

Application Ref:	22/01370/R3FUL
Proposal:	Erection of a two-storey building, laying of car parking and associated works, infrastructure and landscaping
Site:	Regional Swimming Pool Car Park, Bishops Road, Eastgate, Peterborough
Applicant:	.
Agent:	Peterborough HE Property Company Ltd Mr Rob Riding Pegasus Group
Site visit:	12.10.22
Case officer:	Mr M A Thomson
Telephone No.	01733 453478
E-Mail:	matt.thomson@peterborough.gov.uk
Recommendation:	GRANT subject to conditions and the signing of a legal agreement securing off-site highway mitigation.

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

Site and Surroundings

The application site is located within the identified Peterborough City Centre boundary and directly to the south of Bishops Road, a main route into the city centre from the east.

The application site itself comprises the Regional Pool car park. the Regional Pool itself is situated 100 metres to the east and is not included within the application site. To the north, on the opposite side of Bishops Road are residential development and Bishop Creighton Academy. To the north-east is Bishops Park, an area of Public Open Space, and to the south-east is the Embankment Athletics Track.

To the immediate west is the former Wirrina surface public car park, which is now host to Phases 1 and 2 of the University of Peterborough (granted planning permission under application reference 20/01044/R4FUL and 21/00287/R3FUL). At the time of writing this report, Phase 1 is now operational and open to university teaching, and Phase 2 has been constructed and was subject to internal fit out. Beyond is Bishops Road surface car park adjacent to the Grade II Listed 'Lido'.

Both within and surrounding the site are a series of mature treed shelter belts which date to the time of the Development Corporation and are intrinsic to the character of the wider area south of Bishops Road. However, none are subject to formal protection by way of a Tree Preservation Order.

The site lies entirely within the identified Riverside North Policy Area of the Local Plan. It is not sited within any designated Conservation Areas, but is in close proximity to the City Centre conservation area and sits within the presence/setting of the Grade I Listed Cathedral and its Precincts.

Proposal

The Applicant seeks planning permission for the 'erection of a two-storey building, laying of car parking and associated works, infrastructure and landscaping'.

The building would form Phase 3 of the University, comprising a mixture of generic and specialist teaching, academic workspace, a living lab for active learning, engaging community research and

events, social learning and study, as well as welfare support for Students. A small catering facility is also proposed.

The building would have an L-shape footprint with a maximum floor area of 57m x 50m. The element fronting Bishops Road would utilise a saw-tooth roof arrangement, standing at 12.2m in height, and the rear element would be flat roof standing at 9.6m in height.

A total of 80x secure cycle parking spaces would be provided, as well as 4 accessible parking spaces served by EV charging points.

2 Planning History

Reference	Proposal	Decision	Date
21/00287/R3FUL	Full application for the erection of a three storey building, car parking and associated works, infrastructure and landscaping for use as a research and development building as part of the University of Peterborough. Outline application (with all matters other than access and scale reserved) for the erection of a car park with capacity of up to 180 additional spaces, creation of a new access off Bishop's Road including the creation of a new access to the Regional Pool car park and closure of the existing access off Bishop's Road, and associated works, infrastructure and landscaping.	Permitted	18/06/2021
22/00005/SCREEN	Redevelopment of existing car park to construct a new teaching building as part of phase 3 of Anglia Ruskin University Peterborough	Comments	15/09/2022
16/01948/R4FUL	Use as hand car-wash facility	Permitted	04/01/2017
09/00021/FUL	Continued use as a public car park	Permitted	28/04/2009
06/00840/FUL	Use of car park for car boot sales on Sundays and Bank Holiday Mondays - Retrospective	Permitted	20/07/2006
04/00719/FUL	Continued use as car park	Permitted	18/06/2004
03/01716/FUL	Demolition of building and erection of 60 bedroom hotel with 51 parking spaces.	Withdrawn by Applicant	25/02/2005
01/01152/OUT	Renewal of planning permission 96/P0605 for 120 bed hotel and conference centre with car parking	Withdrawn by Applicant	06/03/2003
01/00416/FUL	Three storey hotel with basement car park and conference centre and associated works	Withdrawn by Applicant	13/11/2002
97/01312/FUL	Renewal of planning permission 93/P0730 to continue use as motorcycle training and portacabins as office	Permitted	06/02/1998
94/P0863	Additional use for indoor second hand/antique fairs, jumble sales, one day sales, exhibitions and trade fairs	Permitted	01/03/1995
93/P0730	Change of use of land from car park/games court to motorcycle training (educational) (class D1) including stationing of two portacabins for office use (retrospective)	Permitted	07/12/1994
P1046/89	Erection of 150 bedroomed hotel and conference centre with car parking (outline) - application as amended by agent's letter of 28th September 1989 and accompanying drawings nos 88/20/13, 14 and 15	Permitted	30/11/1989
P1025/85	Erection of 134 bedroom hotel (outline)	Permitted	10/04/1986
P0614/81	Layout of all-weather roller hockey pitch	Permitted	23/07/1981
P0750/76	Layout of public open space including childrens playground	Permitted	18/10/1976
20/01044/R4FUL	Erection of three storey building and	Permitted	12/11/2020

	change of use of the land to form University, creation of vehicular access, car parking and associated infrastructure and landscaping		
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3 **Planning Policy**

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

Planning (Listed Building and Conservation Areas) Act 1990

Section 66 - General duty as respects listed buildings in exercise of planning functions
The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

Section 72 - General duty as respects conservation areas in exercise of planning functions.
The Local Planning Authority has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

National Planning Policy Framework (2021)

- Paragraph 38 - Decision-making
- Chapter 6 - Building a strong, competitive economy
- Chapter 8 - Promoting healthy and safe communities
- Chapter 9 - Promoting sustainable transport
- 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 16 - Conserving and enhancing the historic environment

Peterborough Local Plan 2016 to 2036 (2019)

- LP4: Spatial Strategy for Employment, Skills and University Development
- LP6: The City Centre - Overarching Strategy
- LP13: Transport
- LP16: Design and the Public Realm
- LP17: Amenity Provision
- LP19: The Historic Environment
- LP22 Green Infrastructure Network
- LP28: Biodiversity and Geological Conservation
- LP29: Trees and Woodland
- LP32: Flood and Water Management
- LP33: Development on Land Affected by Contamination
- LP51: Riverside North Policy Area

Peterborough Flood and Water Management SPD (2019)

Peterborough Green Infrastructure and Biodiversity SPD (2019)

4 **Consultations/Representations**

Peterborough Civic Society

No objection - Peterborough Civic Society support for the University Project remains strong and our views on the Phase 3 plans are generally positive.

The chosen location of the Phase 3 building (Option 1 in the Option Appraisal) is logical and fits well with phase 1 and 2 buildings. Future planning should aim to maintain a substantial green belt to the north of the regional pool from Bishops Park to the parkway, as illustrated in the

Embankment Masterplan. Hence, we consider that the northern halves of the areas covered by options 3 and 4 in the Option Appraisal would be unacceptable locations for development.

The Embankment Area has a major impact on the heritage setting of the cathedral and some of the most important views of the cathedral are from the Embankment. The proposed Phase 3 building will not have any significant impact on heritage assets including views of the cathedral.

The Phase 3 building is in scale with existing buildings and the design is positive, with some distinctive features. The Living Lab will be a prominent feature of the building with the wider public realm area leading into the planned central campus green.

The pedestrian-focussed design with good cycle access is supported. However, it is unrealistic to assume that there will be insignificant car journeys generated by staff, students and visitors at a university with 12500 students. While there may be car parking available in city centre car parks these are relatively expensive for longer term parking and issues with on-street parking in residential areas are likely to arise.

Historic England

No objection - We have no objections on heritage grounds to the proposed Phase 3 Teaching building. We consider its scale, massing and detailed design will be complementary to the Phase 1 and Phase 2 buildings.

We are satisfied that the development would not cause harm to the significance of the grade I listed Peterborough Cathedral and Precinct as a result of the impact on their setting, including in protected views towards the east elevation of the Cathedral, which has fewer vantage points.

The Gardens Trust

No objection - We have considered the information provided in support of the application and liaised with our colleagues in Cambridgeshire Gardens Trust. On the basis of this, we confirm we do not wish to comment on the proposals at this stage. We would however emphasise that this does not in any way signify either our approval or disapproval of the proposals.

PCC Conservation Officer

No objection - The proposal would sit adjacent to and within the context of the wider university development site and is considered to be of a design that is complimentary to the other two recently developed blocks of similarly contemporary design. The sawtooth roof structure is deemed to add a level of interest to the building and a positive gateway feature to the university campus. The proposed building would be two-storey and substantially lower than the three-storey height of the two existing university buildings. It is therefore considered that this proposal is of an appropriate scale within its immediate setting.

As with the previous two applications on the site, it is imperative that considerations must also be made as to the potential impact on the flagship views of the Cathedral from various parts of the embankment. Having considered the vantage points and the position of the building within the viewing arc, and the lower height of the proposed building than the existing university buildings, it is not considered that there would be an impact on the identified and protected cathedral views. It is also considered that the building would be largely screened from the embankment by the existing tree belt that separates the site from the embankment.

I therefore reach the same conclusion as the submitted Heritage Impact Assessment, that there would be no detrimental impact on protected cathedral views, the setting of the Cathedral or the City Centre Conservation Area.

PCC Archaeological Officer

No objection - Given the high potential of the site, it is recommended that an evaluation by trial trenching is secured by condition. In compliance with NPPF and Peterborough Local Plan, the evaluation by trial trenching aims to gain information about the archaeological significance of the

proposed development site (including the presence or absence, character, extent, date, integrity, state of preservation and quality of known and/or potential heritage assets), in order to inform decisions and mitigate risk in the appropriate context of the proposed development, and to complement the programme of archaeological investigations carried out to date.

PCC Peterborough Highways Services

No fundamental objection subject to mitigation by way of upgrade/improvements to nearby road junctions.

The displacement of existing vehicles which use the Regional Pool car park would be accommodated within the temporary car park to the east. With respect to the submitted modelling, it is considered the amount of car journeys are higher than stated, however, subject to parking surveys it has been demonstrated that there would be capacity within the locality to cater for these journeys. The proposal would likely give rise to an increase in traffic within the locality during term time, therefore an off-site contribution/mitigation towards junction improvements of Bishops Road/Vineyard Road roundabout is sought to be secured by way of a legal agreement. The exact extent and details of the mitigation works is to be established following the submission of additional information, including evidence of further modelling and sensitivity testing to the satisfaction of the local highway authority.

Environment Agency

No objection

Lead Local Drainage Authority

No objection – The Flood Risk Assessment and Drainage Statement is acceptable. A condition is sought to mitigate surface water runoff during construction works.

PCC Pollution Team

No objection – Subject to conditions with respect to the control of external noise generated by mechanical plant, internal noise attenuation in the format of glazing and/or ventilation systems, the control of external lighting, the development shall be implemented in accordance with the submitted contaminated land assessment and the submission of an air quality assessment.

Natural England - Consultation Service

No objection

PCC Wildlife Officer

No objection - The proposed development is primarily on hard standing in an area of relatively high disturbance. As such similar to the previous phases the ecological constraints for the site are based around ensuring that there is no significant impact on the surrounding habitats.

The recommendations made within the Ecological Assessment would ensure that no new negative impacts will be created, ensuring an overall net positive to biodiversity due to this development.

The conditions outlined above have been given as to ensure that these recommendations are incorporated into the design of the development.

I am confident that the indicative landscaping plans will represent an overall net positive for biodiversity net gain compared to the current baseline.

PCC Tree Officer

No objection – Further to additional justification from the Agent, the loss of trees T.122 and T.124 are accepted, however, owing to the size of trees to be removed, a total of 9x compensatory trees would need to be secured by condition, which can form part of the landscaping plan condition. Given the situation, it is considered reasonable to plant suitable and appropriate tree species on the site frontage, to offer screening and also frontage enhancement.

Open Space Officer

No objection - The inclusion of a service yard enclosure on what is the entrance into the Athletics Track & current Regional Pool would detract from the natural façade at this significant point. This enclosure should be relocated to the south side of the building. Further, the development should existing landscaping at the front of the site, and SUDS features at the rear.

Police Architectural Liaison Officer (PALO)

No objection - This office has consulted with the Applicant and have produced a Security Needs Assessment (SNA) recommending security and crime prevention measures, which should be implemented.

Local Residents/Interested Parties

Initial consultations: 646

Total number of responses: 3

Total number of objections: 2

Total number in support: 1

Two letters of representation have been received raising the following concerns:

- Building on the existing car park doesn't make much sense. Where are the cars for the University and the Regional pool going to park now? The residents have already expressed their dislike of putting a car park where there is a lovely community park; and
- Many people will wish to keep the field as it is; locals may not know about the application or too scared to message, and those further afield may come to use the field to play football. Please place the building on the embankment, where there is loads of space. We need the field.

The third response relates to comments received from the Peterborough Civic Society, which has been summarised above.

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Design and impact upon the character and appearance of the surrounding area
- Heritage
- Access, parking and highway implications
- Drainage and flood risk
- Neighbour amenity
- Ecology and trees
- Contamination
- Air quality

a) Principle of development

The application site is located within the identified Riverside North Policy Area of the City Centre. Policy LP4 of the Peterborough Local Plan (2019) states that '...in principle, development proposals which directly assist in creating a thriving, independent, campus-based university, with an undergraduate population of 12,500 students by 2035 will be supported. A new university campus could be included within the Riverside North Policy Area...'.

Policy LP51 refers to the provision of some development within the Riverside North Policy Area including the provision of a University of Peterborough campus. Whilst it is noted that there is an indicated allocated area for the university within the Local Plan policies map, this is indicative only. The vision and intention of the policies for the Riverside North Policy Area seek the location of the University on the Bishops Road frontage/to the northernmost section of the area known as the Embankment. The application site for both elements of the proposal is situated along the northern

boundary of the Riverside North Policy Area, adjacent to Bishops Road. Therefore, the proposal is fully in line with this.

Furthermore, the proposal represents the effective reuse of previously developed, brownfield land with a high quality, landmark development. The proposal would continue the process of regenerating and enhancing this part of the City Centre, with a development of educational, economic and social benefit not just to the City but the wider area surrounding Peterborough.

In addition to the above, paragraph 96 of the National Planning Policy Framework (2021) advises that great weight should be afforded to the need to create new education facilities. The proposal represents the second phase in the creation of the University of Peterborough, and reinforces the anchor for a wider University campus. Such development would be to the significant benefit of the residents of Peterborough and its surroundings, delivering expansion of a new higher education facility which will directly encourage and promote economic development.

As such, the development is considered to be acceptable in principle, and in accordance with Policies LP4 and LP51 of the Local Plan (2019) subject to satisfactory assessment against the following matters.

b) Design and impact upon the character and appearance of the surrounding area

The proposed building would introduce an L-shaped building, with a two storey element fronting Bishops Road utilising a saw-tooth roof shape, and a two storey lab connected by a single storey link which extends south. The building has been designed taking into account Phases 1 and 2, for example, the pedestrian link which extends on an east/west axis between Phases 1 and 2, continues towards the Regional Pool, and a large courtyard and landscaped area would be created, framed by the proposed living lab. This would therefore retain the theme of a landscaped concourse, providing a soft, inviting and secure space for future users.

The design fronting Bishops Road would be more visually interesting owing to the roof design, however, would retain a mixture of materials, including cladding and glazing. Whilst final materials would be secured by condition, it is anticipated that these would be of a high quality palette to mirror and reflect those approved and to be used on the Phases 1 and 2 buildings.

It is considered that the overall scale, form and design of the Phase 3 building both reflects and respects the design approach of previous phases, and would enhance the appearance and visual amenity of the University campus. The proposal would not appear unduly dominant or obtrusive, and would further reinforce the stature of the University within the City. The soft landscaping proposed would continue the overall approach secured as part of the previous phases, acting both as an amenity tool, biodiversity enhancement and sustainable drainage system, and would aid in softening the appearance of the development within its surroundings

Overall, it is considered that the proposed design is of high quality that would enhance the site and its wider surroundings, in accordance with Policy LP16 of the Peterborough Local Plan (2019).

c) Heritage

Above ground heritage assets

The application site sits in the shadow and surroundings of the Grade I Listed Cathedral and its Precincts, which also contain Scheduled Ancient Monuments. In addition, it is sited in close proximity to the City Centre Conservation Area and the Grade II listed Lido. Therefore, whilst Phases 1 and 2 have since been occupied and approaching completion, the impact of the proposal upon the significance of these heritage assets is a key consideration.

Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) require that special regard be paid to the desirability of protecting listed buildings and their settings, and also to the desirability of preserving or enhancing the character or appearance of conservation areas. This is further reinforced through the National Planning Policy Framework (2019) which states that great weight should be given to the conservation of heritage assets.

Significance is one of the guiding principles in relation to assessing the impact of proposals upon the historic environment, and is defined in the NPPF as 'the value of a heritage asset to this and future generations because of its heritage interest'. Such interest may be archaeological, architectural, artistic or historic, and it may derive not only from a heritage asset's physical presence, but also from its setting.

The Cathedral and its Precincts, form a place of exceptional architectural, archaeological and historic significance, and is a remarkably consistent work of 12th century architecture, including an especially important Nave ceiling of c.1220. Its prominence within the City, as one of the tallest structures, contributes to its significance, as do key views of it from surrounding vantage points. Two such points relate to the application site, both of which are the only views of the lesser seen east end. With regards to the Grade II listed Lido, its setting contributes to its significance, but this is largely in relation to the manicured gardens within its immediate environs, with mature treed shelterbelts forming a backdrop and physical separation

Historic England and the Gardens Trust are the statutory consultees in matters affecting heritage assets of the stature of the Cathedral, neither of which have raised any objections to the proposal, concluding that the proposed development would not cause harm to the setting of nearby designated heritage assets. Further to this and in similar vein, the Council's Conservation Officer raises no objection to the proposal.

Historic England has commented, advising the proposed scale, massing and detailed design would be complementary to the Phase 1 and Phase 2 buildings, and that the development would not cause harm to the significance of the grade I listed Peterborough Cathedral and Precinct as a result of the impact on their setting, including in protected views towards the east elevation of the Cathedral, which has fewer vantage points. The Council's Conservation Officer has also advised that whilst the proposal would be complimentary to the other two recently developed blocks of similarly contemporary design; the sawtooth roof structure would add a level of interest to the building and a positive gateway feature to the university campus.

Given the size, massing and character of Phases 1 and 2, and no objections from Historic England, the Gardens Trust or the Council's Conservation Officer, the impact on the setting of the Grade 1 cathedral, its registered parkland, and the City Conservation Area would be minimal, and therefore acceptable. Further, given the juxtaposition of the Lido to Phases 1 and 2, and Phase 3, it is considered that there is sufficient separation to the proposal with vegetation screening retained such that their development would not erode the Lido's setting, or compete with it in terms of architectural significance.

On this basis, it is considered that the proposal would preserve and result in no harm to the significance of the Cathedral and its Precincts, and the listed Lido, and no harm would result to the character or appearance of the City Centre Conservation Area.

In accordance with Paragraph 202 of the NPPF (2021), where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. As noted above, the level of harm is considered to be negligible, and in any case the public benefits of expanding the University would have significant public benefits, to both Peterborians and those further afield.

The proposal would ensure that the significance of nearby designated heritage assets is preserved and accordingly, the proposal is in accordance with Policy LP19 of the Peterborough Local Plan (2019) and Paragraphs 197, 199, 200 and 202 of the National Planning Policy Framework (2021).

Below ground heritage assets

The application has been accompanied by an Archaeological Desk Based assessment; previous

surveys for the application site and adjoining land has identified that the application site has a relatively high potential to contain significant archaeological remains, specifically, a possible hollow and a rectangular structure/cut feature, which may be associated with a 14th century monastic moated grange.

Based on the known information, the Councils Archaeologist has raised no objections subject to a condition being attached with respect to trial trenching being carried out by planning condition. Subject to the imposition of such a condition, the proposal would not harm any buried heritage assets of key importance, in accordance with Policy LP19 of the Peterborough Local Plan (2019) and Paragraph 195 of the National Planning Policy Framework (2021).

d) Access, parking and highway implications

Loss of Existing Car Parking

Phase 3 would be situated within the car park serving the Regional Pool, therefore the development would displace a number of car parking spaces which serve this established facility.

Earlier this year, planning permission was granted under App Ref: 22/00442/R3FUL to provide a temporary car park on land to the east, which would provide 128 parking spaces and would serve both the Regional Pool and Phase 2 university building. Whilst this car park was permitted on a temporary basis, this permission was required to ensure that the future development of the wider University campus was not prejudiced, and this car park would act as an interim measure until such time as the campus has a masterplan and parking demand for the University as a whole is considered.

For the avoidance of any doubt, this temporary car park superseded the need to provide a multi-story car park, which was secured as part of Phase 2 application (App Ref: 21/00287/R3FUL), and the relevant condition amended under 22/0068/WCPP.

Subject to the temporary car park being implemented, this would provide satisfactory parking provision for the Regional Pool and Phase 2 of the University, and it would prevent vehicles from parking in unsafe locations within the locality.

Proposed Development

The Local Highway Authority has raised no fundamental objections to the proposal subject to appropriate mitigation; this site is allocated for university development within the Local Plan and it has good sustainability credentials being located on the periphery of the City Centre, accessible by a variety of public transport means. Phase 1 has also secured bus stops on Bishops Road by way of a legal agreement, immediately in front of the Phase 1 building.

The Transport Assessment has assessed the existing routes to the site by walking and cycle modes and shown that there is existing infrastructure that could accommodate the needs of the future trips to the University by these modes. The assessment has reviewed available bus and rail access and it is agreed that the existing bus and rail services to the site would accommodate the needs of passenger transport users. It is noted that new bus stops are to be provided as part of the proposal for phase 1 of the University.

Previous application for Phases 1 and 2 of the University concentrate on a local catchment area for students, this being the city of Peterborough and surrounding areas. The Phase 3 application and associated Transport Assessment has extended the catchment area to consider the potential for students coming from further afield. This aligns with the University's aspiration to attract students from outside the Peterborough area, which include Fenland, Huntingdonshire, East Cambridgeshire, South Lincolnshire and East Northamptonshire areas.

Table 6.4 of the Transport Assessment shows that the census data has a higher car mode share than the predictions undertaken in the analysis at 57%, which was the car mode share utilised as part of the Phase 1 Transport Assessment. As part of this application for Phase 3, the Transport Assessment goes on to propose a 50% car mode share. Whilst it is agreed that the 2011 census

data is not likely to accurately represent current travel habits in terms of mode share, a review of the data available from the 2021 census data shows that nationally, the propensity for car trips will increase by distance, as such, it is therefore increasingly likely that the car mode share would be significantly higher than the 50% figure currently proposed.

As the Transport Assessment has used a 50% car mode share, it is considered that the stress tests have underestimated the actual car parking requirements of Phase 3, however, a survey of Peterborough car parks illustrate that there is significant spare capacity within the City, likely owing to changing habits associated with the Covid Pandemic, the spare capacity of which could be used by Students. In addition, there is existing unrestricted on-street capacity within walking distance of the site; it is therefore considered that there would be sufficient capacity within the locality to accommodate Phase 3 demand.

Given the submitted trip generation calculations, the impact of the additional car trips on the local highway network is likely to exceed that predicted in the modelling, although the precise impact could not be accurately measured without further modelling being carried out. Taking a pragmatic approach, it has been agreed to address the increase in vehicles using the highway network through mitigation and/or a contribution towards a committed scheme, which could be secured by way of a legal agreement.

The Council are currently undertaking a study into Transport issues in the Embankment and Fengate area of the City of Peterborough, which includes the University site. The study has identified pinch points on the network in the vicinity of the University and car parks that would be used by students. One of these is the Bishops Road/Vineyard Road mini roundabout which is located to the west of the University site. Given that this area is that which is most likely to be impacted by the addition car trips to the University it is recommended that the works proposed to this roundabout (understood to be signalisation and provision of pedestrian/cycle facilities) should form part of the mitigation for the University Phase 3 development.

The application site is allocated for University development within the Local Plan and is accessible by a variety of public transport means. It has been demonstrated that there is capacity to cater for students wishing to drive to the City within existing car parks. The development would however give rise to an increase in vehicles using the local highway network during term time, therefore, a condition securing a Travel Plan shall be attached, which would promote sustainable trips to the application site, which would be reviewed on a regular basis.

To mitigate any adverse highway impact on the highway itself, an off-site contribution / mitigation towards highway improvements would be secured by legal agreement. The Local Highway Authority have advised that the exact extent and details of the mitigation works would need to be established following the submission of additional information, including evidence of further modelling and sensitivity testing to the satisfaction of the local highway authority. The applicant has been advised of this and is now carrying out this work. Subject to these matters, the proposed development would not give rise to a severe impact on the highway network or an adverse highway safety hazard, and the proposal would accord with Policy LP13 of the Peterborough Local Plan (2019).

e) Drainage and flood risk

Surface water

The Lead Local Flood Authority (LLFA) has raised no objections to the proposal; this scheme follows the same principles as Phases 1 and 2, where Phase 3 would incorporate a green roof element above the single storey link and the 'living lab'. Thereafter, any surface water would discharge into a series of swales/basins located to the south and west of the site, before entering the Anglian Water sewer via a flow control unit. This is a continuation of the Phase 1 and 2 drainage strategy, albeit they are not linked systems. Surface water from hardstanding areas would flow into raingardens and tree pits prior to entering the main drainage and attenuation system, and the small car parking areas and access roads adjoining the building are proposed to be formed of porous construction.

It is proposed that the eventual rate of discharge into the Anglian Water sewer would be no greater than greenfield run-off rate (including a 1 in 100 year flood event plus climate change). Anglian Water have responded with no objections, and have sought that the Flood Risk Assessment and sustainable drainage system be secured by planning condition(s). A condition has also been sought with respect to managing surface water run-off during construction works.

Foul water

As per previous phases, it is proposed for foul drainage to be disposed of via a dedicated below ground piped network, which would subsequently discharge into the Anglian Water sewerage system. Anglian Water have confirmed that there is adequate capacity in the sewerage system and wastewater treatment plant.

Further to final comments from the LLFA, it is considered that drainage from the site would be adequately managed such that no increased flood risk either on- or off-site would result. The proposal would therefore in accordance with Policy LP32 of the Peterborough Local Plan (2019), paragraphs 167 and 169 of the National Planning Policy Framework (2021) and the Peterborough Flood and Water Management SPD (2019).

f) Neighbour amenity

The proposed building would stand at two storey in height, however given the relationship of the proposed building to neighbouring properties it is not considered that the proposal would result in an unacceptably adverse overbearing impact, or result in an adverse loss of light, outlook or privacy, as such the relationship to neighbouring properties is considered to be acceptable in this instance.

The site would be served by an on-site car park, the site would attract a number of students on a week day, and it is recognised that the site would be served by service vehicles, however, given the relationship of the development site to neighbouring properties, the frequency of visits associated with the proposed development and given its current use as a public car park, it is not considered the use of the site would result in unacceptably adverse levels of noise or disruption which would unacceptably harm the amenity of neighbouring properties.

The proposed university building would provide good levels of natural light to principal spaces and would be served by good levels of natural green space. There are no adjoining land uses which would result in high levels of noise or disruption, and it is considered future occupiers/users would be afforded satisfactory amenity.

The Councils Pollution Control Officer has raised no objections to the proposal, subject to maximum noise levels of external plant and mitigating sky glow associated with external lighting (Zone E3 of the ILE Guidance).

Conditions shall be appended with respect to setting out maximum noise levels omitted from the site and external lighting; subject to these conditions the proposal would not result in unacceptably adverse harm to neighbouring amenity and satisfactory amenity would be provided for future occupiers, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

g) Ecology and trees

Wildlife

The application has been accompanied by an Ecological Assessment and a Bat Survey Report, and neither Natural England nor the Council's Wildlife Officer have raised objections to the proposal.

The application site lies in close proximity to, and within the Impact Risk Zone, of the Nene Washes SSSI/SPA/SAC/Ramsar site which is of international importance owing to its qualifying species (over wintering birds). Natural England have confirmed that the proposal would not have an undue impact upon this important site.

Turning to habitat impacts, the site as a whole is predominantly formed by previously developed brownfield land that was formerly/currently in use as surface parking. There are however mature shelterbelts and open space surrounding these areas which are of rich habitat potential.

With respect to bats, the ground level bat roost assessment identified several trees within the woodland immediately to the south of the application site as having low bat roost suitability (BRS), though this assessment was primarily made on a precautionary basis, due to the presence of ivy, which could have obscured suitable roosting features from the assessment. In addition, two trees with moderate BRS were identified within the woodland, which had features such as woodpecker holes, loose bark and crevices. These trees were located approximately eight metres into the woodland and were screened from the car park by young and mature trees. The majority of the features with BRS faced away from the car park, providing further protection. Given the above, and the fact that these trees will be retained and protected during the construction and operational phases of the proposed development, impacts to roosting bats are not anticipated.

The proposals have the potential to result in increased lighting of semi-natural habitats, such as the treeline to the east of the car park and the woodland to the south. A sensitive light scheme will therefore be implemented to minimise light spill on these habitats.

Bat enhancement has been suggested in the form of bat boxes, mitigating lighting, and improving quality and connectivity of foraging routes.

With respect to badgers, no evidence of badger setts within the application site or surroundings were identified during the site visits in January 2021, March 2021 and July 2022. Given this, and the levels of human activity (construction) within the area, it is considered unlikely that badgers will establish setts within the near future. Notwithstanding this however, mitigation in the form of topsoil storage, excavation and escape routes, and the storage of chemicals.

The site has potential for hedgehogs, therefore mitigation proposed to retain connectivity and permeability across the site, and the clearance of habitat by hand (log piles, leaf litter etc.). Appropriate mitigation for birds and invertebrates have also been set out within the Ecological Mitigation Assessment.

The Council's Wildlife Officer has raised no objections to the contents or mitigation measures proposed, and has requested a number of conditions relating to ecological protection. The other conditions proposed by the Wildlife Officer (biodiversity enhancement scheme, lighting design and badger surveys) are considered necessary and appropriate.

Subject to the imposition of such conditions, it is considered that the proposal would not result in unacceptable impact to species of principal importance, and would secure overall biodiversity gain. The proposal is therefore in accordance with Policies LP22 and LP28 of the Peterborough Local Plan (2019) and the Peterborough Green Infrastructure and Biodiversity SPD (2019).

Trees

To facilitate development the proposal would require the removal of two category B trees and one category C trees (T118, T119 and T122). These trees are situated at the front of the site, however, their loss has been substantiated and mitigation in the form of 9x compensatory trees would be secured by condition, as part of the wider comprehensive landscaping scheme. Given the situation, it is considered reasonable to plant suitable and appropriate tree species on the site frontage, which could be compatible with the sustained urban drainage scheme, to offer screening and also frontage enhancement.

It should be emphasised that this application would form a comprehensive redevelopment of an established car park; the scheme would continue the theme of soft landscaping from Phase 1 and 2, and would therefore result in an overall biodiversity net gain.

Subject to securing a comprehensive landscaping scheme, the proposal would make provision for the loss of three frontage trees, and would enhance the biodiversity value of the site, in accordance with Policies LP22 and LP28 of the Peterborough Local Plan (2019).

h) Contamination

The application has been accompanied by a Phase 1 and Phase 2 Contaminated Land Assessment, the report of which concludes that made ground would be considered acceptable for re-use at the surface in a commercial/industrial setting, apart from one test pit BH3. Remediation should only be carried out in the within landscaped areas in the vicinity of the 'hotspot' in BH 3, where soil would be exposed at the surface, and would involve the removal of the made ground and replacement with a suitably thick cover or barrier layer in order to break the pathway between the underlying made ground and the site users.

Except for BH3, the risk of the encountered ground contamination affecting site users when present beneath buildings and permanent areas of hardstanding would be considered to be very low and consequently no formal scheme of remediation is proposed for such areas.

For soil gases the report concludes, the gas monitoring undertaken determined that a Characteristic Situation 1 would apply. However, due to the elevated methane (>1.0%) carbon dioxide (>5.0%) results and the history of the site, it would be considered advisable to increase the risk classification and the characteristic situation to a Characteristic Situation 2'.

This conclusion is accepted, basic gas protection measures (as a minimum, a well-constructed concrete floor slab with a gas resistant membrane) would need to be installed and validated, this could be secured via condition. If further monitoring is undertaken and a revised risk rating generated, then this may not be necessary.

Subject to conditions being appended requiring the development to be implemented in accordance with the submitted Contaminated Land assessment, and conditions being appended with respect to the submission of reporting/validation and uncovering unsuspected contamination, the development would make provision for future users and contaminated land, in accordance with Policy LP17 and LP33 of the Peterborough Local Plan (2019) and Paragraph 183-185 of the NPPF (2021).

i) Air quality

Owing to the size of the development proposed (in terms of the number of vehicle movements to/from the site, air quality is a matter which must be considered. As part of Phase 2, this application was accompanied by an Air Quality Assessment, however, it was concluded by the Councils Pollution Control Officer that the overall impact of Phase 1 and 2 in cumulation would not likely be significant, and any mitigation, such as physical, financial or administrative measures, could be secured by planning condition.

The Councils Pollution Control Officer has raised no objections to the proposal, and has sought a similar approach be undertaken, given that the proposal would for all intents and purposes be an extension of Phases 1 and 2. Subject to securing an Air Quality Assessment which would consider the cumulative impact of Phases 1 and 2 by way of condition, the proposal would not result in unacceptable harm to the amenities of nearby residents through air quality impact, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and paragraph 185 of the National Planning Policy Framework (2021).

j) Other Matters

Two letters of representation have been received raising the following matters, which have not been address above:

- Building on the existing car park doesn't make much sense. Where are the cars for the University and the Regional pool going to park now? The residents have already expressed their dislike of putting a car park where there is a lovely community park.

Officer Response: The Phase 3 building would be constructed on an existing car park, therefore it

is for all intents and purposes a brownfield site, local and national policy of which support.

Officers are unclear whether this concern relates to the multi-storey car park which formed part of the Phase 2 scheme, which is unlikely to come forward, or the temporary car park further to the east, which is a temporary stop gap in anticipation of Phase 4 of the university development site. Should Phase 4 be forthcoming, this would need to provide a comprehensive, permanent car parking solution.

- Many people will wish to keep the field as it is; locals may not know about the application or too scared to message, and those further afield may come to use the field to play football. Please place the building on the embankment, where there is loads of space. We need the field.

Officer Response: The application has been advertised in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), as well as the Councils Statement of Community Involvement. A Total of 646 letters have been sent, and 2x site notices posted adjacent to the application site.

Secondly, this application does not propose to lose any playing field; it is the redevelopment of an existing car park.

6 Conclusions

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

- the proposal represents the next phase of the development of the University of Peterborough and would be sited on land which is in line with the vision for the Riverside North Policy Area. As such, the principle of development is considered to be acceptable in accordance with Policies LP4 and LP51 of the Local Plan (2019);
- the application scheme would result in enhanced educational offer associated with the newly created University of Peterborough, which should be afforded great weight in decision-making, in accordance with paragraph 96 of the National Planning Policy Framework (2021);
- the proposed design is considered to be of high quality that would enhance the site and its wider surroundings, in accordance with Policy LP16 of the Peterborough Local Plan (2019);
- the proposal would ensure that the significance of nearby designated heritage assets are preserved and accordingly, the proposal is in accordance with Policy LP19 of the Peterborough Local Plan (2019) and paragraphs 200 and 202 of the National Planning Policy Framework (2021);
- no harm to any buried heritage assets of key importance would result, in accordance with Policy LP19 of the Peterborough Local Plan (2019)
- the proposal would not result in a severe impact to the capacity of the surrounding public highway network, safe access would be afforded to all users, and adequate parking provision would be made to meet the demands arising from the Phase 3 development, in accordance with Policy LP13 of the Peterborough Local Plan (2019) and paragraph 111 of the National Planning Policy Framework (2021);
- drainage from the site would be adequately managed such that no increased flood risk either on- or off-site would result, in accordance with Policy LP32 of the Peterborough Local Plan (2019), paragraphs 159 and 167 of the National Planning Policy Framework (2021) and the Peterborough Flood and Water Management SPD (2019);
- an unacceptable level of harm would not result to the amenities of neighbouring occupants, in accordance with Policy LP17 of the Peterborough Local Plan (2019);
- the proposal would not result in unacceptable impact to species of principal importance and would secure overall biodiversity gain, in accordance with Policies LP22 and LP28 of the Peterborough Local Plan (2019), paragraphs 98 and 99 of the National Planning Policy Framework (2021) and the Peterborough Green Infrastructure and Biodiversity SPD(2019);
- the proposal would ensure that trees of key amenity value to the surrounding area are protected, and that overall enhancement to the landscape quality of the area is secured, in accordance with

Policy LP29 of the Peterborough Local Plan (2019);

- the proposal would not pose an unacceptable risk to human health or controlled waters through contamination, in accordance with Policy LP33 of the Peterborough Local Plan (2019) and paragraph 183-185 of the National Planning Policy Framework (2021); and
- the proposal would not result in unacceptable harm to the air quality of the surrounding area, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and paragraph 185 of the National Planning Policy Framework (2021).

7 Recommendation

The case officer recommends to the Planning and Environmental Protection Committee that Planning Permission (Regulation 3) is **GRANTED** subject to the following conditions:

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

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

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

- Proposed Site Plan (drawing number UOP003-MCW-ZZ-00-DR-A-0101-S2-P03);
- Proposed Ground Floor Plan (drawing number UOP003-MCW-ZZ-00-DR-A-0110-S2-P07);
- Proposed First Floor Plan (drawing number UOP003-MCW-ZZ-01-DR-A-0111-S2-P06);
- Proposed Roof Plan (drawing number UOP003-MCW-ZZ-R1-DR-A-0112-S2-P05);
- Proposed North Elevation (drawing number UOP003-MCW-ZZ-XX-DR-A-0130-S2-P04);
- Proposed East Elevation (drawing number UOP003-MCW-ZZ-XX-DR-A-0132-S2-P05);
- Proposed South Elevation (drawing number UOP003-MCW-ZZ-XX-DR-A-0131-S2-P05);
- Proposed West Elevation (drawing UOP003-MCW-ZZ-XX-DR-A-0133-S2-P05);
- Proposed Section AA (drawing number UOP003-MCW-ZZ-XX-DR-A-0150-S2-P03);
- Proposed Section BB (drawing number UOP003-MCW-ZZ-XX-DR-A-0151-S2-P04);
- Proposed Section CC (drawing number UOP003-MCW-ZZ-XX-DR-A-0152-S2-P04);
- Proposed Section DD (drawing number UOP003-MCW-ZZ-XX-DR-A-0153-S2-P05);
- Proposed Section EE (drawing number UOP003-MCW-ZZ-XX-DR-A-0154-S2-P05);
- Proposed Service Yard Enclosure (drawing number UOP003-MCW-ZZ-00-DR-A-2112-S2-P03)
- Existing Site Plan (drawing number UOP003-MCW-ZZ-00-DR-A-9901-S2-P04).

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

- C 3 Prior to their installation, details of all external materials to be used on the building hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policies LP16 and LP19 of the Peterborough Local Plan (2019).

- C 4 Notwithstanding the submitted information, no land raising, with the exception of that associated with landscaping, is permitted and the finished floor levels of the development shall be no more than 300mm above existing ground levels.

Reason: In order to protect and safeguard the amenities of the surrounding area, in accordance with Policies LP16 and LP19 of the Peterborough Local Plan (2019).

- C 5 All vehicles leaving the site during the period of construction shall pass through wheel cleaning equipment and enter the public highway in a clean condition, free of any debris or slurry which could fall onto the public highway. The wheel cleaning equipment shall be retained on site in full working order throughout the duration of construction works.

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

- C 6 Prior to first use of the building hereby permitted, the areas shown on drawing number UOP003-MCW-ZZ-00-DR-A-0101-S2-P03 (Proposed Site Plan) for the purposes of the access, parking and turning of vehicles, shall be laid out, surfaced and made available for use. Thereafter, those areas shall not be used for any purpose other than the access, parking and turning of vehicles in connection with the use of the University and/or development hereby permitted.

Reason: To ensure the development is provided with satisfactory access, parking and turning in the interests of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C 7 Prior to first use of the development by students, a parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include, where applicable:

- Measures for the control and limitation of car park usage;
- Allocation and demarcation of parking bays for each user type (staff, students and visitors);
- Allocation and demarcation of electric vehicle charging points;
- A Charging regime;
- Methods of payment, ticketing and/or permits; and
- Method of securing the site out of hours.

The approved parking management plan shall be implemented in full prior to first use of the development by students. It shall thereafter be maintained in perpetuity.

Reason: In order to control the demand for on-site parking which is limited and in the interests of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C 8 Notwithstanding the submitted details and prior to first occupation of the development hereby permitted, a cycle parking scheme for 80 bicycles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be based upon the cycle parking locations shown on drawing number UOP003-MCW-ZZ-00-DR-A-0101-S2-P03 and include:

- the design of secure cycle shelters; and
- a timetable for the provision of the cycle parking.

The cycle parking shall be implemented in accordance with the approved scheme, including the timetable contained therein. Thereafter, the cycle parking shall be retained in perpetuity.

Reason: In the interest of ensuring that the site is served by sufficient cycle parking and to promote more sustainable methods of travel to/from the site, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C9 The initiatives and action plan to reduce travel by private motor vehicle set out within the submitted 'Framework Travel Plan' (reference UOP0002-TTC-ZZ-XX-RP-T-0002-S4-P02 Revision P03) shall be implemented in accordance with the timetable contained therein. Thereafter, the Travel Plan shall be monitored and updated in accordance with the details set out in the Framework Travel Plan.

Reason: To reduce travel to/from the site by private motor vehicle, reduce demand upon city centre parking and encourage more sustainable methods of travel, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C10 The development hereby permitted shall not be occupied unless and until the sustainable drainage scheme for the site has been completed in accordance with the following:

- Flood Risk and Drainage Strategy Report (Smith and Wallwork Engineers, reference 000304-SAW-ZZ-ZZ-RP-S-0004 S2, dated 15 September 2022);
- Proposed Roof Plan (drawing number UOP003-MCW-ZZ-R1-DR-A-0112-S2-P05); and
- Below Ground Foul and Surface Water Layout (Site Wide) (drawing number 0304/SAW/ZZ/ZZ/DR/C/0100/S2/P05 (Below Ground Surface Water Drainage Layout).

Thereafter, the sustainable drainage scheme shall be managed and maintained in accordance with the submitted 'Foul and Surface Water Drainage Operation and Maintenance Document' (Appendix H, Smith and Wallwork Engineers, reference 000304-SAW-ZZ-ZZ-RP-S-0004 S2, dated 15 September 2022) in perpetuity.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off the site resulting from the proposed development, in accordance with Policy LP32 of the Peterborough Local Plan (2019) and the Peterborough Flood and Water Management SPD (2019).

- C11 The development hereby permitted shall be carried out in strict accordance with the submitted 'Arboricultural Impact Assessment and Method Statement' (Cantia Arboricultural Services reference CAS/2022/164) including drawing number CAS/2022/164 'Tree Protection Plan' and correspondence between Pegasus Group dated 10th November 2022.

Reason: In order to protect and safeguard the amenities of the area and ensure that trees of key amenity value are preserved, in accordance with Policies LP16 and LP29 of the Peterborough Local Plan (2019).

- C12 (a) Notwithstanding the submitted details and prior to first occupation of the development hereby permitted, a scheme for the hard and soft landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:

- i) Planting plans including retained trees, species, numbers, size and density of planting;
- ii) All boundary treatments which, if impenetrable, must include adequately sized gaps for the movement of hedgehogs at a spacing of 10 metre intervals;
- iii) Surfacing of all access, parking and vehicle turning areas;
- iv) Surfacing of all pedestrian access and circulation areas;
- v) Street furniture; and

vi) Closed circuit television (CCTV) provision.

The approved hard landscaping scheme (boundary treatments, surfacing, street furniture and CCTV) shall be carried out in full prior to first occupation of the development.

The soft landscaping (planting) shall be carried out no later than the first available planting season following first occupation of the development, or alternatively in accordance with a timetable for landscape implementation which has first been submitted to and approved in writing by the Local Planning Authority.

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

Reason: In the interests of the visual amenity and security of the surrounding area, mitigation of the tree removal permitted and the enhancement of biodiversity, in accordance with Policies LP16, LP19, LP28 and LP29 of the Peterborough Local Plan (2019) and the Peterborough Green Infrastructure and Biodiversity SPD (2019).

- C13 Prior to first occupation of the development hereby permitted, a scheme for the external lighting of the site shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall not exceed the obtrusive light limits specified in environmental zone E3 of the Institution of Lighting Professionals document 'Guidance Notes for the Reduction of Obtrusive Light: Guidance Note 01:20'.

In the event of any reasonable light pollution complaint being received by the Local Planning Authority, the Developer or their successors in Title, shall be required to undertake a full lighting assessment to demonstrate compliance with the above limits and submit this within 28 days of notice issued by the Local Planning Authority. Should such an assessment fail to demonstrate compliance, further mitigation measures shall be submitted alongside the light assessment and implemented in accordance with the submitted details within 28 days of approval by the Local Planning Authority.

Reason: To ensure no unacceptable harm results from external lighting upon neighbouring residential properties or protected species and habitat which surround the site, in accordance with Policies LP17, LP22 and LP28 of the Peterborough Local Plan (2019) and the Peterborough Green Infrastructure and Biodiversity SPD (2019).

- C14 No development shall take place (including demolition, ground works, vegetation clearance) unless and until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

- a) Summary of potentially damaging activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction on possible protected species that may use the habitat (may be provided as a set of method statements) including ensuring no Non-Native Invasive Species are spread across the site.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.

- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of preserving and enhancing the biodiversity value of the site, in accordance with Policy LP28 of the Peterborough Local Plan (2019).

- C15 The development hereby permitted shall be carried out in strict accordance with the submitted Phase 2 Contamination Assessment Report (Ground Engineering, reference C15669, dated August 2022), in particular soil remediation in the vicinity of BH 3, a 'hotspot' of dibenzo[a,h]anthracene, and the soil gas mitigation which requires the use of a well-constructed concrete floor and gas resistant membrane. The mitigation measures shall thereafter be retained and maintained in perpetuity .

Upon completion of mitigation, a copy of a closure report shall be submitted to the Local Planning Authority. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the submitted Phase 2 Contamination Assessment Report (Ground Engineering, reference C15669, dated August 2022), results of all post-remediation sampling and monitoring , and a validation report that demonstrates the effectiveness of the remediation carried out.

Reason: To ensure potential risks arising from previous site uses have been fully assessed in accordance with Paragraphs 183-185 of the NPPF (2021) and Policy LP33 of the Peterborough Local Plan (2019)

- C16 If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

Reason: To ensure all contamination within the site is dealt with such that no risk to human health or controlled waters results, in accordance Policy LP33 of the Peterborough Local Plan (2019) and paragraphs 178-180 of the National Planning Policy Framework (2019).

- C17 The rating level of noise emitted from any external plant/machinery shall not exceed 41dB LAeq(t) during daytime hours (07:00hr to 23.00hrs) and 33dB LAeq(t) at any other time. The noise levels shall be determined at the nearest noise sensitive premises, and in accordance with British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' (or any Standard replacing that Standard in part or whole, and with or without modification).

A relaxation of +10 dB LAeq above these criteria is allowed for the operation of the emergency generator for a period of no more than 48 hours.

In the event of any reasonable noise complaint being received by the Local Planning Authority , the Developer or their successors in Title, shall be required to undertake a full noise assessment to demonstrate compliance with the above noise limit and submit this within 28 days of notice issued by the Local Planning Authority . Should such an assessment fail to demonstrate compliance, further mitigation measures shall be submitted

alongside the noise assessment and implemented in accordance with the submitted details within 28 days of approval by the Local Planning Authority.

Reason: In the interest of protecting the amenity of neighbour occupiers, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and Paragraph 185 of the NPPF (2021).

C18 Prior to the occupation of the development hereby permitted, the following manufacturer details of any external plant shall be submitted to and approved in writing by the Local Planning Authority:

- operating hours;
- location within the site or on the building;
- sound power level(s);
- frequency spectrum;
- impact upon the cumulative noise level at the nearest noise sensitive receptor (residential property); and
- where necessary , attenuation/mitigation measures.

The cumulative noise levels from the plant shall not exceed the limit detailed in the above condition, noise levels shall be determined in accordance with British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' (or any Standard replacing that Standard in part or whole, and with or without modification).

The mechanical plant shall be installed in accordance with the approved details and thereafter maintained and retained as such in perpetuity

Reason: In the interest of protecting the amenity of neighbour occupiers, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and Paragraph 185 of the NPPF (2021).

C19 There shall be no above ground development unless and until a glazing and ventilation scheme has been submitted to and approved in writing by the Local Planning Authority . The scheme shall be developed in accordance with specifications detailed in Anderson Acoustic noise report ref 5726_003R_2-0_MR 20 September 2022, ensuring that indoor ambient noise levels (IANLs) are in accordance with criteria included in Acoustic design of schools: performance standards Building bulletin 93. Thereafter the development shall be implemented in accordance with the approved details, prior to the occupation of any unit to which it relates and shall thereafter be retained and maintained as such in perpetuity

Reason: To ensure that the future occupiers of the development are not subject to unacceptable noise disturbance, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and paragraph 185 of the National Planning Policy Framework (2021).

C20 The rating level of noise emitted from any external plant/machinery (such as air conditioning units) shall not exceed the cumulative limits of 49dB LAeq (1hr) between 07.00hrs and 23.00hrs and 35dB LAeq (15mins) at all other times. The noise levels shall be determined at the nearest noise sensitive premises, and in accordance with British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' (or any Standard replacing that Standard in part or whole, and with or without modification).

A relaxation of +10 dB LAeq above these criteria is allowed for the operation of the emergency generator for a period of no more than 48 hours.

In the event of any reasonable noise complaint being received by the Local Planning Authority, the Developer or their successors in Title, shall be required to undertake a full noise assessment to demonstrate compliance with the above noise limit and submit this

within 28 days of notice issued by the Local Planning Authority. Should such an assessment fail to demonstrate compliance, further mitigation measures shall be submitted alongside the noise assessment and implemented in accordance with the submitted details within 28 days of approval by the Local Planning Authority.

Reason: In the interests of preserving the amenities of neighbouring occupants, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and paragraph 180 of the National Planning Policy Framework (2019).

C21 Prior to the installation and use of any mechanical plant, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- operating hours;
- location within the site or on the building;
- sound power level(s);
- frequency spectrum;
- impact upon the cumulative noise level at the nearest noise sensitive receptor (residential property); and
- where necessary, attenuation/mitigation measures.

The noise levels shall be determined in accordance with British Standard 4142:2014 'Methods for rating and assessing industrial and commercial sound' (or any Standard replacing that Standard in part or whole, and with or without modification).

The mechanical plant shall be installed in accordance with the approved details and thereafter maintained and retained as such in perpetuity.

Reason: In the interests of preserving the amenities of neighbouring occupants, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C22 The development hereby permitted shall be used as a research and development facility and/or a higher education University and associated ancillary functions only within Classes E(g) of Part A and F.1(a) of Part B of Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (or any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification) only, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any statutory instrument or Order revoking and re-enacting that Order with or without modification).

Reason: The development has only been considered acceptable in light of the specific uses proposed and further assessment would be required should the use alter.

C23 Prior to the first occupation of the development hereby permitted, an air quality assessment shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the following information:

- report on the air quality impacts of each individual phase of the University and the cumulative impacts of all of the phases in the development which have been granted planning permission; and
- where necessary, set out appropriate mitigation measures (whether physical or administrative).

The assessment shall be completed in accordance with Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) Land-use Planning and

Development Control: Planning for Air Quality.

The development shall be carried out in accordance with the approved air quality assessment and any mitigation measures contained therein shall be implemented in full prior to first use of the development.

Reason: To ensure that no unacceptable impact to the amenities of neighbouring residential occupants occurs by way of harmful air quality impacts, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and paragraph 185 of the National Planning Policy Framework (2021).

- C24 The development hereby permitted shall be carried out in strict accordance with the submitted Construction Management Plan - Phase 3 (Mace, September 2022).

Reason: In the interest of protecting neighbour amenity and highway safety, in accordance with Policies LP13 and LP17 of the Peterborough Local Plan (2019).

- C25 Prior to commencement of development a surface water mitigation and management scheme for the control of water during construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved document and shall be retained and maintained throughout construction works.

Reason: In the interest of preventing surface water run-off and off-site flooding during construction, in accordance with Policy LP13, LP16, LP28 and LP32 of the Peterborough Local Plan (2019).

Copies to Councillors- Councillor Amjad Iqbal
Councillor Mohammed Jamil
Councillor Alison Jones

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