principle would aid in reducing the impact of traffic associated with this development, thereby reducing the severity of its impact.
- 10.38 In essence therefore, despite the proposed mitigation and active travel enhancement measures, there remains conflict with the aims of policy LP15 in respect of transport mitigation not being fully met, with the Local Highway Authority stating that it will result in severe cumulative impacts.

Layout, Scale and Appearance

- 10.39 Fenland Local Plan policy LP16 requires developments to make positive contributions to the local distinctiveness and character of the area, enhancing local setting and responding to the character of the local built environment. Schemes should not adversely impact, either in design or scale, upon the street scene, settlement pattern of the landscape character of the surrounding area. This is also echoed through policy 7 of the Neighbourhood Plan.
- 10.40 Maintaining Fenland landscapes forms a key part of the Council's Development Plan objective (in particular, FLP policies LP3, LP12 and LP16 and WNP policy 7). The Plan seeks to preserve landscapes which are designated or locally valued and retain the distinctive character of Fenland's landscapes. That said, it is inevitable that some of the district's landscape will alter within the plan period, in order to meet the Council's growth aspirations including employment site delivery ambitions and therefore that some character harm will occur.
- 10.41 Whilst these matters of layout, scale and appearance are reserved for future consideration, the indicative Layout Plan and supporting information sets out an opportunity to secure attractive and innovative development in what is a key gateway into Whittlesey.
- 10.42 The design concept uses the existing lake as a central feature with the plots designed to cluster around the lake providing a unique setting. Units D through to J are designed to be used primarily as offices and laboratories and face directly onto the lake. Plot B is anticipated to accommodate house a statement building providing primarily office space. It is envisaged that Plots K, L and M which are located closest to the existing waste recycling businesses in Saxon Pit will be utilised by businesses involved in high grade manufacturing. Building C is intended to house the Renewable Energy and Innovation Centre (REIC) and building B will house the Mobility Hub. Whilst the use of Plot N has not yet been determined, the vision is for this to be the site for the Incubator Hub which may also include the campus reception and management offices, meeting rooms and possibly conference facilities.
- 10.43 The layout plan also shows an extensive network of foot/cycleways which provides access throughout the park and link to a circular route around the site through the existing vegetated areas. The development is also envisaged to include a significant amount of renewable energy infrastructure, both on the roofs of buildings and also at the eastern edge of the site.
- 10.44 The Landscape and Visual Appraisal submitted indicates that the impact on visual effects ranges from minor/negligible and negative through to moderate and positive.
- 10.45 It is considered that there are significant opportunities to enhance the character and appearance of the area in what is a primarily industrial/ commercial area of Whittlesey and with a site that currently fails to positively contribute in visual terms. In order to ensure that the designs of the phases positively respond to the wider site and the general area, it is recommended that a design code is secured prior to any reserved matters application being submitted. The design code would secure a standardised specifications and materials, tone, proportions, fenestration and colour all of an appropriate high standard. This detail can be reasonably secured through planning condition.

- 10.46 The comments received from Cambridgeshire Police's Designing Out Crime team are noted and will inform future detailed design at the relevant phases.
- 10.47 In summary, the indicative plans provided demonstrate that the quantum of development is broadly achievable and there is no reason why the future designs of the site could not accord with the design aspirations of the development plan, whilst avoiding any significant landscape impacts.

Landscaping

- 10.48 Landscape is also a reserved matter and will be expected to come forward in phases but underpinned by an overarching landscaping strategy which will also need to ensure it aligns with the biodiversity protection and enhancement aims, to deliver the on-site BNG. Given the nature, condition and location of the site, it is considered there is substantial scope to enhance the visual appearance of the site through both the built form and associated soft and hard landscaping.
- 10.49 The indicative layout plan and landscape masterplan indicates areas to be enhanced throughout the site but with a strong focus on areas around SuDS features e.g., reedbeds, the lake and to the north-east where the country park area is proposed. Soft landscaping is also proposed around the site margins and in between buildings to connect greenspaces. A substantial area of soft landscaping is proposed around the manufacturing Building M to the east, which will aid in softening the approach to this area including the adjacent Saxon Pit uses. An area of tree planting is also proposed at the south-west corner of the site, again to create a soft landscaped buffer adjacent to the King's Dyke roundabout.
- 10.50 The application is supported by a high-level AIA (arboricultural impact assessment) which provides brief details on the types of trees and their current quality at present. The AIA does not set out a tree schedule to provide further details on any specific individuals that warrant detailed consideration. Given that layout and landscaping is not committed at this time, it is reasonable to require this detail in support of future reserved matters phases, to understand how the layout will factor in any trees of merit and how additional planting might respond to existing trees. The Council's Arboricultural consultant considers that it is feasible in principle to work around the main body of the trees to implement the scheme but has requested that a more detailed AIA and tree protection method statement are secured through planning condition, for this detail to come forward with each relevant phase.
- 10.51 In summary, the indicative plans provided demonstrate that opportunities to secure robust and attractive landscaping exist through the development, which will also aid in achieving biodiversity gains and an attractive setting in accordance with FLP policy LP16 and WNP Policy 7. Long-term management and maintenance will be key to ensure ongoing gains are achieved and that the site responds positively to its environs. In this regard a landscape management plan (LMP) can be reasonably secured through planning condition, underpinning each phase of development.

Biodiversity

- 10.52 Fenland Local Plan Policies LP16 and LP19 and Whittlesey Neighbourhood Plan Policy 11 seek to protect and enhance biodiversity on and surrounding the proposal site and seeks to retain and incorporate natural and historic features of

the site such as trees, hedgerows, field patterns, drains and water bodies to take opportunities to incorporate beneficial features for biodiversity in new developments, including, where possible, the creation of new habitats that will contribute to a viable ecological network extending beyond the District. Policy LP19 also sets out that permission should be refused for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity.

- 10.53 The application is supported by an ecology report which assess the impacts of the development on surrounding flora and fauna and also its impacts on the designated Nene Washes SPA/ SAC and Ramsar site and Kings Dyke Local Nature Reserve site. The application is also supported by a BNG (Biodiversity Net Gain) metric.
- 10.54 The Council's Ecologist has concluded that the surveys undertaken to inform the application are acceptable, with no further surveys required prior to determining the application. However, some surveys of notable species may need to be updated prior to commencement due to the passage of time and how ecologies can evolve in that time. They also confirm that the outline landscape plans indicate that it would also be possible to create new habitats on the site, including new areas of shrub planting and woodland, which is positive. They have suggested reducing the amount of built form around the lake, to promote a larger semi-natural habitat. This matter can be considered further at reserved matters stages and the recommended Habitat Creation, Management and Monitoring plan can be reasonably secured by condition.
- 10.55 The Council's Ecologist has also undertaken a Habitat Regulation Assessment due to the site's proximity to and potential impact on, the Nene Washes. The development proposal has the potential to affect the special nature conservation interest of the designated site through water abstraction and through possible water pollution during site clearance and construction stages. In summary, the HRA concludes that that providing certain precautions are required to be taken to mitigate for any potential harm to designated sites, the development proposals will not have any effects on the integrity of the designated sites.
- 10.56 The precautions centre primarily around potential for water pollution and the need for water abstraction. As noted by Anglian Water's response, the applicant will need to secure an approved strategic foul water and water supply strategy, with no guarantees that Anglian Water will be able to provide connection to any of its infrastructure. It is understood that the applicant is still looking at options and engaging with Anglian Water in this regard, which may be in the form of on-site treatment of used/ foul water and supplying business with treated water, derived from the on-site lake. Potable water could also be delivered and stored on site and connected to the buildings.
- 10.57 Notwithstanding, the HRA notes that in the Environment Agency's Nene Catchment Licensing Strategy (2021) it is advised that any new proposals for water abstraction in the Nene Catchment will need to be considered on a case-by-case basis, and subject to separate HRA. There are therefore safeguards in place to ensure that future water abstraction will not cause harm to the designated sites. As such, dependant on the final strategic water supply

strategies, e.g., if abstraction is ultimately proposed, it may be necessary to re-run the HRA to assess for any residual impacts.

- 10.58 Water pollution through construction activities is also highlighted as a potential area requiring attention. In this respect the LLFA have, as is generally standard, sought to secure construction drainage details through condition, which is considered reasonable and necessary in this instance. A Construction Environmental Method Statement would be recommended to address this.
- 10.59 Natural England has reviewed the proposals and the Council's HRA assessment and raises no objection subject to appropriate mitigation as proposed by the Council's Ecologist and future consideration of reserved matters e.g., in respect of landscaping and habitat creation and management.
- 10.60 In summary, based on the information provided the development would not have any unacceptable impacts on nature sites or any notable habitat within the development site itself, subject to conditions controlling construction, habitat enhancement and construction methods. In this regard, the development would comply with the aims of policies LP16 and LP19, and Policy 11.

Biodiversity Net Gain (BNG)

- 10.61 The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity of no less than 10%, following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat. In this instance a Biodiversity Gain Condition is required to be approved before development is begun.
- 10.62 Based on the submitted BNG metric and supporting information, the Council's Ecologist has concluded that there are no obvious reasons why an on-site 10% net gain cannot be achieved, through careful design and appropriate landscaping features. This detail can therefore be reasonably secured through detailed matters and the overall net gain strategy.

Flood Risk, Drainage and Water supply

- 10.63 Fenland Local Plan Policy LP14 and Whittlesey neighbourhood Plan Policy 11 seek to ensure that development responds to the threat of climate change and effectively manages the risks of flooding, with a focus on resource use and flood risk avoidance/ mitigation measures.

Flood Risk

- 10.64 As noted in the site description section, parts of the site lie in areas considered to be at high risk of flooding from rivers and seas (Flood Zone 3) but at a low risk of surface water flooding. The flood zone 3 areas are concentrated in the lower parts of the site being the lake area and the adjacent Saxon Pit site. The remainder of the site is within Flood Zone 1. Notwithstanding, the site also benefits from existing flood defences. Given the broad allocated status of the site, the application of the flood risk sequential test is not required. Notwithstanding, a sequential approach to site layout, taking into account level of vulnerability for any particular use does need consideration, with the aim to avoid areas at risk of flooding where possible. In this regard, the indicative site plan demonstrates that the built form will be predominantly located in flood zones 1, thereby indicating

that a sequential approach has been considered and is acceptable in principle. It will be for detailed matters at reserved matters stages to clarify the layout but at this time, there is strong indication that flood risk effects can be avoided through this indicative layout. The Environment Agency has confirmed they have no objections on flood risk grounds.

Surface Water Drainage

- 10.65 The development intends to utilise a number of sustainable drainage solutions, some of which will also feed into the habitat creation e.g., reedbeds and with such a large water attenuation feature already present on site through the lake, a drainage strategy has been developed to best utilise this asset to collect via the system of tanked permeable paving and geocellular crates, attenuate, and distribute surface water across the site. Where exceedance occurs, this is intended to be pumped into existing watercourse via the reedbeds at a rate of 1.5l/s. This outline strategy is acceptable to the LLFA, confirming that the strategy demonstrates that no flooding will occur in an exceedance event. Conditions securing a detailed strategy would be required and it would be expected that the site would need to demonstrate a site-wide strategy whereby each phase would feed into. The IDB (Internal Drainage Board) has reminded the applicant that consents will be required for any discharges in their watercourse. Ultimately, however the applicant has indicated their intention to retain and recycle as much water as possible, noting that the lake may be the chief source of water supplying business on the site in the future e.g., for advanced manufacturing.

Foul Drainage

- 10.66 As set out in the comments and biodiversity sections above, Anglian Water has raised an objection to the proposal to rely on their wastewater and foul sewer, citing that their priority lies with maintaining capacity to fulfil their statutory duty of serving residential premises, with no such obligation to serve commercial development. They have set out a requirement for a site-wide drainage strategy in this regard which would seek to establish how the site would be served by foul drainage infrastructure, including wastewater. In the absence of an agreed connection at this time, the applicant may need to consider on-site treatment works, which will likely require permits from the Environment Agency and consents from the IDB to discharge into watercourse if required. It is understood that discussions with Anglian Water are ongoing. Nonetheless, there does appear to be options for the developer and a detailed strategy can be reasonably secured via planning condition, in advance of reserved matters, with subsequent reserved matters phases to demonstrate how they comply with the site-wide strategy.

The Environment Agency has raised no objections in this regard, subject to consideration of future details of foul and surface water drainage.

Water supply

- 10.67 As already set out, Anglian Water has objected to the principle of supplying water to the development, for the same reasons as those above in respect of foul drainage connectivity, in that water as a precious resource is being managed with priority given to domestic premises in the first instance. The ambition to re-use water on site is borne partly out of general water scarcity, the potential impacts of abstraction to nature sites, and that no guarantees that Anglian Water will provide water to serve the businesses, as set out in 10.56 -10.57 above. The approach of recycling resource aligns with the sustainability aims of LP14. In this regard, while the applicant is currently looking to use and recycle water from the lake for

commercial operations, alternatives for providing potable water, if Anglian Water are not able or willing to supply this, have also been considered. This could be in the form of delivery of potable water and on-site storage, with building connected to this supply.

- 10.68 The Environment Agency has asked to be notified in advance of the LPA making any decision on this application and their comments are awaited. Notwithstanding, it would seem reasonable to secure a Water Resources Strategy in advance of any reserved matters submission, to ensure that future development could be served by necessary resources.
- 10.69 Having regard to flood risk the outline drainage strategy and water supply concerns, it is considered that these measures can be reasonably secured via planning condition and, subject to appropriate details would comply with the aims of policy LP14.

Residential Amenity

- 10.70 Fenland Local Plan policies LP2 and LP16 and policy 7 of the Whittlesey Neighbourhood Plan seek to secure high quality living environments for both future users and existing residents, avoiding adverse impacts such as loss of light, overbearing and loss of privacy.

Whilst the scheme is in outline only with matters of layout, scale and appearance yet to be considered, some concerns have been raised as to the potential impacts on residential amenity. These include general concerns over pollution e.g., noise, light, odour and construction nuisance. In this regard, the Council's Environmental Health team has requested that a CMP (Construction Management Plan) is submitted prior to works commencing. This would seek to avoid construction nuisance such as noise, vibration and airborne pollution. It is noted also that the Environment Agency have requested that if piling or similar method is required, that details of this are first considered. Whilst the EA's concerns centre around risk of pollution in this scenario, nonetheless piling can result in vibration and noise nuisance and would need to be carefully managed if required, given the proximity of residential and other commercial properties in the vicinity. The CMP would also seek details of construction traffic routes, both on and off-site, highway safeguarding measures and measures to ensure that the highway is kept clear of debris arising from construction processes, as per the request from the County Council's Highways DM team.

- 10.71 The general commercial use of the land is not anticipated to result in significant amenity concerns once completed and operational. The main uses proposed, office (E(G)(i), research and development, laboratory and manufacturing (E(G)(ii) and (iii) are defined in the Town and Country Planning (Use Classes) Order as being.

“a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.”

- 10.72 As such, were the operations become such nuisances, this would technically constitute a change of use e.g., to a B2 'General Industrial' use and potentially therefore subject to enforcement.

- 10.73 Nonetheless, local residents may observe a degree of change to the visual and acoustic character of the area as a result of the development. However, the site is allocated in the Local Plan to deliver employment land and therefore this change in character is inevitable, albeit it is not anticipated to result in any significant adverse impacts to existing residents, which would be carefully considered throughout detailed design assessments. As well as construction management, the Council's Environmental Health team has recommended that matters such as noise assessments and lighting plans are secured through condition. Furthermore, they have requested that an environmental impact assessment (which is different to the EIA assessment referred to section 9 above) is undertaken to demonstrate how the introduction of energy production and manufacturing processes will be managed in respect of air quality, to ensure that air quality is not diminished as a result. Additionally, the application is supported by a ground contamination assessment. In this regard, the Environment Agency has requested that if unexpected contamination is found during construction, that this is reported and a strategy prepared to address this.
- 10.74 In summary, subject to detailed design matters and additional information such as noise impact assessments, lighting, construction management strategies and environmental impact assessment amongst other controls, the development is not anticipated to result in severe harm to either residential amenity or the amenity of nearby commercial uses, in accordance with the development plan. It is also considered a condition restricting the development to E(G)(i), E(G)(ii) and E(G)(iii) would be appropriate.

Community Infrastructure & Planning Obligations

- 10.75 Local Plan policy LP13 sets out that planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle. Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Where a planning obligation is required, in order to meet the above principles of infrastructure provision, this will be negotiated on a site-by-site basis.
- 10.76 Statutory tests set out in the Community Infrastructure Regulations 2010 (Regulation 122) requires that S106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. S106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms.
- 10.77 The financial contributions and direct delivery of transport infrastructure as set out above can be reasonably secured through S106 agreement and/ or planning conditions where appropriate. If all these issues are met the application will be considered to broadly accord with Local Plan Policy LP13.

Other Matters

Network Rail

- 10.78 Whilst no formal comments have been received from Network Rail, it is understood from the applicant that Network Rail will require a boundary treatment to prevent potential glint or glare from the solar panels located along the south-

eastern boundary. The indicative plan denotes this and the final design of this will need to come forward at detailed design stages through reserved matters.

Outstanding consultation

- 10.79 The Council has met its statutory duty in respect of consultations, with a number of site notices placed around the boundaries of the site, a newspaper advertisement and neighbour letters being issued to notify of the planning application. Notwithstanding, it is noted that, unfortunately, one property was not specifically notified about the development as part of the initial consultation process. Therefore, the consultation process was not fully in accordance with the Council's adopted Statement of Community Involvement. To rectify this oversight the property has been written to directly, and provided with the 21-day consultation period, which expires on 25 November 2025.
- 10.80 As such, whilst it is possible for officers to make a recommendation and for the Council to make a resolution on the application, this must be subject to conclusions of this consultation and with no additional material considerations, further to matters already considered in this report, being raised. Should this be the case, it is possible that the application may need to be brought back to planning committee for consideration of said material considerations. This is set out in the recommendation at section 12. Importantly this approach will ensure that no individual has been prejudiced and allows for the application to be brought to the committee in a timely manner.

11 PLANNING BALANCE AND CONCLUSIONS

- 11.1 The policies in the NPPF, when taken as a whole, constitute the Government's view of what sustainable development means. Paragraph 8 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment objectives, and sets out that these roles should not be undertaken in isolation. Therefore, to achieve sustainable development a proposed development should jointly and simultaneously deliver net gains across each of these key objectives.
- 11.2 To be sustainable, development must strike a satisfactory balance between the applicable economic, environmental and the social considerations.
- 11.3 It is recognised that the development will result in some unavoidable landscape harm in comparison to its current largely undeveloped appearance which carries some negative weight, however this harm is localised and inevitable given the Local Plan allocation. Furthermore, the prominence of the site relative to approaching highways and the railway line creates an opportunity to secure a landmark development which will improve the built form of the area and could raise architectural standards at the entrance to Whittlesey, where current developments are industrial in appearance and generally lack features of interest. This potential carries positive weight.
- 11.4 It is acknowledged that the proposed development will increase traffic movements at junctions in and around the application site, resulting in cumulative impacts that may not be wholly mitigated. In some instances, at peak hours, these are likely to be defined as severe. To reduce the extent of these effects, the applicant has agreed in principle to proportionate contributions toward enhancing active travel infrastructure and to a Trip Cap mechanism, under which a financial

penalty would apply, in the event that the anticipated modal share is not achieved. These contributions could be spent toward localised improvements to reduce the reliance on the private motor vehicle.

- 11.5 Notwithstanding these measures, the predicted impacts on the transport network as set out by the Local Highway, would result in a development that conflicts with the transport policies of the development plan; this conflict carries significant weight against the development. However, it should also be recognised that, as confirmed by the LHA, the roundabout at the site access and to the west along the causeway are limited in their scope for any substantial improvements to otherwise accommodate the additional flows generated by wider growth in the Whittlesey/ Peterborough area, irrespective of this development. This would indicate that over time, severe impacts may arise in any case in the future. Furthermore, it must be noted that the site is part of a broad allocation for employment generating opportunities as part of the Council's Local Plan. Whilst the limited capacity in the existing network and the likely impact from other developments in Fenland and Peterborough is noted, along with the site being allocated, it does not mean that the additional impact, on the network, from this development can be ignored. However, it does provide some level of context and any resultant harm in the future is unlikely to have been caused solely by this development.
- 11.6 The development would also be capable of net gains in biodiversity above statutory minimums which carries substantial positive weight. It would also provide a naturalised area and country park for local residents to utilise should they wish, an indirect benefit but one which also carries positive weight.
- 11.7 Furthermore, the development would go towards addressing a known shortage of commercial employment land and would make effective use of currently underused, parcel of land, in accordance with the NPPF. It would also enable significant employment potential which in turn would promote significant economic benefits for the district and likely beyond and would meet with the Council's economic growth objectives the Shared Ambition for Cambridgeshire & Peterborough 2050 and the Cambridgeshire & Peterborough Local Growth Plan. This carries significant positive weight.
- 11.8 In conclusion, the development would conflict in part with key policies aimed at achieving sustainable transport outcomes, with only partial mitigation identified. Having regard to the Council's statutory duty under Section 38(6) of the Planning and Compulsory Purchase Act 2004 however, it is considered that on balance, the material planning benefits of this proposal, in respect of securing employment, economic growth potential, biodiversity gains and effective re-use of land as set out above, are worthy of sufficient weight so as to outweigh this conflict with the development plan in this instance.

12 RECOMMENDATION

Members are recommended to GRANT the application in accordance with the following terms;

1. Subject to there being no further material matters raised by 25 November 2025, the Committee delegates authority to finalise the planning conditions and terms of the S.106 agreement to the Head of Planning and,

2. Following the completion of the S.106, application F/YR24/0903/O be approved subject to the draft planning conditions set out Appendix 1; or,
3. In the event that new material matters to the application are raised in accordance with step 1. above, the Committee delegates authority to the Chair of Planning Committee and the Head of Planning to consider whether the objection merits consideration by the Planning Committee, or confirms that they delegate authority to finalise the planning conditions and terms of the S.106 agreement to the Head of Development; or
4. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the determination period to enable the completion of the S106 legal agreement or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

Appendix 1 – Proposed Draft Conditions

1.	<p><i>Reserved Matters</i> Approval of the details of:</p> <ul style="list-style-type: none"> i. the layout of the site ii. the scale of the building(s); iii. the external appearance of the building(s); iv. the landscaping <p>(hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority prior to the commencement of development.</p> <p>Reason: To enable the Local Planning Authority to control the details of the development hereby permitted.</p>
2.	<p><i>Reserved Matters submission</i> Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission.</p> <p>Reason: To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>
3.	<p><i>Implementation</i> The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.</p> <p>Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
4	<p><i>Uses</i> The Class E elements of the development shall be for the following uses only and for no other use within Class E.</p>

	<p>Class E(b)(d)(f), Class E(G)(i), Class E(G)(ii)(iii).</p> <p>Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
5	<p><i>Quantum</i></p> <p>The Class E elements of the development shall not exceed the following net internal floor areas;</p> <p>Class E(b)(d)(f): 9,448 maximum square metres, Class E(G)(i): 17,149 maximum square metres Class E(G)(ii)(iii): 26,263 maximum square metres</p> <p>Reason: The quantum of floor areas have informed the transport assessment and associated impacts. A restriction is therefore necessary to ensure that transport impacts are controlled, in accordance with Policy LP15 of the Fenland Local Plan and Policy 10 of the Whittlesey Neighbourhood Plan.</p>
6	<p><i>Phasing Plan</i></p> <p>With the exception of the approved accesses, the development shall be undertaken in phases in accordance with a phasing plan to be submitted to and approved in writing by the Local Planning Authority prior to or concurrently with the submission of the first reserved matters. With the exception of the approved accesses, development shall not commence on each development phase until all reserved matters for that phase have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: For the avoidance of doubt and to allow development to be undertaken and conditions to be discharged on a phased basis.</p>
7.	<p><i>Site-wide surface water drainage strategy</i></p> <p>Prior to or concurrently with the submission of the first reserved matters, a detailed site-wide surface water drainage scheme, based on the agreed Flood Risk Assessment and Surface Water Drainage Strategy, SLR, Ref: 135180, Rev: 06, Dated: 18th June 2025 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be used inform the surface water design of drainage schemes for each phase of the development.</p> <p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with policies LP14 and LP16 of the Fenland Local Plan and Policy 10 and 11 of the Whittlesey Neighbourhood Plan.</p>
8.	<p><i>Site-wide foul drainage strategy</i></p> <p>Prior to or concurrently with the submission of the first reserved matters a detailed site-wide foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be used inform the design of foul drainage schemes for each phase of the development.</p>

	<p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with policies LP14 and LP16 of the Fenland Local Plan and Policy 10 and 11 of the Whittlesey Neighbourhood Plan.</p>
9.	<p><i>Phase SW drainage</i></p> <p>Concurrently with the submission of each reserved matters development phase application, a detailed design of the surface water drainage of that development phase shall be submitted to and approved in writing by the Local Planning Authority and shall demonstrate how it accords with the approved site-wide surface water drainage strategy. The drainage scheme shall be fully completed prior to the first use of any building within that phase.</p> <p>Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with policies LP14 and LP16 of the Fenland Local Plan and Policy 10 and 11 of the Whittlesey Neighbourhood Plan.</p>
10.	<p><i>Phase FW drainage</i></p> <p>Concurrently with the submission of each reserved matters development phase application, a detailed design of the foul water drainage of that development phase shall be submitted to and approved in writing by the Local Planning Authority and shall demonstrate how it accords with the approved site-wide foul drainage strategy. The drainage scheme shall be fully completed prior to the first use of any building within that phase.</p> <p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity, in accordance with policies LP14 and LP16 of the Fenland Local Plan and Policy 10 and 11 of the Whittlesey Neighbourhood Plan.</p>
11.	<p><i>Phased Construction drainage strategy</i></p> <p>No development, including preparatory works, shall commence within each relevant phase until a scheme detailing measures of how additional surface water run-off from the site within that phase will be avoided during the construction works, have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. Works shall thereafter be carried out in strict accordance with the approved scheme.</p> <p>Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts, in accordance with policies LP14 and LP16 of the Fenland Local Plan and Policy 10 and 11 of the Whittlesey Neighbourhood Plan.</p>

12.	<p><i>Water resources strategy</i></p> <p>Prior to or concurrently with the submission of the first reserved matters application, a strategic water resources strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy will confirm non-domestic water is available to serve the development and demonstration that such strategy will meet the BREEAM 'excellent' standards for water consumption a minimum.</p> <p>Reason: To protect water resources and ensure sustainable development in accordance with policies LP14 and LP16 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>
13.	<p><i>Design Code</i></p> <p>Prior to the submission of the first reserved matters a development design code shall be submitted to and approved in writing by the Local Planning Authority. The Design Code shall set out principles in respect of;</p> <ul style="list-style-type: none"> i) Design zones or character areas for the development ii) Materials palettes across each zone or character area iii) Use of sustainable energy features iv) Fenestration styles <p>Each reserved matters development phase shall thereafter demonstrate compliance with the approved design code.</p> <p>Reason: In the interests of securing high quality built environment in accordance with policy LP16 of the Fenland Local Plan and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
14.	<p><i>Construction Management Plan</i></p> <p>Prior to the commencement of any development in each relevant phase, a phase-specific Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The CMP shall include the consideration of the following aspects of construction:</p> <ul style="list-style-type: none"> a) Construction programme; b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures; c) Details of a temporary facilities area clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction; d) Details of restricted Construction hours; e) Details of restricted Delivery times and collections; f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites; h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration

	<p>control on construction and open sites. Details of any piling construction methods / options, as appropriate;</p> <p>i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition, and road sweepers to address depositing of mud on immediate highways;</p> <p>j) Use of concrete crushers;</p> <p>k) Prohibition of the burning of waste on site during demolition/construction;</p> <p>l) Site artificial lighting including hours of operation, position and impact on neighbouring properties;</p> <p>m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.</p> <p>n) Screening and hoarding details;</p> <p>o) Access and protection arrangements around the site for pedestrians, cyclists and other road users;</p> <p>p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures;</p> <p>q) External safety and information signing and notices;</p> <p>r) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures; and</p> <p>The approved CMP shall be adhered to throughout the construction period and must demonstrate the adoption of best practice.</p> <p>Reason: In the interests of protecting highway safety and residential amenity in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan, and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
15.	<p><i>Noise impact assessment</i></p> <p>Each reserved matters development phase application shall be supported by a noise impact assessment, detailing the potential for noise from the development affecting residential properties during its operation. The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings'.</p> <p>Where evidence indicates that noise is likely to adversely affect nearby residential properties, then a detailed scheme of noise mitigation measures shall be included, to be approved by the Local Planning Authority. The development shall be carried out in accordance with the approved measures prior to first use.</p> <p>Reason: In order that noise levels may be agreed prior to the commencement of works on site which may require changes to the design and to safeguard the amenities of nearby occupiers, in accordance with LP16 of the Fenland Local Plan, and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
16.	<p><i>Lighting Strategy – amenity</i></p> <p>Each reserved matters development phase application shall be</p>

	<p>supported by a lighting scheme detailing (through the provisions of appropriate lighting contour plans and technical specifications) how the development will avoid adverse impacts on residential amenity of nearby properties and the highway.</p> <p>Each reserved matters phase shall be carried out in accordance with the approved details and thereafter maintained in perpetuity.</p> <p>Reason: To ensure the development does not impact on the amenity of neighbouring occupiers or users of the highway in accordance with policies LP15 and LP16 of the Fenland Local Plan and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
17.	<p><i>Security</i></p> <p>Each reserved matters development phase application shall be supported by a 'security strategy scheme' which shall detail the following;</p> <ul style="list-style-type: none"> • Security lighting and means of illumination for public areas including paths, amenity areas, parking areas and building curtilages. • CCTV • Security alarms • Secure cycle parking areas <p>Each reserved matters phase shall be carried out in accordance with the approved details and thereafter maintained in perpetuity.</p> <p>Reason: To ensure the development provides suitable levels of amenity for future visitors and occupiers and incorporates measures to reduce the risk and fear of crime in accordance with policies LP16 and LP17 of the Fenland Local Plan and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
18.	<p><i>Transport Scheme</i></p> <p>Prior to the submission of the first Reserved Matters application, a detailed transport scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to enhance pedestrian and cyclist accessibility and connectivity between the site and Snoots Lane, Whittlesey. The scheme, as indicatively illustrated on drawing no. 237530-D102 Rev B, shall include the following provisions:</p> <ol style="list-style-type: none"> i. Installation of a Toucan Crossing on the A605; ii. Construction of a continuous shared-use path linking the development site to Snoots Lane; iii. Upgraded pedestrian and cyclist crossing facilities at Crossway Hands; and iv. Enhanced bus stop infrastructure on the southern side of the A605. v. Measures to restrict unauthorised vehicular access to non-motorised users site access. <p>The approved scheme shall be implemented prior to the commencement use of the development.</p>

	<p>Reason: To ensure safe and convenient access to and from the development for pedestrians, cyclists, and public transport users, and to promote sustainable travel modes, in accordance with policy LP15 of the Fenland Local Plan and Policy 10 of the Whittlesey Neighbourhood Plan.</p>
19.	<p><i>NMU Strategy</i></p> <p>Prior to the submission of the first Reserved Matters application, a detailed on-site Non-Motorised User (NMU) Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall demonstrate how safe, direct, and convenient pedestrian and cyclist access will be provided through the site, facilitating connectivity to areas of employment and the interface with the public highway via:</p> <ul style="list-style-type: none"> i. The A605 NMU access opposite Crossway Hand; ii. The A605 NMU access to the east of the existing bus stop opposite No. 250-252 Peterborough Road. iii. The main site access roundabout. <p>All NMU routes within the development site shall be a minimum of 3 metres in width, constructed of a bound material, and be subject to appropriate lighting. The approved NMU Strategy, including the specified route standards, shall be fully implemented prior to the first occupation of the development.</p> <p>Reason: To ensure safe and convenient access for pedestrians and cyclists, and to promote sustainable modes of travel, in accordance with policy LP15 of the Fenland Local Plan and Policy 10 of the Whittlesey Neighbourhood Plan.</p>
20.	<p><i>Primary vehicular access</i></p> <p>The access from the roundabout on the A605 shall be completed in accordance with plan 237530-D100 Rev A (save for any minor modifications that may be made required as directed by the Local Highway Authority) prior to the first use of the development.</p> <p>Reason: To ensure a safe and suitable access to the site in accordance with policy LP15 of the Fenland Local Plan and Policy 10 of the Whittlesey Neighbourhood Plan.</p>
21.	<p><i>Secondary vehicular access</i></p> <p>Details of how the secondary access point from the A605 (adjacent to No 203 Peterborough Road) shall be controlled and signposted to prevent visitors from accessing the site from this access shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to the first use of the development and thereafter maintained in perpetuity.</p> <p>Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan and Policy 10 of the Whittlesey Neighbourhood Plan.</p>

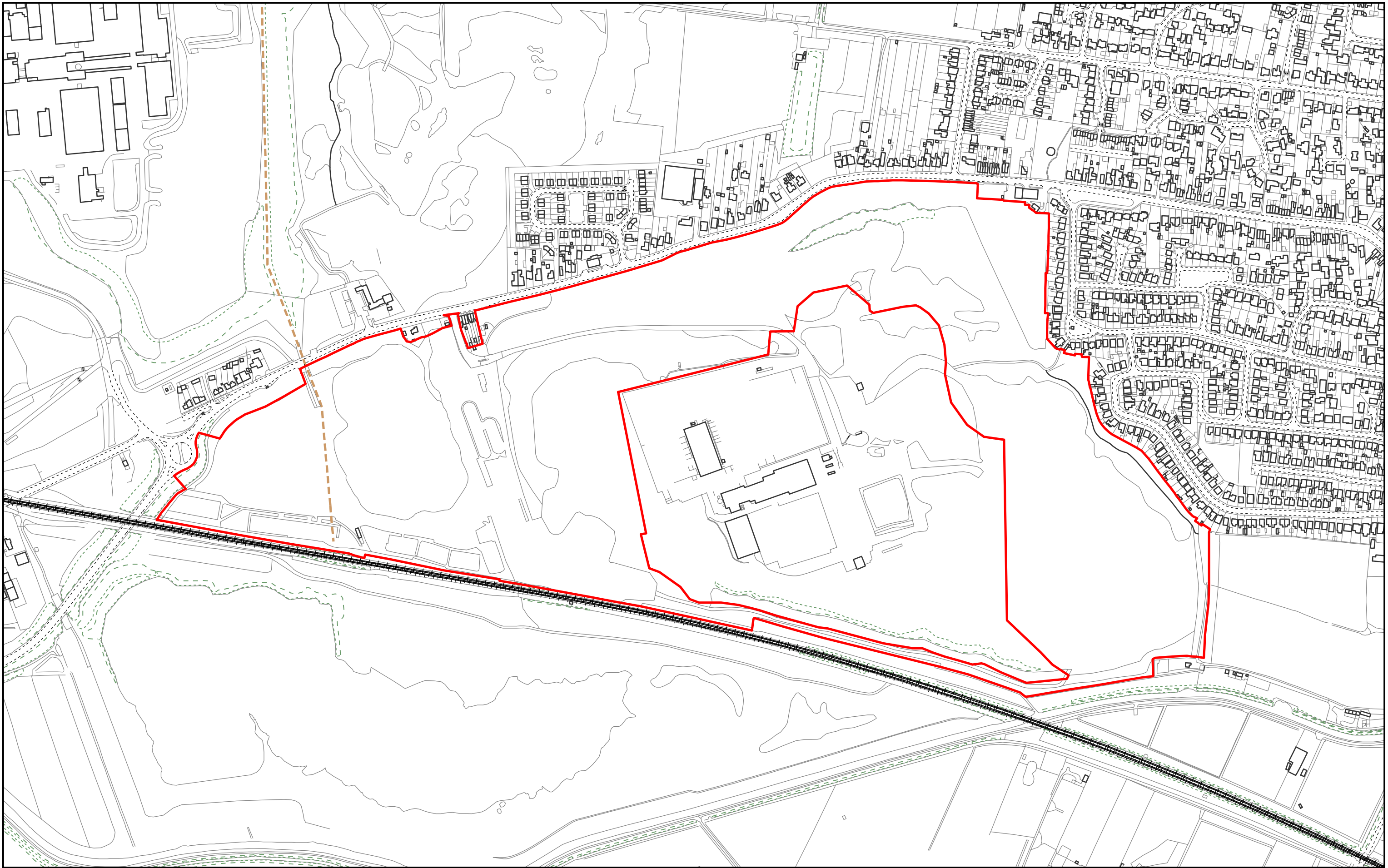
22.	<p><i>Travel Plan</i></p> <p>Prior to the first use, a Travel Plan detailing suitable measures and incentives to promote sustainable travel with a target of 50% modal share shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The Travel Plan shall thereafter be monitored annually following first occupation with all measures reviewed to ensure targets are met. The travel plan shall be active for 5 years post occupation of the final building of the last development phase.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan and Policy 10 of the Whittlesey Neighbourhood Plan.</p>
23.	<p><i>Energy production</i></p> <p>Details comprising noise and air quality assessments of plant and equipment used for any on-site Energy production serving the site shall be submitted to and approved in writing prior to the installation of any such equipment. The equipment thereafter installed shall be in accordance with the details approved.</p> <p>Reason: In the interests of amenity and environmental protection in accordance with policy LP16 of the Fenland Local Plan and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
24.	<p>Lighting strategy (Biodiversity)</p> <p>Each reserved matters development phase application shall be supported by a "lighting design strategy for biodiversity" in accordance with ILP Publications' "Guidance Note 8 Bats and artificial lighting" to be approved in writing by the Local Planning Authority.</p> <p>The strategy shall:</p> <ul style="list-style-type: none"> a. identify those areas /features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and, b. show how and where external lighting will be installed (through the provisions of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>

25.	<p><i>Reptile and Amphibian Method Statement</i></p> <p>Each reserved matters development phase application shall include a Reptile and Amphibian Method Statement which provides details of the measures to be taken to avoid and/or mitigate for any possible harm to reptiles during the course of any development within that phase.</p> <p>The development shall be carried in accordance with the approved measures.</p> <p>Reason: To ensure reptiles and amphibians are protected through the construction process in accordance with policy LP16 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>
26.	<p><i>Bird and Bat features</i></p> <p>Each reserved matters development phase application shall incorporate details of bird nesting (to cater for a range of bird species) and bat roosting features within the development. The development shall be carried out in accordance with the details approved prior to first use and thereafter retained in perpetuity.</p> <p>Reason: In order to enhance habitats within the development in accordance with policies LP16 and LP19 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>
27.	<p><i>Site Clearance</i></p> <p>No vegetation clearance required to facilitate the scheme should take place during the optimum time of year for bird nesting (March to August inclusive), unless nesting birds have been shown to be absent by a suitably qualified person.</p> <p>Reason: In order to protect nesting birds in accordance with policy LP16 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>
28.	<p><i>Construction Environmental Method Statement</i></p> <p>Prior to the commencement of any development in each relevant phase, a phase-specific Construction Environmental Method Statement (CEMS) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The CEMS shall include details of how retained habitats and species are to be protected during the course of any site clearance and construction works, and how water and air pollution effects are to be avoided. (N.B. The employment of an Ecological Clerk of Works should be considered to oversee the implementation of the CEMS).</p> <p>Reason: To ensure appropriate biodiversity protections are employed through the construction process, in accordance with policy LP16 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>
29.	<p><i>Habitat Creation, Management and Monitoring plan</i></p> <p>A Habitat Creation, Management and Monitoring plan (HMMP) shall be submitted to and be approved in writing by the Local Planning Authority</p>

	<p>prior development proceeding above slab level for each development phase. The content of the HMMP shall include the following:</p> <ul style="list-style-type: none"> a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives e) Prescriptions for management actions f) Preparation of the work schedule g) Ongoing monitoring, management and remedial measures for the lifetime of the development <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the HMMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>A 5 yearly report (post implementation) shall be submitted to the LPA confirming the progress of the HMMP and results of any monitoring work.</p> <p>The HMMP shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>
30.	<p><i>Ecology Surveys</i></p> <p>If development of a phase has not commenced within 2 years of the date of this permission, no works shall commence until an updated ecology survey of that phase (including recommendations for further action or mitigation where appropriate) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The development within the relevant phase shall thereafter be undertaken in accordance with the recommendations within the updated survey.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan and Policy 11 of the Whittlesey Neighbourhood Plan.</p>
31.	<p><i>AIA and method statement</i></p> <p>Each reserved matters development phase application shall include an arboricultural impact assessment and method statement. The statement shall include but shall not be limited to the following information;</p> <ul style="list-style-type: none"> i) A detailed arboricultural impact assessment for existing trees and hedgerow within the access works area including details of any

	<p>removal and pruning</p> <p>ii) Details of tree protection measures</p> <p>iii) Details of any intrusive groundworks in and around any root protection areas including methods of any ground-breaking</p> <p>iv) Details of any replacement planting to mitigate the loss of any vegetation with the access works area.</p> <p>v) Details of long-term management and maintenance of any retained, replaced or new planting with the access works area.</p> <p>Reason: In the interests of visual amenity and biodiversity protection in accordance with policies LP16 and LP19 of the Fenland Local Plan and Policies 7 and 11 of the Whittlesey Neighbourhood Plan.</p>
32.	<p><i>BNG Condition</i></p> <p>Development may not be begun unless:</p> <p>(a) a biodiversity gain plan has been submitted to the planning authority, and</p> <p>(b) the planning authority has approved the plan.</p> <p>Reason: To ensure compliance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).</p>
33.	<p><i>Levels and Materials Balance Plan</i></p> <p>Each reserved matters development phase application shall include the following details;</p> <p>i) Existing and proposed final land levels,</p> <p>ii) A Materials Balance Plan which includes estimates of amounts of materials to be imported and exported from site in order to achieve the new land levels. The Plan shall include calculations showing how the amounts have been reached.</p> <p>iii) Demonstration that each phase has been designed to minimise the import of any materials involved in land raising, including soils, inert and other such materials.</p> <p>Each reserved matters phase shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure the development minimises the importation of large quantities of inert waste, in accordance with Policy 26 of the Cambridgeshire and Peterborough Local Plan, 2021.</p>
34.	<p><i>Contaminated Land</i></p> <p>No development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:</p> <p>1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM)</p> <p>of the site indicating potential sources, pathways and receptors,</p>

	<p>including those off site.</p> <p>2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.</p> <p>3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan, as necessary.</p> <p>4. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3).</p> <p>The long-term monitoring and maintenance plan in (3) shall be updated and implemented as approved.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
35.	<p><i>Unsuspected Contaminated Land</i></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
36.	<p><i>Piling</i></p> <p>Piling or other foundation designs using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan and Policy 7 of the Whittlesey Neighbourhood Plan.</p>
37.	<p><i>Approved Plans</i></p> <p>The development shall be carried out in accordance with the approved plans.</p>



Created on: 12/11/2024

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Scale = 1:5,000

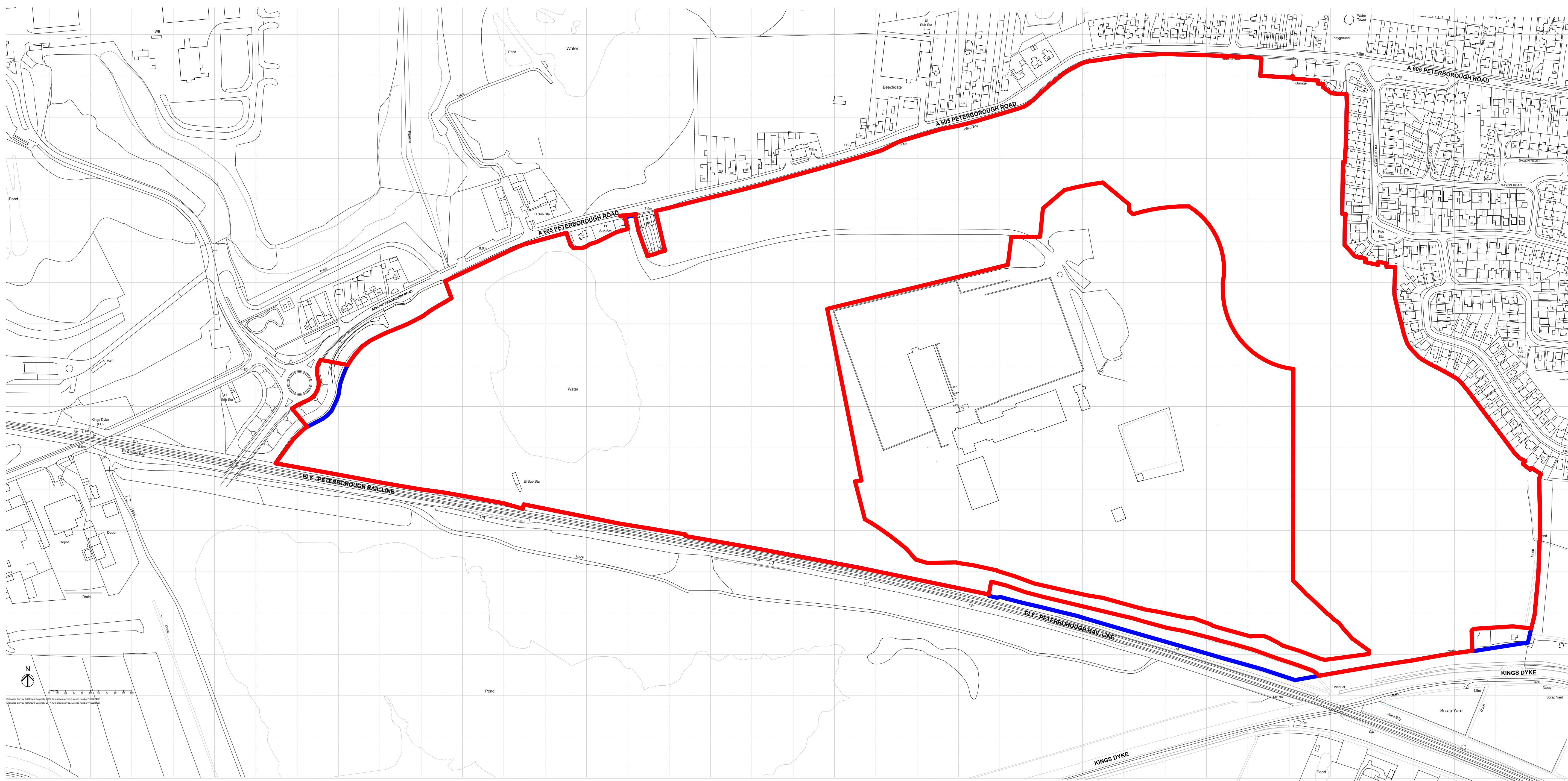


NOTES

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2) Until technical approval, consents and/or licensing has been obtained from the relevant authority, it should be understood that all drawings issued are preliminary and **NOT** for construction. Should the contractor commence site work prior to such approval being given, it is entirely at their own risk.

3) All dimensions and/or levels to be checked on site prior to works proceeding.



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Client

SAXON WORKS LTD

Project Ref: PS

Project Title: **'PETERBOROUGH SCIENCE TECHNOLOGY PARK**
Saxon Works, Peterborough Road, Whittles

Drwg Title:	SITE LOCATION PLAN
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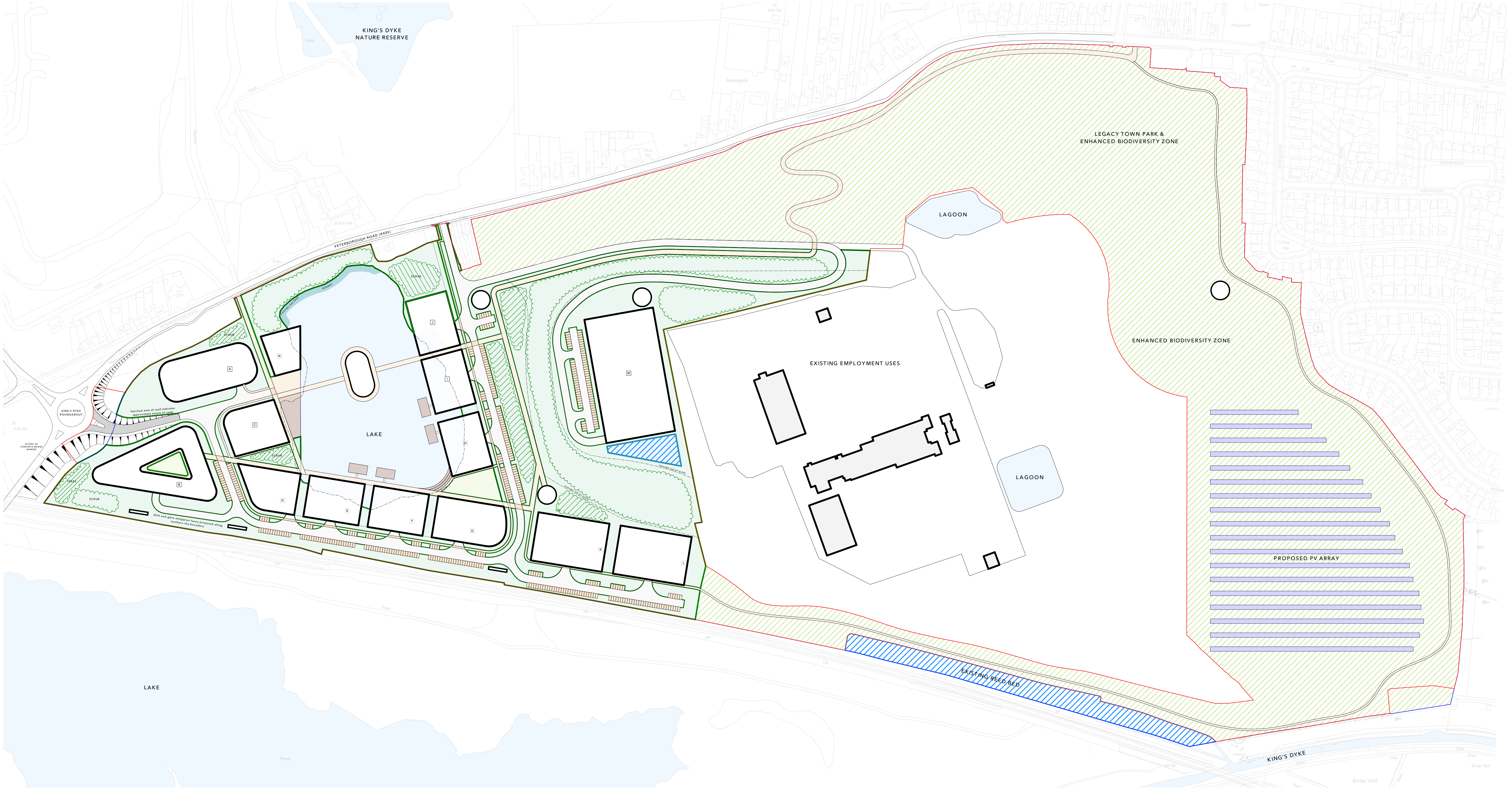
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Drawn by:	D.H	Drawn No:	PSTP-1-5-0
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Date:	22.11.2023	Scale:	1:2500@A1	Rev:	
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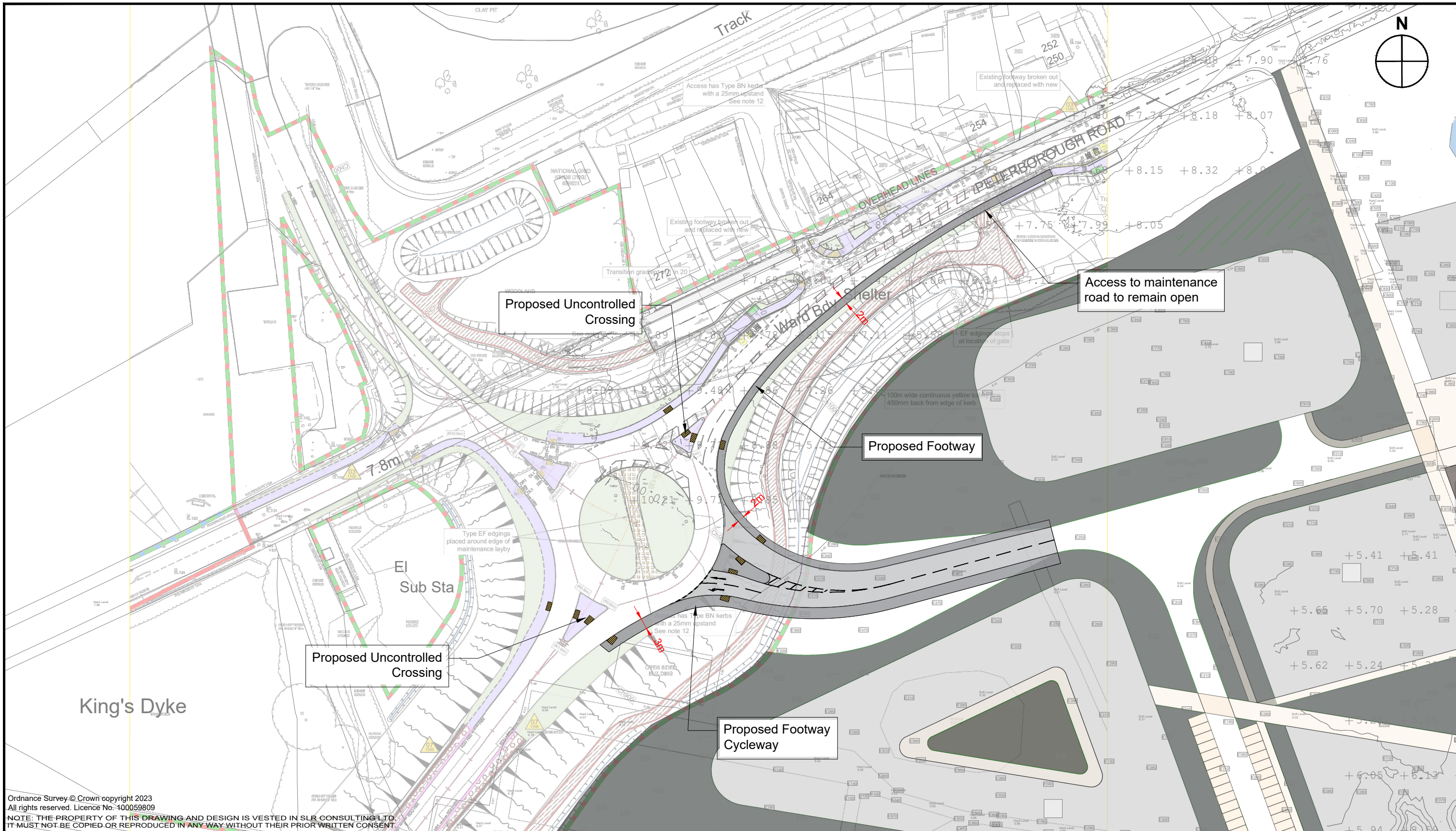
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Key

- Existing Lake
- Proposed Attenuation Feature
- Existing Dense Vegetation
- Proposed Dense Vegetation
- Proposed Biodiversity Enhancement Zone
- Proposed Soft Landscape (Swales, Wildflower Meadows, Scrub Planting, etc.)
- Proposed Parking Bay (Permeable Surface, e.g. Grasscrete)
- Proposed Pedestrian Routes (Permeable Paving, Timber Decking, Gravel, etc.)
- Proposed Road (Permeable tarmac)



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Extended Footway	DJR	JM	23.07.25

Notes:

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2. White lining is indicative only.

INFORMATION ONLY

Peterborough Science & Technology Park

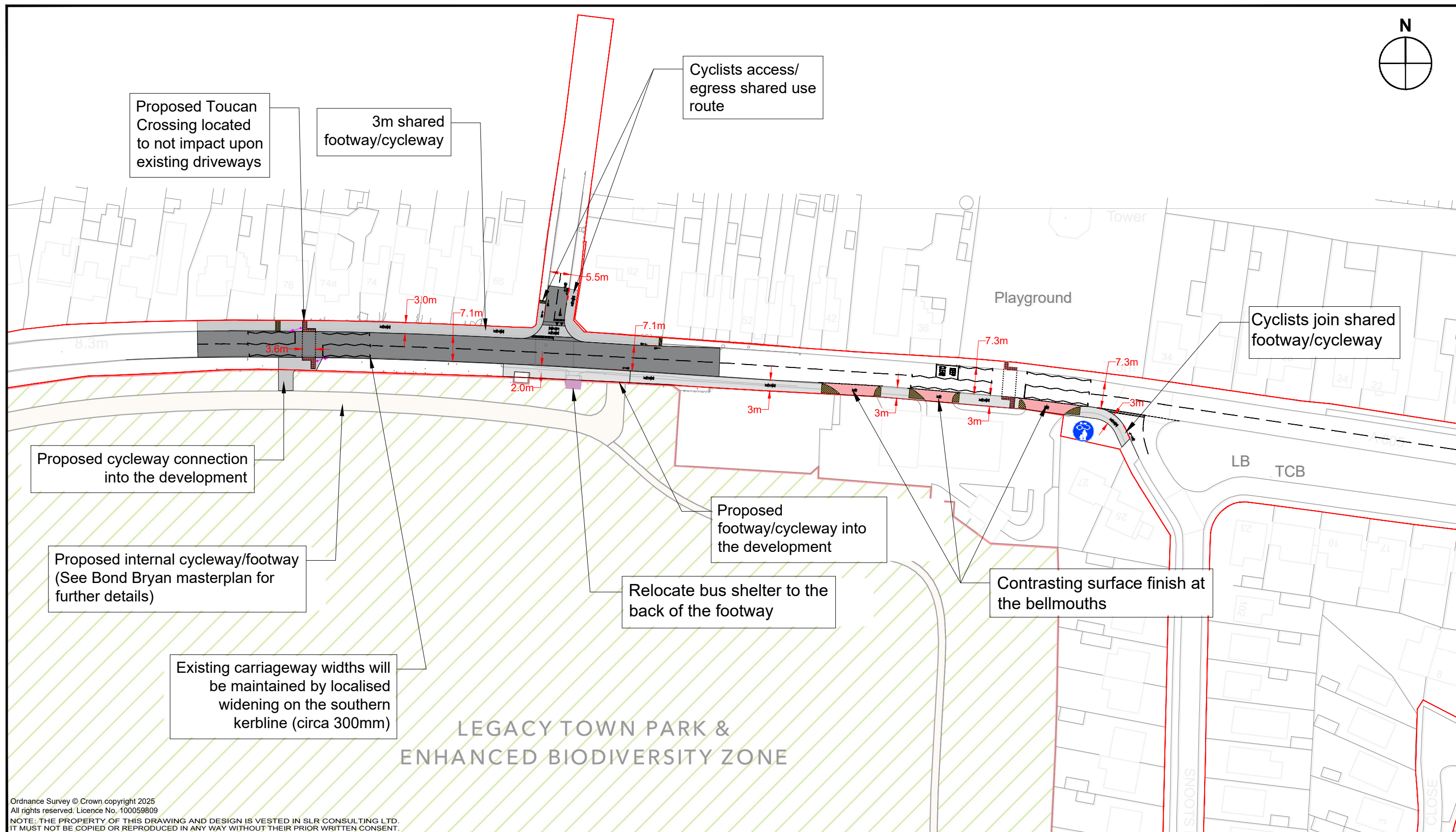
Saxon Works Ltd

Proposed Vehicular Access



DRAWN: DJR
CHECKED: JCW
DATE: 24.03.24
SCALES: 1:500 at A3

DRAWING NUMBER: 237530-D100
REVISION: A



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Highway Maintained at Public Expense

INFORMATION ONLY

Peterborough Science & Technology Park		Saxon Works Ltd	
Proposed A605 Peterborough Road Cycle Improvements			
DRAWN: DJR	CHECKED: JM	DATE: 23.07.25	SCALES: 1:1000 at A3
DRAWING NUMBER: 237530-D102		REVISION: B	