

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION NO:	DM/14/00414/FPA
FULL APPLICATION DESCRIPTION:	Erection of Physics Research Building
NAME OF APPLICANT:	Durham University
ADDRESS:	Durham University Science Park, South Road, Durham
ELECTORAL DIVISION:	Durham South
CASE OFFICER:	Laura Martin 03000261960 Laura.martin@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

Site

1. Durham University main campus is located to the north of the main city centre on South Road. The proposed site for the development is to the western side of the existing physics building and occupies some 1850 square metres of developable area, surrounded by trees to the south, and bounded by the A177 (South Road) to the west, and by the road into the existing Ogden Centre.
2. The current land use is predominately existing car parking with some soft landscaped areas. The site is visually sensitive having views to and from the Cathedral which is a World Heritage Site. The site is not within the green belt although it bounds the site to the south.

Proposal

3. Full planning permission is sought for the erection of a physics research building with associated access and landscaping.
4. The proposed physics research building which includes offices, a lecture theatre, formal and informal meeting areas and ancillary uses has a floor area of 2,478 square metres. Externally there would be disabled parking spaces for no. 6 vehicles and a further 30 sheltered and secured bicycle stands.
5. The proposal is for a 3 storey building which is consistent with the surrounding science site buildings.
6. The proposed building has been designed in a way that the body of the building articulates each of the three levels as each floor is offset by being slightly rotated. These subtle shifts create balconies and shading overhangs. The different floor plates respond to the surrounding context in section, ebbing and flowing where the space and contours allow. Externally the building would be a mixture of large glazed sections and timber cladding to create a unique and interesting design.

7. The building has 30 covered and secure bicycle parking spaces, with associated showers, changing and locker spaces. The building is sited at the intersection of a number of pathways from all angles. Upon arrival at the research centre, there is a principal entrance at the North east of the building. It is expected that this will be further emphasised with entrance signage however this does not form part of the current application.
8. The entrance leads directly to a reception area point which will be accessible by all with a further two reception points at the upper floors. The nature of the internal accommodation is designed to allow a great deal of flexibility and choice by the applicant in terms of end use of the building. There is a combination of smaller office spaces with larger spaces being able to be created for larger formal sessions.
9. The application is being reported to planning committee as it is classed as a major development.

PLANNING HISTORY

10. The University Science Site has evolved in a rather unstructured manner over a number of years, although more recently a number of high quality buildings have been erected on the site, including the award winning Sir Kenneth Calman Lecture Theatre and the Palatine Building.

PLANNING POLICY

NATIONAL POLICY:

11. The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social and environmental, each mutually dependant.
12. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve ‘core planning principles’
13. The following elements are considered relevant to this proposal:
 14. *Part 1 (Building a strong, competitive economy)* - The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
 15. *Part 2 (Ensuring the vitality of town centres)* - Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.
 16. *Part 4 (Promoting Sustainable Transport)* - Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in

different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

17. *Part 7 (Requiring Good Design)* - The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning.
18. *Part 8 (Promoting Healthy Communities)* - The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Developments should be safe and accessible, Local Planning Authorities should plan positively for the provision and use of shared space and community facilities. An integrated approach to considering the location of housing, economic uses and services should be adopted.
19. *Part 11 (Conserving and Enhancing the Natural Environment)* - The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
20. *Part 12 (Conserving and Enhancing the Historic Environment)* - Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

The above represents a summary of those policies considered most relevant. The full text can be accessed at: <http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements>

LOCAL PLAN POLICY:

City of Durham Local Plan 2006

21. *Policy C3 (University of Durham)* - states that the Council will support development proposals by the University of Durham that will strengthen its academic and research presence within the City. In bringing forward such development proposals the University must ensure that it is well related to existing University activities, and that it will not adversely affect the amenity of neighbouring occupiers of land or property.
22. *Policy E3 (World Heritage Site Protection)* - seeks to protect the Durham Cathedral and Castle World Heritage Site and its setting by restricting development to safeguard local and long distance views to and from the Peninsula upon which these buildings stand.
23. *Policy E6 (Durham (City Centre) Conservation Area)* - states that the special character, appearance and setting of the Durham (City Centre) Conservation Area will be preserved or enhanced as required by Section 72 of the Planning (Listed

Building and Conservation Areas) Act 1990. The policy specifically requires proposals to use high quality design and materials which are sympathetic to the traditional character of the conservation area.

24. *Policy E22 (Conservation Areas)* - seeks to preserve or enhance the character or appearance of conservation areas, by not permitting development which would detract from its setting, while ensuring that proposals are sensitive in terms of scale, design and materials reflective of existing architectural details.
25. *Policy Q1 (General Principles Designing for People)* - provides guiding principles in respect of new development design and layout.
26. *Policy Q2 (General Principles Designing for Accessibility)* - addresses sustainability in terms of new development being accessible via a variety of means of transport, with adequate provision for parking and disabled access.
27. *Policy Q5 (Landscaping General Provision)* - seeks to secure a high standard of landscaping to minimise any impact upon the surroundings of development sites.
28. *Policy T1 (Traffic Generation General)* - states that the council will not grant planning permission for development that would generate traffic likely to be detrimental to highway safety and or, have a significant effect on the amenity of occupiers of neighbouring property.
29. *Policy T10 (Parking General Provision)* - states that vehicle parking should be limited in amount, so as to promote sustainable transport choices and reduce the land-take of development.
30. *Policy T20 (Cycling Provision of Cycle Parking)* - seeks to encourage appropriately located and secure provision for cyclists.

The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at <http://content.durham.gov.uk/PDFRepository/cityofdurhamlocalplan.pdf>

EMERGING POLICY:

31. The emerging County Durham Plan was Submitted in April 2014 ahead of Examination in Public. In accordance with paragraph 216 of the NPPF, decision-takers may give weight to relevant policies in emerging plans according to: the stage of the emerging plan; the extent to which there are unresolved objections to relevant policies; and, the degree of consistency of the policies in the emerging plan to the policies in the NPPF. Further, the Planning Practice Guidance explains that in limited circumstances permission can be justifiably refused on prematurity grounds: when considering substantial developments that may prejudice the plan-making process and when the plan is at an advanced stage of preparation (i.e. it has been Submitted). To this end, the following policies contained in the Submission Draft are considered relevant to the determination of the application:
32. *Policy 1 (Sustainable Development)* – States that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
33. *Policy 16 (Sustainable design in the built environment)* - This policy addresses the built environment and aims to ensure that all new development (e.g. extensions, alterations, changes of use of existing buildings) in County Durham achieves high

standards of sustainable design. Applications for major new development must be accompanied by a full Sustainability Statement demonstrating how proposals will make a positive contribution to the character and sustainability of County Durham. A relevant supporting Sustainability Statement may be required for other development which raises particular planning or sustainability issues. In doing so applications should reference the principles of BREEAM to measure the inherent sustainability of a project.

34. *Policy 18 (Local Amenity)* - Planning has an important role to play in making sure that new development does not have, and is not at risk from, adverse environmental effects. Ensuring a good standard of amenity for all existing and future occupants of land and buildings is a core planning principle of the NPPF. New and existing development should not contribute to, or be put at risk from, pollution or other sources of nuisance or intrusion which could adversely affect amenity. This policy outlines the considerations to be taken into account in determining planning applications to ensure that amenity is protected from a wide range of potential environmental impacts.
35. *Policy 39 (Landscape Character)* - The Durham landscape is one of enormous contrast and diversity. From its western boundary high in the summit ridges of the North Pennines, to the limestone cliffs of the North Sea coast, remote moorlands and pastoral dales give way to fertile settled farmlands. This diversity is a product of both natural and human influences. The varied rocks, landforms and soils of the County and differences in climate between the exposed uplands and sheltered lowlands have influenced both the natural flora of the landscape and the way it has been populated, managed and exploited by its people over the centuries.
36. *Policy 44 (Historic Environment)* - Development will be required to preserve the fabric, character, setting and cultural significance of designated and non-designated heritage assets and seek opportunities to enhance structures and areas of significance throughout County Durham.
37. *Policy 45 (Durham Cathedral and Castle World Heritage Site)* – The Outstanding Universal Value of the World Heritage Site will be protected by requiring development proposals to demonstrate that consideration has been given to their impacts.
38. *Policy 48 (Delivering Sustainable Transport)* – All development shall deliver sustainable travel by delivering, accommodating and facilitating investment in sustainable modes of transport; providing appropriate, well designed, permeable and direct routes for all modes of transport; and ensuring that any vehicular traffic generated by new development can be safely accommodated.

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

39. English Heritage raise no objections to the proposals.
40. The Environment Agency has advised that the application is of low environmental risk.
41. Northumbria Water have no comments.

INTERNAL CONSULTEE RESPONSES:

42. Environmental Health Officers advise that a Phase 2 and 3 contaminated land report should be conditioned alongside hours of construction at the site.
43. Design and Conservation Officers support the application stating that the proposals will result in an exciting and unconventional, building adding to the eclectic mix of the architecture of Durham and the North East as a whole. A condition has been requested which would control the use of materials.
44. Landscape Officers raise no objections to the principle of the development but would ideally like to see the building relocated further into the site.
45. Highways Officers raise no objections to the proposals.
46. Tree Officers raise no objections.
47. Sustainability Officer raise no objections and advise that the development should be carried out in accordance with the submitted strategy.
48. Archeology Officers raise no objections

PUBLIC RESPONSES:

49. The application was advertised by means of a press and site notice and further letters of notification to residents within the area.
50. Cllr D Stoker advises that he supports the proposals.
51. City of Durham Trust have no comments.
52. Four letters of representation have been received from two residents within the area raising concerns in respect of traffic generation, loss of cycle parking and potential impact upon the planned bus lane within the area.

APPLICANTS STATEMENT:

53. Durham University is applying for planning permission for the:

'Erection of a 2,478 sqm centre for fundamental physics building (use class D1) and ancillary uses including provision of disabled car parking spaces, cycle parking, hard and soft landscaping'

The proposed development comprises:

- 2,478 sq.m physics research building including offices, lecture theatre and formal and informal meeting areas and ancillary uses
 - Disabled parking spaces no. 3
 - Access road
 - Sheltered and secured bicycle stands no.30
 - Landscaping
54. The proposed development is being provided to improve the existing facilities of the Physics department and to ensure that Durham's two flagship Institutes, the Institute

for Particle Physics Phenomenology (IPPP) and the Institute for Computational Cosmology (ICC) remain at the forefront of their respective fields internationally and support the University's strategic plan to enhance the standing of the University generally.

55. There is currently a severe space constraint in the Durham University Physics Department which is home to the ICC and the IPPP. It is essential that the Institutes have adequate facilities to undertake their work and attract talent from the international research community. There is an established global circuit of the most exceptional institutions; whilst Durham has the scholarly status; it currently lacks adequate research facilities.
56. The proposed facility will provide a flexible range of research accommodation to allow the University not only to maintain its position as a forerunner, but also to develop new research opportunities and be able to secure further EU grants, ERC fellowships and a wider range of international network projects.
57. The proposals have been designed following pre-application consultations with the local community, Durham County Council and the North East Design Review Panel.
58. Two public exhibitions were held at The Calman Learning Centre, on the Durham University Campus (adjacent to the planning application site) to give local residents, businesses, University staff/ students and the wider community an opportunity to comment on the proposals. At each event members of the project team were available to explain the proposals to those members of the public who were interested.
59. The events were advertised on the Durham University website, Northern Echo and Architects' Journal. Letters were also sent to local councillors and households within 1km of the site informing them of the consultation events two weeks prior to the events.
60. The project team kept a note of the number of people viewing the exhibition material. Over the two days this was recorded as being approximately 50 people.
61. The application has been assessed against relevant local and national planning policies and guidance.
62. The application accords with policies set out in the NPPF to increase economic opportunities for the local population. It also supports sustainable travel by encouraging users of the building to commute via sustainable means. The building is of high quality design and does not harm the conservation or any other historic or nature asset.
63. In terms of local planning policies:
 - The design concept that is responsive to its context and creates a sense of place and identity for the site, which is currently a University staff car park. Place making is at the heart of the approach to the site and has been an underlying objective to the design concept.
 - It is considered that the visual impact of the proposal, set within the University Science Campus would have not have not have an adverse impact on the scale and character of the area.
 - The scheme has been designed to deliver BREEAM Excellent and will exceed the County Council's requirements for renewable energy generation or energy efficiency to reduce CO2 emissions.
 - The development has been set back from the South Road and pockets of open space have been included throughout the scheme.

- The landscape strategy for the site places an emphasis on the creation of a high quality landscape which reflects the setting of the site, incorporating both hard and soft landscaping including tree planting, shrub planting and seating.
 - Community consultation has been undertaken including a public exhibition, questionnaires, and meetings with Council Officers. The proposals have been justified and modified in response to issues raised.
 - The proposals can be satisfactorily accommodated within the local highways network providing safe and sustainable transport options for future users with there being no detrimental impact on the internal access roads, South Road or existing transport network.
 - The site is not constrained by noise, contamination or flood risk issues.
 - No heritage or environmental designations are located on the site with the development replacing a car park.
64. The application proposals are in accordance with the NPFF, adopted Development Plan, and in accordance with the emerging policies in the Council's Core Strategy.
65. There are no significant technical constraints which would prevent the implementation of the scheme.
66. Therefore, it is considered that the application and should be granted permission.

PLANNING CONSIDERATIONS AND ASSESSMENT

67. As identified in Section 38(6) of the Planning and Compulsory Purchase Act 2004 the key consideration in the determination of a planning application is the development plan. Applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
68. The main considerations in regard to this application are the principle of the development, design, scale and layout, highways, residential amenity and landscape.
- Principle of development**
69. The importance of this new major educational development for Durham University, for the City, for County Durham and for the North East region as a whole has been acknowledged and appropriate weight must be attached to its importance.
70. The proposed building is well located within the existing complex and has good linkages in terms of public transport and the wider University complex.
71. Policy C3 of the City of Durham Local Plan states that the Council will support development proposals by the University of Durham that will strengthen its academic and research presence within the City. In bringing forward such development proposals the University must ensure that it is well related to existing University activities, and that it will not adversely affect the amenity of neighbouring occupiers of land or property. In this case it is considered that the designer and applicant have carefully considered the needs of the university and balanced then with the impact upon the wider landscape. As previously noted the new building would be will integrated within the existing Science site and would have excellent linkages with the surrounding area. The development has been design to have minimal impact upon its landscape setting and to ensure that its impact is limited.

72. The University Science site is well established, physically clearly contained and accessible via a variety of means, including public transport. Therefore the choice of the application site is both logical and appropriate, particularly as it will dovetail into the pedestrianisation and “greening”, through soft and hard landscaping, of the remainder of the Science site.
73. As such it is considered that the principle of the development is acceptable and would assist with the wider aims of the Authority and the County as a whole.

Design, scale and layout

74. The proposed building is substantial in size, highly contemporary and bold in design. A number of other architectural submissions were dismissed by the University as part of a competition process; therefore it is reasonable to assume that the submitted scheme was carefully chosen.
75. The proposed development has been highly reviewed prior to the submission of the application by the regional design review panel and the building, which is a unique development, has been designed by an internationally famous architects practice.
76. The design reflects and relates to the end user requirements in an exciting and innovative way, a 21st century approach comparable with the internal activity. The juxtaposition and rotation of the building and articulation of the vertical and horizontal planes allows the building to sit back relatively comfortably within the context of the existing built form and landscape creating opportunities for improvement to the overall campus sector as a whole.
77. The building although not within the conservation area sits close enough to be considered to have an impact on the setting. This has been mitigated to a certain degree by the simple nature of the eclectic nature of the buildings within this section of University campus, recent interventions in terms of the Palatine Centre, the retention of trees to the roadside, and the backdrop.
78. In terms of the developments impact upon the World Heritage Site (WHS) The impact can be assessed in terms of views to, through and from the site with the WHS. The long distant views in terms of the WHS as illustrated in the accompanying documentation would appear to have limited effect on the setting of the WHS, Concern over the roof scape, glazing and materiality have been considered, with the impact of the glazed element to the front appearing have lesser impact. The opportunity to create views from the building has been taken which can only enhance the end environment for users of the building.
79. The development thus is in accordance with Policies C3, E3, E6 and E22 of the local plan in respect of the overall design ethos of the development and in respect of the setting of the World Heritage site along with the Conservation Area setting.

Highways

80. Highways Development Management Officers have worked closely with the applicant to bring forward development that can be supported with sustainable travel options. The proposed site is within a 63 space car park area, which will be lost as part of the development furthermore the development sits within the City Controlled Parking Zone.

81. The Transport Statement submitted states there will be an additional 350 members of staff (full and part time) and visitors occupying the building together with an existing establishment of 350 staff. The university have stated that the building is intended to accommodate 180 staff. It has been confirmed that some staff would transfer from other university establishments. Therefore full staffing numbers must be assumed to be in the region of 530 to 700 full and part time staff.
82. The University have a restrictive policy for student parking on campus and it is accepted students would attend by more sustainable transport modes (walking/ cycling/ public transport) and are prohibited from parking at the site. The site is in a good location within the city to support sustainable modes of travel.
83. Durham University have an established travel plan which is currently under review by a full time Travel Plan Coordinator, and as a major employer, they are committed to promote sustainable travel throughout their estate. As part of their travel plan they have sought to influence this by reducing space available to students and reducing single occupancy car use. Their Travel Plan is currently under review with the intention of publishing a new travel plan in summer 2014. Applying the University Travel Plan current mode of transport to the staff numbers predicted would result in a demand for 192 spaces for parking. There are currently 757 existing car park spaces of which 63 will be removed. The 8.6% reduction of space meets the University target of a reduction of 9% of space across its estate to meet travel planning targets. It is considered that restricting parking availability at the destination of a journey is likely to encourage use of more sustainable travel modes. It is accepted that limited availability to conveniently park together with the good sustainable transport links will encourage use of alternative modes.
84. As a worst case scenario, should there be full demand for car parking space from staff if full attendance is made by 350 staff, it could be expected that 192 vehicles would need to be accommodated. Whilst some could be accommodated in the 694 car park, an off-site demand could potentially arise. The applicant has not identified the current demand for the existing parking but the Highways Department has advised that typically car parks operate to within 80% capacity. Should it presently operate at 80%, space for a further 140 vehicles could be available. This would result in the region of 52 vehicles seeking off-site parking. It has been confirmed by the University that on site car parks close to the science site operate well below capacity and could be utilised for overflow car parking. As the site stands within a Controlled parking zone demand could arise for pay and display on street parking dispersed around the development.
85. Given the sustainable location of the development, the University commitment to travel planning and the potential for car parking at the University site, it is not considered that the loss of the 63 car parking spaces in this location would be sufficient to warrant refusal of the application.
86. The applicant has demonstrated that the site is in a sustainable location on the edge of the city centre. Pedestrian routes and internal pedestrian movements are acceptable, and the provision of cycle parking/ storage is welcomed.
87. In relation to the concerns expressed by a local resident in relation to the planned bus lane adjacent to the development site, due to the buildings location upon University lane, the development would not hinder any further developments in this respect.

88. It is therefore considered that the proposed development is in accordance with Policies T1, T10 and T20 of the local plan and Part 4 of the NPPF providing sufficient on-site car parking whilst encouraging more sustainable means of transport.

Residential amenity

89. As previously noted the development site is located within the existing science site campus and is some distance away from the nearest residential properties. To the north and east of the application site are the existing large University buildings and to the south the area known as Little High Wood. To the west of the application site is open space in association with the university.

90. It is therefore considered that whilst the proposed development is of a large scale it must be taken in the overall context of the University complex and given the distance to the nearest residential properties it is considered that there would be minimal if any impact upon the current levels of amenity at the site or adjoining it.

Landscape

91. The proposal includes the enhancement of the landscaping on the site which currently comprises a car park and wooded buffer lining South Road.

92. A paved and grassed court yard will be provided at the southern side of the building. The grassed bank to the west of the building will be enhanced, with the existing trees supplemented with additional trees and lower shrubs. Some trees will also be removed. This will create a green buffer between the building and South Road and will help to soften the appearance of the development.

93. The eastern side of the building provides linkages to the University campus, Physics department and student residential halls. The courts in front of Ogden and Rochester Buildings will be improved for pedestrians, with gathering spaces created.

94. Whilst it is acknowledged that the Landscape Section have requested that the development is pushed further back into the site, it is considered that this would not be necessary in this case. It is considered that the proposed landscaping coupled with the innovative design of the building would whilst noticeable, would be appropriate in its setting. The landscaping would help to soften the appearance of the development whilst the building being clad in western red cedar wood and being highly glazed would add interest.

95. Therefore it is considered that due to the above in addition to a condition relating to Tree protection measures that there would be an acceptable impact upon the current landscape setting thus in compliance with Policies Q1 and Q5 of the City of Durham Local Plan and in respect of Parts 7 and 11 of the NPPF.

CONCLUSION

96. This proposal is hugely significant for the future of Durham University. In addition, its implications for both the City and the region have already been fully acknowledged. The University brings much more to Durham than merely employment, and the City would be much poorer in terms of vitality, economic activity and prestige were it not there.

97. That it has chosen an innovative and bold architectural expression of its future direction is to be commended, for architecture must be allowed to advance, even in an historic city. Were the architecture is question visually harmful, the overall benefits of its objectives might be outweighed, but that is not the case, and in reaching this conclusion the best independent advice available has been taken.

98. Concerns about the development's impact upon its surroundings have been carefully considered, and it is concluded that the impact upon its landscape setting and traffic are far outweighed by the positive contribution this proposal will bring visually, educationally and economically.

99. It is therefore considered that the proposed development is in accordance with both national and local planning policy and is recommended for approval.

RECOMMENDATION

That the application be **APPROVED** subject to the following conditions;

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

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in strict accordance with the following approved plans. Plan References; Planning Statement, Design and Access Statement, Sustainability and energy Statement, Transport Statement, Arboricultural Impact Assessment and Bat Risk Assessment, Heritage Statement, Consultation Statement, Baseline Ecological Appraisal, Foul sewage and utilities assessment, Phase 1 Geoenvironmental Desk Study report, Drawing No. LA-WS-L-90-00, A-080 Rev 2, A-066 Rev 3, A-052 Rev 1, A-051 Rev 2, A-050 Rev 3, A-102 Rev 2, A-101 Rev 2, LA-WS-L-90-05, A-100 Rev 2, LA-WS-L-90-04, A-301 Rev 2, A-302 Rev 2, A-303 Rev 2, A-043 Rev 2, LA-WS-L-90-02, LA-WS-L-90-03, LA-WS-L-90-01, A-103 Rev 2, A-066 Rev 3, A-070 Rev 2, A-071 Rev 2, A-711 Rev 2, A-075 Rev 1, A-300 Rev 2, A-040 Rev 2, A-041 Rev 2, A-042 Rev 2, A-712 Rev 1, A-713 Rev 1, A-714 Rev 1, A-087 Rev 1, A-086 Rev 1, A-085 Rev 2, A-088 Rev 1, A-083 Rev 2, A-082 Rev 2 and A-081 Rev 2.

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with saved policies C3, E3, E6, E22, Q1, Q2, T1, T10 and T20 of the City of Durham Local plan.

3. Notwithstanding any details of materials submitted with the application no development shall commence until samples of the external walling and roofing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: In the interests of the appearance of the area and to comply with Policies E3, E6, E22 and Q1 of the City of Durham Local Plan.

4. Prior to commencement of the development a scheme setting out the type, design, lux levels and measures to control glare and overspill light from lighting shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the lighting shall be operated in accordance with the approved scheme and maintained in accordance with manufacturer's instructions.

Reason: To minimise light pollution in the interests of amenity and sustainability and in accordance with Policy Q1 and Q9 of the City of Durham Local Plan.

5. No construction work shall take place, nor any site cabins, materials or machinery be brought on site until all trees and hedges, indicated on the approved tree protection plan by Arup dated 24 February 2014, as to be retained, are protected by the erection of fencing, placed as indicated on the plan and comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, and supporting temporary welded mesh fencing panels or similar approved in accordance with BS.5837:2005. No operations whatsoever, no alterations of ground levels, and no storage of any materials are to take place inside the fences, and no work is to be done such as to affect any tree. No removal of limbs of trees or other tree work shall be carried out. No underground services trenches or service runs shall be laid out in root protection areas, as defined on the Tree Constraints Plan.

Reason: In the interests of the visual amenity of the area and to comply with Policy Q1 and Q9 of the City of Durham Local Plan.

6. Prior to the commencement of the development details of the surface treatment and construction of all hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of the appearance of the area and to comply with Policy Q1 and Q9 of the City of Durham Local Plan.

7. The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted to and agreed in writing with the Local Planning Authority. The scheme shall include the following:-

Pre-Commencement

- (a) Phase 2 Site Investigation and Risk Assessment are required and shall be carried out by competent person(s) to fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications.
- (b) If the Phase 2 identifies any unacceptable risks, remediation is required and a Phase 3 Remediation Strategy detailing the proposed remediation and verification works shall be carried out by competent person(s). No alterations to the remediation proposals shall be carried out without the prior written agreement of the Local Planning Authority. If during the remediation or development works any contamination is identified that has not been considered in the Phase 3, then remediation proposals for this material shall be agreed in writing with the Local Planning Authority and the development completed in accordance with any amended specification of works.

Completion

- c) Upon completion of the remedial works (if required), a Phase 4 Verification Report (Validation Report) confirming the objectives, methods, results and effectiveness of all remediation works detailed in the Phase 3 Remediation Strategy shall be submitted to and agreed in writing with the Local Planning Authority within 2 months of completion of the development.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with NPPF Part 11.

8. All planting, seeding or turfing and habitat creation in the approved details of the landscaping scheme shall be carried out in the first available planting season following the practical completion of the development. No tree shall be felled or hedge removed until the removal/felling is shown to comply with legislation protecting nesting birds and roosting bats. Any approved replacement tree or hedge planting shall be carried out within 12 months of felling and removals of existing trees and hedges. Any trees or plants which die, fail to flourish or are removed within a period of 5 years from the substantial completion of each phase of development shall be replaced in the next planting season with others of similar size and species. Replacements will be subject to the same conditions.

Reason: In the interests of the appearance of the area and to comply with part 7 of the National Planning Policy Framework and saved policy Q5 of the City of Durham Local Plan.

9. No development works (including demolition) shall be undertaken outside the hours of 7.30am and 7.30 pm Monday to Friday and 8am to 1pm on a Saturday with no works to take place on a Sunday or Bank Holiday.

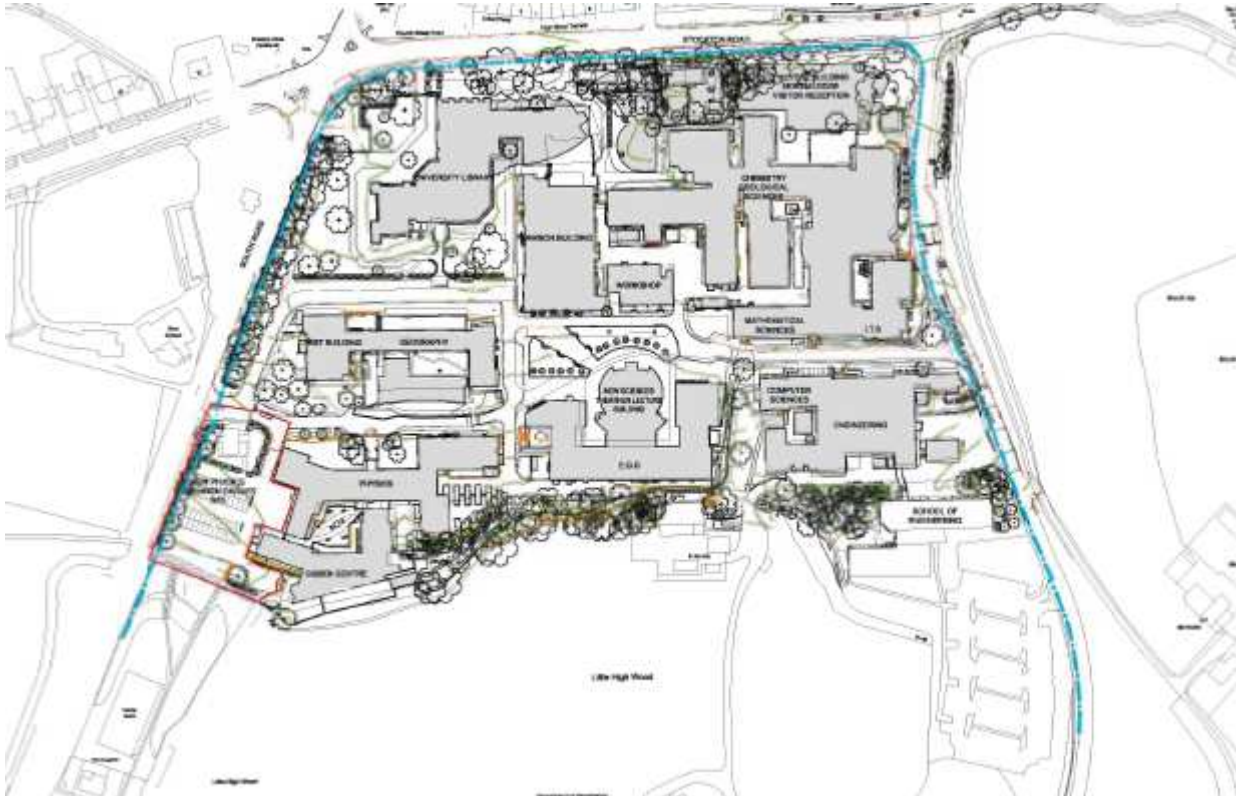
Reason: In the interests of residential amenity of the surrounding area and to comply with saved Policy H13 of the City of Durham Local Plan.

STATEMENT OF PROACTIVE ENGAGEMENT

In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising during the application process.

BACKGROUND PAPERS

- Submitted Application Forms and Plans.
- Design and Access Statement
- City of Durham Local Plan 2006
- National Planning Policy Framework
- Consultation Responses



Planning Services

Erection of Physics Research Building at Durham University Science Park, South Road, Durham.

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