

Application Ref: 22/00442/R3FUL

Proposal: Construction of a temporary car park and associated works to serve the regional pool and enable University of Peterborough development

Site: Land To The South Of Bishops Road, Peterborough, PE1 5BW,
Applicant: Peterborough City Council

Agent: Mr Richard Smith
NPS Property Consultants Ltd

Referred by: Councillor Christian Hogg
Reason: Genuine concerns have been highlighted that should be examined by committee

Site visit: 25.04.2022

Case officer: Mr Asif Ali
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Recommendation: **GRANT** subject to relevant conditions

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

Site and surroundings

The site is a piece of open space located to the south of the wider open green space located directly to the south of Bishops Road and is part of the Embankment. The site is located within the identified Peterborough City Centre boundary and is also located within the Riverside North Policy Area under Policy LP51. To the east of the site the Frank Perkins Parkway borders the application site and further to the east is the Eastern General Employment Area. To the west of the west is the Regional Swimming Pool with the athletics track located to the south-west of the application site. The emerging University of Peterborough is situated further to the west.

Proposal

The application seeks the benefit of planning permission for the construction of a temporary car park and associated works to serve the regional pool and enable the University of Peterborough development.

Note

This application is being considered alongside planning application reference 22/00668/WCPP.

2 Planning History

No relevant planning history

3 Planning Policy

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

Peterborough Local Plan 2016 to 2036 (2019)

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

Development

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

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

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

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

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

LP13 - Transport

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

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

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

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

LP16 - Urban Design and the Public Realm

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

LP17 - Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

LP17b) Part B Amenity of Future Occupiers- Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

LP19 - The Historic Environment

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

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

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

LP23 – Local Green Space, Protected Green Space and Existing Open Spaces

LP28 - Biodiversity and Geological Conservation

Part 1: Designated Site

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

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

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

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

Part 2: Habitats and Geodiversity in Development

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

Part 3: Mitigation of Potential Adverse Impacts of Development

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

LP29 - Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered.

Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

LP32 - Flood and Water Management

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

LP51 - Riverside North Policy Area

The area will remain a predominately open area for social, recreational, leisure and cultural uses. Any built development should be limited to the northern part of the site and along the frontage to Bishops road. This could include a University of Peterborough Campus. Any proposal needs to be of a high quality design, retain and enhance the regional pool, protect Cathedrals views and accord with policy LP30.

4 Consultations/Representations

Archaeological Officer (28.04.22)

Objection –

Two reasons for refusal:

1. The Evaluation by trial trenching has indicated the potential for elements of the prehistoric field systems identified at Fengate during past investigations
2. The site is part of an historic public green space which has been enjoyed by the local people since at least the late 19th century. Change of land-use would affect both the historic landscape character and the setting of the green space.

Michael Britton – Landscape Technical Officer (Final) (12.07.2022)

Objection –

There is no assessment proposing that the site is surplus to requirements. To confirm this further the site is the only main area of Public Open Space (POS) adjacent to the whole of the 1970s Eastgate Development.

The site is highly used of POS and the create of the car park would result in the park being restricted and dangerous to nay cars that park in the car park.

PCC Peterborough Highways Services (Final) (06.07.2022)

No objections subject to conditions.

PCC Pollution Team (01.06.22)

No objection subject to conditions –

It is important that air quality is considered for the entire development and not screened out or impacts considered as minimal as a result of phases being considered in isolation rather than the entire scheme.

Dust from demolition and construction shall be controlled in accordance with the Anderson Acoustics Planning Stage Air Quality Assessment.

The contents of the Ground Investigation Report are accepted. The report states there are no remediation requirements for the proposed use. Should the developer intend to reuse material from the site this shall be done in accordance with recommendations included in the report.

Lead Local Drainage Authority (Final) (15.07.2022)

No objection in principle to the proposal subject to conditions.

Peterborough Cycling Forum (02.05.22)

No comments.

PCC Wildlife Officer (Final) (01.07.22)

No objection subject to conditions –

Pleased that the Ecological Report recommendations have already been incorporated into the landscaping plans.

PCC Tree Officer (Final) (29.06.22)

No objection on arboricultural/landscape grounds subject to conditions.

Police Architectural Liaison Officer (PALO) (Final) (28.04.2022)

No further comments.

PCC Conservation Officer (28.04.22)

No objection subject to landscaping being retained and lighting being cowled to reduce light spill.

Local Residents/Interested Parties

Initial consultations: 63

Total number of responses: 25
Total number of objections: 25
Total number in support: 0

25 comments received during the public consultation, all in objection to the proposed development. The objections can be summarised as follows:

- Green space needs saving.
- Save the historic trees and not remove them.
- We have little green peaceful space and wildlife as it is.
- Why demolish a perfectly good multi-storey car park, selling the land for housing and then look to 'temporarily' pop a car park on this land.
- The road structure doesn't support the additional traffic, so please stop developing our City Centre.
- Inappropriate use of a greenfield site.
- Puzzled how this enables the development of the University which is being constructed on the site of a very large car park.
- The car park would increase traffic in an already busy area, which would also increase air pollution.
- Cause a lot more noise in a residential area.
- A temporary car park for the regional pool when the pool is to be relocated does not make sense.
- I fear that the temporary car park will end up as a permanent multi storey.
- Peterborough wants to be an eco city then stop encouraging people to use their cars.
- Lots of apartments nearby on Potters Way and in torn with no access to gardens should mean we as a city use our green space as it is intended for all people to use and benefit from.
- Seems to be adequate space at the front and sides of the regional pool to add extra car park spaces and not use public green space.
- Too many car parks in the city, taking up valuable space with low-productivity and inefficient uses.
- People should be encouraged to use public transport wherever possible.
- University has already eaten into enough green space and now more is being requested.
- Five years is a long time and there are no guarantees that the car park will close after those five years.
- There is no coherent transport and parking plan for that area, especially if there's development of the Embankment.
- There should be an overall plan for parking for the university and concreting over green recreational space is not acceptable.
- No green space on the embankment should be development, it all delivers important benefits to landscape, flood protection, atmosphere, health, well-being, urban temperature and biodiversity and is essential to help Peterborough adapt to climate change.

5 Assessment of the planning issues

The main considerations are:

- Principle of development
- Design and character of the site and surrounding area
- Parking provision and highway safety
- Trees
- Wildlife
- Drainage
- Archaeology
- Other

a) Principle of development

University of Peterborough

Policy LP4: Spatial Strategy for Employment, Skills and University Development states that in principle development proposals which directly assist in the development of the University of Peterborough will be supported. Policy LP51 states that the Riverside North Policy Area could include a University of Peterborough Campus. Policy LP51 outlines some requirements that any built development will be confined to the northern part of the site and along the frontage to Bishops Road as well as the proposal must be:

- Be of a high design quality
- Retain and enhance the Regional Pool
- Protect views of cathedral
- Accord with the requirements of Policy LP30

LP4 supports the principle should the development directly assist in the development of the University. The proposed development would develop a car park to serve the Regional Pool customers to allow the development of the Phase 2 development of the University approved under 21/00287/R3FUL and would create the 128 space car park which is required to accommodate the additional parking demand generated by Phase 2. As such it is considered that in the absence of the temporary car park proposed the University Phase 2 development would not be able to proceed so the proposal directly assists in the development of the University. Whilst on a temporary basis, this is to ensure that the future development of the wider University campus is 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.

Turning to LP51, the requirement for any built development to be confined to the northern part of the site and along the frontage to Bishops Road which the proposal would be in line with. The proposed temporary car park would consist of a low knee rail and grasscrete surfacing to minimise the level of development involved in the proposal. It is further noted that the proposal is for a temporary permission which upon the completion of the 5 years would need to revert back to the original condition of the site. The proposed development would allow for car parking for Regional Pool customers allowing for a limited impact on the functions of the Regional Pool during the construction of the University development, as such it is considered that the proposal complies with LP51.

The above brings about considerable public benefit through the enabling of the University and Phase 2 which would specifically be for research and development.

Loss of public open space

The Council's Landscape Technical Officer objected to the proposal on the basis of the loss of public open space (POS) noting the park serves as the only main area of public open space adjacent to the Eastgate residential area. Reference within the comments was made to Policy LP13 of the Peterborough Local Plan (2019), noting that LP13 encourages the reduction of cars and car parking in the core area of the City Centre with a strong emphasis on pedestrian and cycles as well as reducing the reduction of car use in the city centre. Officers note however that the development would seek to serve the Regional Pool replacing the car parking spaces lost to the Phase 2 development of the University rather than creating new additional car parking spaces. It is also noted that the proposal is for a temporary car park to facilitate the University development as well as allow for the development of a masterplan for the wider University site which would seek to deal with the parking and transport issues on a more permanent basis.

The proposal was amended to remove trees and landscaping around the proposed development in line with the Landscape Technical Officer's comments to ensure that the site can be returned to its original condition forming part of the larger parcel of POS which was open which only landscaping to the borders of the entire site. Officers agreed that landscaping remaining for 5 years would be matured to such an extent that the removal of the landscaping in the future would likely be resisted on ecology/biodiversity grounds, as such alternative positions for the mitigation landscaping was agreed in places of existing landscaping to enhance the existing POS without prejudicing the return of the proposed development to its existing state. The Landscape Technical Officer put forward an

alternative car park site on the other side of the Parkway, however, the site would be fairly isolated from the Regional Pool site and would not be a viable replacement for the Regional Pool parking facilities. Nonetheless, alternative sites are not a material planning consideration.

With regards Policy LP23 and paragraph 99 of the NPPF (2021) refer to the requirements in the case of development results in the loss of POS, the proposal would be a temporary facilitating development to support the development of the University of Peterborough. As such the proposal would be a temporary loss rather than a permanent loss with a condition securing the return to its existing condition once the five year period has passed, and whilst the temporary loss of the POS would result in some harm the development of the University would bring a greater public to the city of Peterborough which is considered to outweigh the temporary harm the development would cause.

In light of the above it is considered that the principle of development would be acceptable in accordance with Policies LP4 and LP51 of the Peterborough Local Plan (2019) subject to material considerations as set out below.

b) Design and character of the site and surrounding area

Policy LP51 requires development within the Riverside North Policy Area to be of a high design quality and protect views of Peterborough Cathedral. Policy LP16 would also require a high-quality design whereas Policy LP19 seeks the protection of Cathedral.

In terms of physical built development, the proposal would result in knee rails, lighting and grasscrete surfacing on the POS site, with associated alterations on the existing internal road network and the access. The proposal is a surface level car park set to the rear of the Bishops Road POS as such the existing parkway banking and the Regional Pool building will obscure views from the east and west. The Conservation Officer raised no objection noting that the proposal will have a limited impact on any notable impact on heritage assets. However, the Conservation Officer did request that the lighting be cowled to reduce light spill, this is considered reasonable and will be appended onto the decision notice.

The original proposal included landscaping including trees, bunds and wildlife planting around the proposed development to soften the appearance of the temporary car park. Whilst the landscaping and bund could have softened the appearance of the proposal it is considered that this would result in the effective separation of the POS which would have resulted in great difficulty to return the site to its existing layout. The current POS is a large open grassed area, and the original proposal would have effectively changed the topography and character of the POS. The landscaping was part of the mitigation planting as put forward by the Ecology Report in place of the removal of landscaping to facilitate the development, the mitigation landscaping will be located in close proximity to enhance the existing landscaping on the POS.

The Designing Out Crime Officer requested further information on the lighting scheme and CCTV provision, further information was provided as part of the application and provision for one CCTV camera as part of the development. No further comments were raised on receipt of the further information.

In light of the above it is considered that the proposal would be in accordance with Policies LP16, LP19 and LP51 of the Peterborough Local Plan (2019).

c) Parking provision and highway safety

The Local Highway Authority raised no objection to the proposal subject to conditions. The proposal would make use of the existing internal road network including access and exit from Bishops Road utilising a one way system to control the flow of cars. The conditions requested by the Local Highway Authority that will be included on the decision notice are wheel washing facilities, internal road/footpath layout and details of road marking and signage. It is considered that these conditions are reasonable to ensure public highway safety via minimising mud on the public highway as well as ensuring compliance with the internal road layout and footpath and finally clarity

over the internal road markings and signage.

Two conditions that were originally recommended by the LHA were later removed by the LHA on further consideration, as part of previous developments relating to the University the proposed access point for the current proposal was due to be used as a 2-way access/exit point for which access and visibility improvements were requested. Initially these were also requested as part of this application, however, the request was removed on consideration of the in and out only layout of the development as well as the temporary nature of the development.

The LHA also requested a condition to secure a scheme for the permanent closure of the existing access serving the Regional Pool car park, however, Officers consider this condition to be unreasonable as part of this application so will not be appended onto the decision notice. The 128 space car park is required in addition to existing city centre car parking capacity under the terms of 21/00287/R3FUL.

In light of the above it is considered that the proposal is in accordance with Policy LP13 of the Peterborough Local Plan (2019).

d) Noise and Pollution

The Council's Pollution Control raised no objection to the proposal but made comments with regards air quality and the consideration of air quality as part of the entire University development rather than in a piecemeal fashion. The Pollution Control team recommended a condition which secured the mitigation measures within the submitted Air Quality Assessment with regards dust from demolition and construction.

The Pollution Control team accepted the contents of the submitted Ground Investigation Report regarding contaminated land. Conditions will be added onto the decision notice to ensure that if materials are reused from the site, then this shall be in accordance with the recommendations in the submitted Ground Investigation Report. A condition will also be secured in the event unsuspected contamination is found during construction works for the protection of human health and the environment.

Concerns were raised in public comments with regards noise and pollution; however, the temporary car park is a replacement car parking facility for an existing car park which will be built on so there is no net increase in parking provision as such it is considered that the noise and pollution from the proposed development would be limited.

Given the above it is considered that the proposal would be in accordance with Policy LP17 of the Peterborough Local Plan (2019).

e) Trees

The Council's Tree Officer initially objected to the proposal due to insufficient information, however, further information was provided including a Landscaping scheme and Arboricultural Impact Assessment (AIA) which was accepted by the Tree Officer. The revised scheme did move the landscaping and trees, but the number and species proposed as part of the revised scheme were acceptable to the Tree Officer. The Tree Officer did not object to the removal of any shrubs and low-quality trees in light of the mitigation landscaping.

Conditions will be appended onto the decision notice securing the landscaping scheme as well as the protection measures within the AIA which are considered to be necessary and reasonable. Subject to the conditions it is considered that the proposal would be in accordance with Policy LP29 of the Peterborough Local Plan (2019).

f) Wildlife

The Council's Wildlife Officer raised no objection subject to conditions, the submitted Ecological Report was accepted and the Wildlife Officer noted the recommendations were incorporated within the landscaping plan. Further, the Applicant provided the requested Construction Environmental

Management Plan the compliance of which can be secured by condition. A further condition will be appended onto the decision to ensure that the recommendations within the Ecology Report are secured.

In light of the above it is considered that the proposal would be in accordance with Policy LP28 of the Peterborough Local Plan (2019).

g) Drainage

In their final comments the Drainage Officer raised no objection to the proposed development subject to a condition which secures compliance with the submitted Flood Risk Assessment and Drainage Strategy as well as some further information which is not covered by the submitted document. It is considered that the site is located in a high-risk area for surface water flood risk as such it is considered that the need for the further information on drainage matters to be necessary and reasonable given the proposed development.

Given the above it is considered that the proposal would be in accordance with Policy LP32 of the Peterborough Local Plan (2019).

h) Archaeology

The Council's Archaeological Officer objected to the proposed development on two grounds: firstly, that the evaluation by trial trenching has indicated the potential for elements of the prehistoric field systems identified at Fengate during past investigations which would be harmed; and secondly, owing to harm to the historic character of the public green space.

The site is in an area of archaeological and historical significance as designated by the Peterborough Heritage Environmental Record. An archaeological trench evaluation was undertaken based which found a number of archaeological features but the submitted report notes that the current assemblages do not contain sufficient material for quantification or analysis. It is accepted by Officers that the significance of the site within its contemporary landscape should not be underestimated, nonetheless, Officers consider the impact to be less than substantial when considering the impact on the potential prehistoric field systems and the historic character of the POS. The historic field arrangements are not readily appreciable and has, already through the setting out of the Embankment, Regional Pool and former Wlrrina, been harmed. Whereas, the public benefit of the development in the facilitation of the University project is clear and Officers consider would far outweigh the harm to the potential prehistoric field systems. As such in accordance with Paragraph 202 of the NPPF (2021) it is considered that the impact of the proposed development would be outweighed by the public benefit from the facilitation of the University of Peterborough development. It is further considered that the application site was included within Policy LP51 area and marked for development so the principle of development is considered acceptable subject to material consideration.

It is therefore considered that the proposal would be in accordance with Policy LP19 of the Peterborough Local Plan (2019).

i) Other

Within the public comments, the issues not addressed above will be addressed below:

Protection of green space/embankment

The proposal is for a temporary car park and whilst the loss of POS would result in harm it is considered the public benefit from facilitating the University of Peterborough development would outweigh the harm. A condition will be secured to ensure that once the five year length finishes the proposal is returned to its existing layout.

Demolishing an existing car park

The demolition of an existing Council car park and sale of it is not a material consideration in the application. The proposal is for the replacement car parking provision on a temporary basis which serves the Regional Pool.

Infrastructure/road network

The proposal would not result in additional parking provision in the sense that the proposal would replace an existing car park. The proposal would result in the intensification of the access and exit arrangements of the site given the existing character but the impact on the vehicles using the road infrastructure would be limited given the existing provision.

Permanent car park

A condition will be appended onto the decision notice to ensure that once the time period has ceased then the proposal needs to return to the existing layout and use of the site.

Five year temporary use

Whilst the five-year length is considered reasonable to ensure sufficient time is given for the development of the University is able to proceed as well as sufficient time is given to allow for a masterplan to be developed.

Overall transport and parking plan

The temporary car park facilitates the development of the University would allow for the building of Phase 2 building, with a masterplan and an outline planning application for the wider site that would allow for an overall transport and parking plan on a permanent basis.

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 principle of development is considered to be in accordance with Policies LP4 and LP51 of the Peterborough Local Plan (2019); and
- The impact of the proposal on the character of the area is considered to be in accordance with Policy LP16 of the Peterborough Local Plan (2019); and
- The impact of the proposal on the amenity of the occupiers of neighbouring dwellings is considered on balance to be in accordance with Policy LP17 of the Peterborough Local Plan (2019); and
- The impact of the proposal on public highway safety is considered to be in accordance with Policy LP13 of the Peterborough Local Plan (2019); and
- The impact of the proposal on wildlife and biodiversity is considered to be in accordance with Policy LP28 of the Peterborough Local Plan (2019); and
- The impact of the proposal on trees is considered to be in accordance with Policy LP29 of the Peterborough Local Plan (2019).

7 Recommendation

The Executive Director of Place and Economy recommends 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 approved plans:

- Existing Site Plan (Drawing number 110413 HBS-DR-B 62 Rev P01)

- Proposed Sections (Drawing number HBS-DR-B 64 Rev P01)
- Proposed External Lighting Scheme (Drawing number HBS-00-SI-DR-E-6001 Rev P01)
- Proposed Landscaping Layout (Drawing number HBS-DR-B70 Rev P02)
- Location plan (Drawing number HBS-DR-B 60 Rev P07)
- Proposed Site Plan (Drawing number HBS-DR-B 62 Rev P04)
- Block plan (Drawing number HBS-DR-B 61 Rev P04)

Reason: For the sake of clarity.

- C 3 The temporary car park hereby permitted shall be discontinued on or before 5 years from the date of first use and all associated structures, hard surfacing, footpaths, road markings and signage shall be removed from the site within 3 months and the land re-instated to its former condition. The date of first use shall be notified in writing to the Local Planning Authority no later than 14 calendar days from the date of first use.

Reason: In order to reinstate the original use of the land or site in the interests of protecting and safeguarding the amenities of the area, in accordance with Policy LP16 of the Peterborough Local Plan (2019).

- C 4 Prior to the first use of the development hereby permitted the lighting scheme shown on drawing number HBS-00-SI-DR-E-6001 Rev P01 shall be implemented in full and in accordance with a scheme of cowling to the lights which has first been submitted to and approved in writing by the Local Planning Authority. The lighting shall be maintained as such throughout the lifetime of the development.

Reason: In the interest of public safety, amenity and to preserve the setting of heritage assets, in accordance with Policies LP13, LP16, LP17 and LP19 of the Peterborough Local Plan (2019).

- C 5 No later than the first planting season following the first use of the development hereby permitted, the recommendations for mitigation and compensation set out in the Ecology Report (Wild Frontier Ecology, June 2022) and the proposed Landscaping Layout (Drawing number HBS-DR-B70 Rev P02) which details the methods for maintaining the conservation status of various habitats and protected species and the landscaping, shall be carried out completely and maintained as such thereafter.

Reason: In the interest of wildlife and ecology, in accordance with Policy LP28 of the Peterborough Local Plan (2019).

- C 6 No later than the first planting season following the first use of the development hereby permitted, the soft landscaping scheme shown on drawing number HBS-DR-B70 Rev P02 shall be fully implemented.

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 order to promote biodiversity, in accordance with LP28 of the Peterborough Local Plan (2019).

- C 7 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 8 Prior to first use of the development hereby approved, the vehicular parking/turning, internal access road and internal footpaths shall be laid out in accordance with Proposed Site Plan HBS-DR-B 62 Rev P04 and retained as such for the life of this permission.

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

- C 9 Notwithstanding the approved plans and prior to first use of the development hereby permitted, details of road marking and road signage allowing 'all vehicle access' to the car park shall be submitted and approved in writing by the local planning authority. The approved details shall be implemented in full prior to first use of the development hereby approved, and thereby maintained for the duration of this permission.

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

- C10 The development hereby permitted shall be carried out in accordance with the submitted Flood Risk Assessment and Drainage Strategy prepared by Rolton Group Ltd (ref: 210549-RGL-ZZ-XX-RP-C-0002 rev. S2-P01) dated 10/06/2022, and the following details which have first been submitted and agreed in writing by the Local Planning Authority:

- a. Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance.
- b. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.

The development shall thereafter be managed and maintained in accordance with the submitted Flood Risk Assessment and Drainage Strategy in perpetuity.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts, in accordance with Policy LP32 of the Peterborough Local Plan (2019).

- C11 During the period of construction all measures set out within Section 5.5 of the Stage Air Quality Screening Assessment (dated March 2022) shall be implemented and maintained until the completion of the development hereby permitted.

Reason: To ensure the development does not result in an adverse level of impact from dust and air on the amenity of neighbouring properties, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

- C12 In the event that the development results in the reuse of materials from the site, all construction and reuse shall be carried out in accordance with the recommendations contained within the submitted Ground Investigation Report (ref 23-12-110413/GIR1).

Reason: To ensure contaminated land is dealt with in accordance with the recommendations outlined in the Ground Investigation Report, in accordance with Policy LP33 of the Peterborough Local Plan (2019).

- C13 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 LPA) shall be carried out until the developer has submitted, and obtained written approval from the LPA, a Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that the development complies with approved details in the interests of the protection of human health and the environment, in accordance with Policy LP33 of the Peterborough Local Plan (2019).

- C14 Prior to any works on site the measures and protections set out in the Construction Environmental Management Plan (June 2022) shall be implemented in full and shall be maintained as such until completion of the development hereby permitted.

Reason: In the interest of ecology and wildlife, in accordance with Policy LP28 of the Peterborough Local Plan (2019).

- C15 Prior to first use of the development hereby permitted, the closed circuit television (CCTV) camera shown on drawing number HBS-DR-B 62 Rev P04 shall be provided, connected to the City's CCCTV network and made live. The CCTV camera shall be retained throughout the lifetime of this permission in full working order.

Reason: To reduce crime risk, in accordance with Policy LP16 of the Peterborough Local Plan (2019).

- C16 Prior to the first use of the development hereby permitted; the barriers, knee rails and bollards shown on drawing number HBS-DR-B 62 Revision P04 shall be installed and maintained as such throughout the lifetime of this permission.

Reason: To reduce crime risk and ensuring public safety, in accordance with Policy LP16 of the Peterborough Local Plan (2019).

- C17 Prior to any works on site the recommendations for tree protection set out in the Arboricultural Impact Assessment (received 17/06/2022) including Appendix 4-6 shall be implemented in full and shall be maintained as such until completion of the development hereby permitted.

Reason: In the interest of trees, in accordance with Policy LP29 of the Peterborough Local Plan (2019).

Copy to councillors: Councillor Amjad Iqbal.
Councillor Mohammed Jamil.
Councillor Alison Jones.