

Application Ref: 17/01422/R3FUL

Proposal: Proposed school expansion from 210 pupils to 420 pupils and 30 nursery spaces, including a single story classroom extension, refurbishment of the existing school building, realignment of school boundary, provision of new hard and soft landscaping and a new pick up and drop off area and car parking area

Site: Oakdale Primary School, Oakdale Avenue, Stanground, Peterborough

Applicant: Sharon Bishop
Peterborough City Council

Agent: Planning and Design Group (UK) Ltd

Referred by: Head of Development and Construction

Reason: This is a City Council application and a major application of wider public interest.

Site visit: 28.09.2017

Case officer: Mr M A Thomson

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Recommendation: **GRANT** subject to relevant conditions

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

Site Description

Oakdale Primary School is an existing Local Authority school situated within the ward area of Stanground. The school provides education for 210 children aged 5-11years, and there is also Stepping Stones nursery, which caters for 17 pupils.

The character of the area can be split into three main areas. To the immediate east is Oakdale Avenue, which is host to predominantly two-storey semi-detached residential dwellings of a broadly uniform layout and appearance. The majority of these properties benefit from on-street parking, and a number of properties back onto the application site. To the south and south west is an area of open space with modern residential development beyond, known as South Stanground, or Cardea. To the west is Stanground academy, a two storey secondary school set in substantial grounds, surrounded by playing fields which extend north beyond the application site to Whittlesey Road.

The school has an existing vehicle access from Oakdale Avenue to the east, adjacent to which there is a zebra crossing that crosses Oakdale Avenue. The pedestrian access into the school is from a southern pedestrian gate, via a footpath which links Oakdale Avenue to Stanground Academy. This footpath is proposed to be widened to 2.8m. There is also a footpath link to South Stanground, also known as Cardea, to the south over an area of Public Open Space.

Pre-Amble

Peterborough City Council, as the Local Education Authority, has a legal responsibility to ensure the availability of a school place for children of school age. The City of Peterborough has experienced a significant increase in pupil numbers over recent years as it remains one of the fastest growing cities in the UK.

This proposed extension has been submitted as a response to the identified need to expand school places in order to cope with the increasing demand for primary education in this part of the City.

Proposal

The Applicant seeks planning permission to erect a single storey classroom extension and nursery extension, internal and external alterations to the school building and to re-align the north-west school boundary to provide new hard and soft landscaping (play areas). The scheme also proposes improvements to the existing vehicle access, the creation of an on-site pick up and drop off area, and the provision of on-site car parking. This would allow the school to expand from 210 pupils to 420 pupils, and increase the number of nursery spaces from 17 to 30.

To facilitate the proposed works a single storey extension (IT Suite) and the existing nursery buildings would be demolished.

The proposed classroom extension (north) would have a floor area of 33m x 25.8m proposing to stand at 5.1m in height, utilising two mono-pitch roofs with a central flat roof element. The extension would be linked by a single storey lobby. The extension would create 8x classrooms, changing facilities, a group area and lobby. Each classroom would be served by natural light and an access door linking to the outside.

A single storey extension is also proposed to the south-west to provide accommodation for 30x nursery spaces. This would have a floor area of 17m x 18.4m and proposes to stand at 3.2m, utilising a flat roof.

A further single storey extension is proposed to the west to round off a class room; this would have a floor area of 7.8m x 8.4m and proposes to stand at 3.2m, utilising a flat roof.

To facilitate the additional play area the western boundary would be amended with Stanground academy, taking some of their site. This would allow the provision of a junior football pitch, athletics track and a Multiple Use Games Area (MUGA). The MUGA is not for public use.

The existing access from Oakdale Avenue is proposed to be widened and an on-site car park and pick up / drop off area is proposed. 37x staff and 11x visitor spaces would be provided on site. Existing staff car parking areas to the north and east would be laid to landscaping.

Amendments

An amended site plan was received on the 28th September 2017 which has included part of the Stanground Academy playing field to the west and part of the public open space to south. The reason for this is to secure sport pitch re-provision once the site boundary has been repositioned, and a potential footway improvement. This plan has been sent out for consultation and expires on the 19th October 2017.

2 Planning History

Reference	Proposal	Decision	Date
10/00381/FUL	Construction of 6000 x 6000 gazebo with canvas roof	Permitted	09/06/2010
10/00291/R3FUL	Single storey flat roof extension to form food technology classroom	Permitted	08/04/2010
09/00799/R3FUL	Provision of Octagonal 5m wide timber gazebo	Permitted	11/09/2009
08/01616/FUL	Erection of 7 section pagoda over reception play area	Permitted	27/02/2009
08/00186/FUL	Proposed office extension and secure main entrance lobby	Permitted	09/04/2008
05/01957/R3FUL	Single storey extension to staff room	Permitted	07/02/2006
05/00703/R3FUL	Single storey rear link extension	Permitted	16/06/2005
03/01003/R3FUL	Single storey extension	Permitted	11/08/2003
01/01619/R3FUL	Single storey extension to provide new IT suite and enclosed access ramp	Permitted	01/02/2002
00/00446/R3FUL	Extension to form changing room and toilets	Permitted	06/06/2000

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 7 - Good Design

Development should add to the overall quality of the area; establish a strong sense of place; optimise the site potential; create and sustain an appropriate mix of uses; support local facilities and transport networks; respond to local character and history while not discouraging appropriate innovation; create safe and accessible environments which are visually attractive as a result of good architecture and appropriate landscaping. Planning permission should be refused for development of poor design.

Section 8 - Safe and Accessible Environments

Development should aim to promote mixed use developments, the creation of strong neighbouring centres and active frontages; provide safe and accessible environments with clear and legible pedestrian routes and high quality public space.

Section 8 - School Development

Great weight should be given to the need to create, expand or alter schools.

Section 8 - Open Space

Existing open space, sports and recreational buildings/land (including playing fields) should not be built on unless an assessment has been undertaken which clearly shows the open space is surplus to requirements; the open space would be replaced by an equivalent or better provision; or the development is for alternative sports and recreation provision, the needs for which clearly outweigh the loss.

Section 11 - Noise

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

Peterborough Core Strategy DPD (2011)

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS17 - The Historic Environment

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

CS22 - Flood Risk

Development in Flood Zones 2 and 3 will only be permitted if specific criteria are met. Sustainable drainage systems should be used where appropriate.

Peterborough Planning Policies DPD (2012)

PP01 - Presumption in Favour of Sustainable Development

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

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.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

PP20 - Development on Land affected by Contamination

Development must take into account the potential environmental impacts arising from the development itself and any former use of the site. If it cannot be established that the site can be safely developed with no significant future impacts on users or ground/surface waters, permission will be refused.

Peterborough Local Plan 2016 to 2036 (Preliminary Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document took place between December 2016 and 9 February 2017. The responses are currently being reviewed. At this preliminary stage only limited weight can be attached to the policies set out therein.

4 Consultations/Representations

PCC Peterborough Highways Services (29.9.17)

No objection - The Local Highway Authority (LHA) is content that the development can be safely accommodated subject to conditions with respect to the provision of on-site car parking and turning, cycle parking, the implementation of a parking management plan access improvements.

Archaeological Officer (07.08.17)

No objection - An aerial photographic assessment of land at Stanground College undertaken in 2008 identified remains of medieval ridge and furrow together with a series of undated short, parallel features of uncertain interpretation within the grounds of Oakdale Primary School. Archaeological investigations carried out between 2007 - 2009 in advance of the development of Stanground South recorded archaeological remains dating from the Bronze Age to the medieval period, pointing to intensive domestic occupation with associated agricultural activity and rural industry.

More recent investigations to the west of the proposed development site at Stanground College, Glebe Farm, Peterborough Road and Bunting Lane have produced negative evidence due to truncation, or evidence for the presence of medieval/post-medieval ridge and furrow associated with the historic open fields, and known from aerial photographs to have extended over the higher ground.

The paucity of earlier archaeological finds or features would suggest a landscape exploited during the later prehistoric and Romano-British periods, as at Stanground South, with dispersed areas of intensive settlement divided by generally clear hinterlands to the west where the land was primarily used as arable prior to modern developments.

The available evidence would indicate that late prehistoric and Roman remains may survive within the grounds of the proposed development site, notwithstanding the likely truncation of uppermost features and deposit due to ploughing and later disturbance caused by the construction of the school complex. In addition, within the school ground features visible on aerial photographs, which may or may not have an archaeological origin, would be affected by the proposed development.

I would recommend an evaluation by trial trenching secured by condition targeting the areas of major groundwork, with archaeological monitoring of the other groundwork operations.

Lead Local Drainage Authority (15.08.17)

No objections - The proposals provided as part of the drainage strategy and the inclusion of permeable surfacing to manage the quantity and quality of the runoff is welcomed.

7.18 of the drainage strategy makes reference to refining the details of the design. As such we would request the applicant provides those detailed designs for the surface water drainage proposals prior to commencement on site, the standard condition below would be adequate.

Sport England (08.08.17)

No objection - Sport England raises no objection to this application as it has no overall adverse impact on the playing field, and the proposed MUGA constitutes an indoor/outdoor sports facility where the benefit to the development of sport is considered to outweigh any loss of playing field.

Any planning consent granted is subject to the imposition of the following condition securing full details of the proposed MUGA.

PCC Open Space Officer (17.08.17)

No objection - my only concern is that any development/reconfiguration of the entrance into the school allows not only for pedestrian access (as is described on the development plan) but also for maintenance access into PCC's adjacent Oakdale Avenue Recreation Ground.

The minimum width that will be required for this is 1.8m. Security of the entrance/pavement is needed to be retained so it is suggested the use of a drop down bollard. The bollard would need to be powder coated black with a red reflective banding. The Key is to be cut to PCC/Amey's existing code.

PCC Wildlife Officer (22.08.17)

No objection - The application is accompanied by a Phase 1 Habitat Survey Report (Feb 2017) and Officers are satisfied with the report's assessment of impacts on protected species.

Nesting Birds: The proposal involves the removal of vegetation which may support nesting birds. It is therefore recommend that a standard bird nesting Informative be attached should the scheme be approved.

To mitigate for the loss of potential nesting habitat and to enhance the scheme for biodiversity, it is recommend that a range of nesting boxes are installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be secured by condition.

Landscaping: The Landscape Masterplan and Planting Plan appears broadly acceptable, including new boundary and hedgerow planting and a habitat area, however these plans currently lack details regarding species etc., which should therefore be provided via a suitably worded condition.

Subject to these recommendations being fully incorporated into the approved scheme the development would not result in a net loss to biodiversity.

PCC Tree Officer

No objection – Subject to amendments.

Supporting the application is a preliminary arboricultural impacts assessment which is written to outline the tree resource and help the project designers. A revised report is required.

To clarify, no assessment of the impact of the proposal on the trees and vice versa has been provided. However, the proposed planting plan indicates loss. This appears to be restricted to a row of B category Leyland Cypress on the southern boundary (G1) and the low quality Rowan (T7) and Silver birch (T8). There is no objection to the removal of these trees. Whilst the B Category Cypress provide screening they have little long term potential. The remaining trees will be retained including T9 Oak, T4 Silver birch and T5 Robinia which are all of good quality.

T9 Oak is a tree worthy of a Tree Preservation Order and is a severe constraint to the car parking/new footpath entrance arrangement. Based on the submitted layout the soil levels are such that a significant amount of roots may need to be removed potentially making the tree i) unstable ii) highly likely to decline.

The only arboricultural objection to the proposal is the footpath next to T9 Oak. The current layout is not feasible. I recommend that car parking and footpath are relocated so that:

- The existing edge of the playground becomes the new footpath – no ingress into the sloped soft bed area is undertaken;
- The entrance footpath runs adjacent to the site boundary then has an abrupt right angle roughly at a distance 2-3 trees along the Leyland cypress hedge; and
- One or possibly two parking spaces are lost (e.g. no. 24 &25) so that the path is located in this space.

Given the amendment to the proposal outlined above there are no further objections to the proposal as it is feasible without further detrimental impact if appropriate work methodologies are adopted.

There is also no objection the proposed planting plan in terms of species choice, however, their locations need to be firmed up. Moving forward, a finalised landscaping plan is required and to prevent unintentional construction damage to the trees the following condition is recommended.

Anglian Water (08.09.17)

No objections - The proposed method of surface water management does not relate to Anglian Water assets, therefore advice should be sought from the Council as the Lead Local Drainage Authority. A foul drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures; this can be secured by planning condition.

The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. A note to applicant is therefore requested in respect to this.

Local Residents/Interested Parties

Initial consultations: 28

Total number of responses: 3

Total number of objections: 3

Total number in support: 0

Three letters of representation have been received raising the following concerns;

- Lack of on-site parking available for staff
- Lack of pick-up and drop-off facilities to serve the existing school, let alone the additional pupils;
- Highway safety concerns due to increased vehicle movements and additional pupils;
- Noise, disturbance and smells generated by increased traffic;
- How will the pick up and drop off parking spaces be allocated and monitored;
- Credibility of the Transport Assessment given that a site visit was only taken on a single day (16.01.17);
- The zebra crossing should be re-considered to be sited south of the school vehicle access;
- The submitted Arboricultural Assessment does not take into account off-site conifer trees;
- Loss of privacy and peaceful enjoyment to neighbouring properties;
- Siting of bollards could prevent access to my property (88 Oakdale Avenue);
- Access and maintenance to neighbours boundaries;
- Boundary treatments;
- Traffic using the existing access causes damage to my property, this could be exacerbated by construction works, and construction/road traffic;
- Could a new access road not be considered from Peterborough Road through Stanground Academy?;
- Construction Traffic;
- Why was Cardea allowed to be built with only a small school?
- Oakdale Avenue should be residents parking only;
- History of issues of coaches and parents parking in front of residents driveways;

- Concerns with the Schools Organisation Plans; and
- Devaluation of property.

5 Assessment of the planning issues

Principle of Development

In support of this application a letter and a Needs Assessment has been received from the Schools Infrastructure team at the City Council. This demonstrates that there are significant pressures within primary schools. It has been demonstrated that within Stanground ward the number of 0-4 year olds there will be a rapid increase over the next 5 years with a general increase in the longer term. This increased number of this age group is the second fastest in the city behind Hargate and Hempsted ward.

Paragraph 72 of the NPPF (2012) states that 'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools...'

Sport England raises no objection to this application as it has no overall adverse impact on the playing field for either Stanground Academy or Oakdale Primary School, and the proposed MUGA constitutes an indoor/outdoor sports facility where the benefit to the development of sport is considered to outweigh any loss of playing field. Subject to a condition being appended securing full details of the proposed MUGA Sport England have raised no objection. A condition shall also be appended setting out that the playing pitches be brought into use at the first opportunity, on the application site but also the adjoining Stanground Academy site.

The Applicant has demonstrated there is a clear need for primary school places within the Stanground Ward over the medium to longer term. Further, the proposed works would not prejudice the school or adjoining Stanground Academy from providing sport pitches to serve existing or future students. As such the principle of development is accepted in this instance, subject to satisfactory assessment against the following matters.

Design and Layout

To facilitate development a historic extension (ICT suite) and a number of smaller outbuildings, which includes the existing nursery building, would need be demolished. These structures are of no historic or architectural merit and their loss is accepted.

The main extension, which would provide an additional 8 classrooms, would be single storey utilising a mono pitch roof design which steps up allowing the integration of clerestory openings, and would be of an appropriate scale and appearance given the design of the existing school buildings. Whilst large, given the boundary changes proposed it is considered that the site can accommodate the proposal. The extension is set back from the road, and whilst it may be visible from the public realm, such as the open space to the south or Whittlesey Road to the north, given these distances the proposal is not considered to harm the character or appearance of the area.

The proposed nursery building and additional extension on the western boundary would be similar in size, scale and proportion to the host building and would not result in harm to the character or appearance of the host building or area.

There are a number of internal and external changes proposed, however these changes in isolation or combination would not harm the character or appearance of the host building or area.

To facilitate development, the scheme would realign the north and western boundaries to include a MUGA and associated sports pitches. A lighting scheme has been submitted for the car park and school itself, and is discussed further below, however should the MUGA require any external lighting details of this shall be secured separately.

As part of this proposal the access road would be widened and the car parking would also be created for staff. There is no desire for children to walk into the site using this access point and it is understood that this would be managed by the school. Pedestrians are directed to a new pedestrian access at the south of the site. The pedestrian link from Oakdale Avenue would be 2.8m wide, and is considered to be of sufficient width. A new weld mesh fence (1.8m) is proposed along the southern boundary, the design of which is visually permeable and therefore would not be visually enclosing, and is accepted.

The Council's Open Space Officer has reviewed the proposal and raised no objection to the removal of green space at the front of the site for car parking, however he has requested a condition be appended with respect to maintaining access to the public open space to the south of the site. This shall be in the form of a drop down bollard.

Whilst some external materials have been set out within the supporting statement, on-site samples shall be secured by condition, as shall full details of hard and soft landscaping. Details of the MUGA and any external lighting shall also be secured by condition, as shall the drop down bollard. Subject to these conditions the proposal would not result in unacceptable harm to the character or appearance of the host building or the wider area, and a satisfactory pedestrian access can be provided into the site. The proposal would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (2012).

Access, Parking and Highway Safety

The Transport Assessment submitted with this application includes the traffic modelling of the existing highway network, assessments of the potential junction capacity into the site, parking assessments, tracking diagrams of appropriately sized vehicles and mitigation measures proposed.

The Local Highway Authority (LHA) is content that the development can be safely accommodated, subject to conditions.

The applicant has shown an increased amount of parking within the site and the LHA are content that a suitable amount of parking has been provided for the 37 FTE staff and 11 spaces for the visitor / drop off parking. The parking on-site would need to be managed by the school.

The parking management plan is generally acceptable as it follows the same lines as previous parking management plans at other school sites. The LHA would however make the comment that the lack of on-site allocated drop off parking may mean that the school will have to manage the AM and PM peaks. The LHA are content that the parking management plan does address these concerns but the Plan itself should be regularly audited to ensure that it is still current.

The pedestrian route through the school site is somewhat convoluted however it is suitably sized for the amount of foot traffic that would use it. The LHA has, through discussions with the applicant, requested a raised table across the access road near the pedestrian access; this will provide future capacity to alter the pedestrian route through the site if desired. However the raised table will act as a traffic calming for vehicles travelling around the site.

The existing access road is approximately 3.6m wide and is not suitable for 2 vehicles to pass, therefore, the LHA require the access width to be increased to a minimum of 5.5m wide to allow 2 vehicles to pass each other.

The applicant has shown the junction access arrangement along with the footway alterations to the adopted highway, however, at this stage, the LHA are not content that the dimensions and the layout shown can be accommodated. The new junction should have an uncontrolled pedestrian crossing point over the new junction within the adopted highway.

The applicant has 6x cycle parking spaces for the FTE staff and visitors and 72 cycle / scooter parking spaces for the pupils. The LHA are content that a suitable number has been provided.

The applicant has submitted a Travel Plan which demonstrates through the use of postcode data the current modal share of the pupils and staff. The applicant has suggested improvements to their existing travel plan to encourage the use of sustainable transport such as walking, cycling and scootering. The LHA are content with the Travel Plan.

Concerns have been raised by neighbours with respect to a lack of parking, pick up and drop off facilities, highway safety, the management of on-site parking, the credibility of the Transport Assessment, the zebra crossing should be relocated and bollards could prevent access to a neighbouring property (No. 88 Oakdale Avenue), however for the reasons set out above the Local Highway Authority have raised no objection. The relocation of the zebra crossing was reviewed, however if it was situated further south of the existing school entrance this would limit visibility of approaching traffic and cause vehicles to brake on a bend. A bollard is sought with respect to preventing vehicles from diving over the zebra crossing, however this would not prevent access onto this property.

Therefore subject to conditions securing details of access, turning, car parking, cycle and scooter parking, lighting arrangement, a demolition and construction plan and a parking management plan the proposal would not constitute a highway safety hazard, and would accord with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

Neighbour Amenity

The proposed extensions would be sited 25m and 50m from the southern and eastern boundaries respectively; as such these structures in themselves would not result in any unacceptable overbearing impact that would result in an adverse loss of light, outlook or privacy.

Concerns have been raised by neighbours with respect to noise, however this is an established school and break periods are typically short, during the day between Monday to Friday. The school is not, for example, seeking to operate outside of these hours and the site boundary is being extended to the north-west where there are no houses. Therefore whilst there would be an increase in the number of pupils outside during play time, or during pick up and drop off, these would be for short periods of the day and will be managed accordingly.

Officers acknowledge that there would be an increase in vehicle movements adjacent to No's 88 and 94 Oakdale, however these would again be during the daytime, Monday to Friday, and the busiest times would be limited to morning and afternoon. Officers recognise that this would be an increase over and above the existing levels of activity that currently take place, however with an increased access width and on-site parking managed by the school this is not considered to result in unacceptable adverse levels of noise and disturbance.

Concerns have also been raised with respect to residents parking in front of peoples driveways, and associated conflict, however this is a civil matter between the two parties, and Officers have secured on-site pick up and drop off facilities, something that the school would not have otherwise provided were the school not being extended.

The scheme does propose to install new extraction equipment (plant), however conditions will be agreed with the Council's Environmental Health Officer within the update report.

In support of the application a lighting plan has been submitted, illustrating the light spillage created by different types of lighting across the site. For the avoidance of doubt a condition shall be appended ensuring that this lighting scheme is in accordance with the Institute of Lighting Engineers for sky glow; this is to prevent unnecessary light pollution. An informative shall also be appended seeking to ensure the lighting is turned off when not required for use.

For the reasons set out above the proposed works and associated activities would not result in an unacceptable adverse loss of amenity to neighbouring properties, and the proposal would accord with Policies CS16 of the Peterborough Policies DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

Biodiversity

Wildlife - The Council's Wildlife Officer has raised no objection. The application is accompanied by a Phase 1 Habitat Survey Report (Feb 2017) and Officers are satisfied with the report's assessment of impacts on protected species. The proposal involves the removal of vegetation which may support nesting birds; it is therefore recommended that a standard bird nesting informative be attached.

To mitigate for the loss of potential nesting habitat and to enhance the scheme for biodiversity, it is recommended that a range of nesting boxes are installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be secured by condition.

With respect to landscaping the Landscape Masterplan and Planting Plan appears broadly acceptable, including new boundary and hedgerow planting and a habitat area, however these plans currently lack details regarding species etc., which should therefore be provided via a suitably worded condition.

Trees – The Council's Tree Officer has reviewed the submitted information and visited the site, and has highlighted that an Oak tree is worthy of a tree protection order. A new pedestrian footway and two parking spaces (No's 24 and 25) are proposed within the root protection area of this tree, thereby having the potential to make this tree unstable and likely to decline.

It has been discussed that a single car parking space may need to be omitted and the footpath diverted slightly to allow for a sufficient root protection area to this tree. It is considered that the protection of this tree outweighs the omission of one or two car parking spaces and a slight diversion of the new pedestrian access.

In light of this, conditions shall be attached with respect to tree investigation and protection, bird boxes, a detailed landscaping plan and an informative with respect to nesting birds. Subject to these matters the proposal would not result in a net loss of biodiversity, and the proposal would accord with Policy PP16 of the Peterborough Policies DPD (2012).

A letter of representation has raised concerns of the impact of the proposal on an adjacent row of conifers and verge, however there does not appear to be any change to this boundary, and if there were any off-site requirements separate to the planning process this would be a civil matter between the two parties. For the avoidance of doubt the reference to reviewing off-site trees relates to trees that are protected by way of a Tree Preservation Order (TPO), or are protected in a Conservation Area, for example. These conifers have been reviewed by the Council's Tree Officer and for the avoidance of doubt are not considered worthy of a Tree Preservation Order.

Archaeology

The Council's Archaeologist has raised no objection to the proposal, however it has been recommended that an evaluation by trial trenching is secured by planning condition targeting the areas of major groundwork, with archaeological monitoring of the other groundwork operations. Subject to this condition the proposal would protect known/unknown archaeological features, and accord with Policies CS17 of the Peterborough Core Strategy DPD (2011) and PP17 of the Peterborough Policies DPD (2012).

Drainage

The Council's Drainage Officer has raised no objection to the principle of the proposed works subject to securing details of surface water drainage by way of planning condition. Anglian Water have raised no objections, however details of foul drainage have been sought by planning condition. Subject to these matters being incorporated the proposal would accord with Policy CS22 of the Peterborough Core Strategy DPD (2011).

Other Matters

- Access and maintenance to neighbours boundaries - Maintenance access is a civil matter between the two parties, and is separate to the planning process. That said the School have confirmed that the existing arrangement would be unchanged;
- Traffic using the existing access causes damage to my property (88 Oakdale Avenue), this could be exacerbated by construction works, and construction/road traffic - This is a civil matter between the two parties, and is separate to the planning process;
- Construction Traffic - Any construction traffic would be for a temporary period, and the demolition and construction management plan would ensure contractors park on site;
- Why was Cardea allowed to be built with only a small school? – The Local Education Authority are responsible for the delivery and focus of school provision and expansion, and Officers defer to them with this respect. This is not a material planning consideration;
- History of issues of coaches and parents parking in front of residents driveways – Officers understand that residents are advised of when coaches will park on-street by way of a letter drop, and the school has advised they will continue to work with Coach operators to ensure that they do not arrive too early to avoid waiting on-street.
- Concerns with the Schools Organisation Plans; The education team held a public consultation inviting school, parents, neighbours, Ward Cllrs etc., regarding the proposals and how they evolved prior to a planning app being submitted;
- Devaluation of property - This is not a material planning consideration and cannot legally be considered.

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 proposed extensions and associated works would not have an unacceptable adverse impact on the character or appearance of the host building or area, it would maintain and improve levels of sporting provision for the school, as such the proposal would accord with Policies CS16 of the Peterborough Core Strategy DPD (2011), PP2 of the Peterborough Policies DPD (2012) and Paragraph 72 of the NPPF (2012);
- The extension and associated works would not have an unacceptable harmful impact to neighbouring amenity and would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012);
- There are no Highway safety concerns and satisfactory parking can be accommodated on site, in accordance with Policies PP12 and PP13 of the Peterborough Policies DPD (2012); and
- The proposal would preserve and enhance the biodiversity value of the site, and would therefore accord with Policy PP16 of the Peterborough Policies DPD (2012).

7 Recommendation

The Director of Growth and Regeneration 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 No development shall take place until a detailed design and associated management strategy and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. Thereafter the drainage system shall be implemented in accordance with the approved details prior to the use of the building hereby approved and thereafter maintained in accordance with the approved strategy and plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, and to accord with Policies CS16 and CS22 of the Peterborough Core Strategy DPD (2011). This is a pre-commencement condition as these details need to be submitted to and agreed before work can commence on site.

- C 3 No development other than groundwork's and foundations shall take place until details and samples used for walling, roofing, openings and surface of the car park have been 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 Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C 4 Prior to the occupation of the main classroom extension hereby approved details of bird (House Sparrow, Starling & Swift) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the bird and bat boxes shall be implemented in accordance with the approved details and thereafter retained in perpetuity.

Reason: In the interest of preserving the biodiversity value of the site, in accordance with Policy PP16 of the Peterborough Policies DPD (2012).

- C 5 Notwithstanding the submitted details no development shall take place above slab level until a scheme for the hard and soft landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Levels
- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments only)
- Details of any boundary treatment

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

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

Reason: In the interests of visual amenity and then enhancement of biodiversity in accordance with Policy PP16 of the Peterborough Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed prior to development commencing on site.

C 6 Prior to the commencement of any development a Demolition and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include (but not exclusively the following):-

- a noise management plan including a scheme for the monitoring of construction noise;
- a scheme for the control of dust arising from building and site works;
- a scheme of chassis and wheel cleaning for construction vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;
- a scheme of working hours for construction and other site works;
- a scheme for construction access from the Parkway system, including measures to ensure that all construction vehicles can enter the site immediately upon arrival, adequate space within the site to enable vehicles to load and unload clear of the public highway and details of any haul routes across the site;
- a scheme for parking of contractors vehicles;
- a scheme for access and deliveries including hours.

The demolition and construction shall thereafter shall take place in accordance with the approved details.

Reason: In the interests of the amenity of the area and highway safety in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed in writing before development commences.

C 7 Within 6 months of first occupation of the building to which this application relates a travel plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the travel plan shall be implemented in accordance with the approved details.

Reason: To encourage the use of sustainable modes of transport, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C 8 Prior to the occupation of the building hereby approved details of the MUGA shall be submitted to and approved in writing by the Local Planning Authority. The MUGA shall thereafter be implemented in accordance with the approved details before the occupation of the building hereby approved, shall be retained and maintained in perpetuity, and shall not be available for hire by members of the public.

Reason: In the interest of providing suitable play, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C 9 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, a Method Statement detailing how this unsuspected contamination shall be dealt with. The approved Method Statement shall thereafter be implemented in accordance with the approved details

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 Policies PP3 and PP20 of the Peterborough Policies DPD (2012).

- C10 Lighting shall be arranged so that no danger or inconvenience is caused to users of the adjoining public highways. Details of the proposed lighting shall be submitted to the Local Planning Authority and approved in writing prior to its first use and thereafter implemented in accordance with the approved details. For the avoidance of doubt the lighting scheme shall accord with Zone E2 of the Institute of Lighting Engineer Guidance (2012).

Reason: To avoid glare/dazzle which could lead to danger to highway users, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C11 Prior to the occupation of the building hereby approved details of secure cycle parking shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking shall be implemented in accordance with the approved details and laid out in accordance with Drawing OP-PL-DR- A-066 P2 (Site Plan), and thereafter retain and maintained as such in perpetuity.

Reason: In order to promote the use of sustainable modes of transport, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

- C12 The development shall not be occupied until the revised means of access for pedestrians and cyclists has been constructed in accordance with the approved plans.

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C13 No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. Thereafter the extensions shall not be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding, in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2011).

C14 In accordance with the submitted details the nursery building hereby approved shall cater for no more than 30 full time equivalent nursery places.

Reason: For the avoidance of doubt, and to ensure that the site has sufficient on-site parking to accommodate the proposed use, in accordance with Policy PP12 and PP13 of the Peterborough Policies DPD (2012).

C15 Prior to the occupation of the development hereby approved details of a drop down barrier and its location, to be situated between Oakdale Avenue and the area of Public Open Space to south, shall be submitted to and approved in writing by the Local Planning Authority. The bollard shall be powder coated black with red reflective banding, and the key cut to PCC/Amey's existing code. Thereafter the bollard shall be implemented in accordance with the approved details and key made available to the relevant body, and thereafter retained and maintained as such in perpetuity.

Reason: In the interest of providing maintenance access and preserve the character of the area, in accordance with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012)

C16 The sports pitches shall be provided and relocated in accordance with Drawings OP-GR-DR-A-063A-P2 and OP-GF-DR-A-063B-P2 at the first available opportunity following the occupation of the building hereby approved, and thereafter maintained in perpetuity.

Reason: In the interest of ensuring satisfactory sport provision for the school, and for the avoidance of doubt, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011)

C17 No demolition, development or other work shall commence until an archaeological mitigation strategy, including a Written Scheme of Investigation (WSI), has been submitted to, and approved by, the Local Planning Authority in writing. Thereafter, the demolition/alteration, development or other work shall not take place except in complete accordance with the approved strategy. The approved strategy shall be implemented in full.

The mitigation strategy shall include a WSI detailing a programme of archaeological work which shall at least include the following elements:

i. Details of archaeological strategy to undertake fieldwork and/or preservation in situ of archaeological remains with timetable for undertaking such work, including any phasing of works

ii. If excavation is undertaken a post-excavation assessment and report; and

iii. Post-excavation analysis report, preparation of site archive ready for deposition at a store (approved by the Local Planning Authority), completion of an archive report, and submission of a publication report.

The post excavation assessment and report (ii above) shall be submitted to the Local Planning Authority within 2 months of the completion of the fieldwork. The post excavation analysis report etc. (iii above) shall be submitted to the Local Planning Authority within one year of the completion of the fieldwork. This condition shall only be fully discharged when each required element as set out above has been approved in writing by the Local Planning Authority

REASON: To secure the requirement of the planning applicant or developer to mitigate the impact of their scheme on the historic environment, and to ensure the proper and timely preservation and/or investigation, recording, reporting and presentation of archaeological heritage assets affected by their scheme, in accordance with paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

This is a pre-commencement condition: the approved strategy must be implemented before any demolition, development or other work take place. (However, subsequent work may be required during the course of the proposed development where previously obscured/undetected, heritage assets are exposed by such development.)

- C18 Details of a re-directed footway link to the new pedestrian school access over the area of Public Open Space to south shall be submitted to and approved in writing by the Local Planning Authority. The footway link shall be implemented in accordance with the approved details, and thereafter retained and maintained in perpetuity.

Reason: In the interest of improving pedestrian accessibility into the site, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C19 No work shall take place on the application site (including soil stripping, preconstruction delivery of equipment or materials, the creation of site accesses, positioning of site huts) until a site specific Method Statement and/or Tree Protection Plan to BS5837:2012 *Trees in relation to design demolition and construction – Recommendations* methodology has been submitted to and approved by the Local Planning Authority that identifies (not exclusively) the following:

- Trees to be retained and those to be removed;
- Location and specification of protective tree measures in addition to appropriate ground protection within the Root Protection Areas of all retained trees within the application site;
- Details of **all** Root Protection Area infringement during the construction and landscaping phases with details on how the impact will be minimised. This includes the location and specification of 'no dig' constructions (where applicable);
- Details of facilitation pruning;
- Location for access, material storage, site office, mixing of cement, welfare facilities etc;
- Specification of landscaping prescriptions (including fencing/walls and changes in soil level) within the Root Protection Area of retained trees;

The scheme shall be implemented strictly in accordance with the agreed details/plans. The tree protection shall be erected according to the specification and locations shown on the agreed Tree Protection Plan. Signs will be placed on the tree protection emphasising that it is not to be moved, nor the area entered into until the end of development without written permission from the Local Planning Authority's Tree Officer.

REASON: In order to protect and safeguard the amenities of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP16 of the Peterborough Planning Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed before development commences on site.

- C20 Development shall not commence before details of access to the site including changes to the Adopted Highway, mitigation measures to restrict vehicles passing over the Zebra crossing, highway construction, highway drainage and street lighting have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details prior to the occupation of the development hereby approved, and thereafter retained and maintained in perpetuity.

Reason: In the interests of Highway safety and to ensure that the new highways are adequately constructed, drained and lighted, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 of the Adopted Peterborough Planning Policies DPD. This is a pre-commencement condition as these details need to be agreed prior to development commencing on site.

- C21 The car parking and turning areas as shown on drawing DR-A-061-P4 shall be provided prior to the occupation of the development hereby approved, and shall thereafter remain available for these purposes and retained and maintained in perpetuity.

Reason: In the interests of Highway safety and to provide satisfactory parking, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C22 No new buildings shall be brought into use until space has been laid out within the site for bicycles / scooters to be parked, and that area shall not thereafter be used for any purpose other than the parking of cycles.

Reason: In order to promote the use of sustainable modes of transport, Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C23 Lighting shall be arranged so that no danger or inconvenience is caused to users of the adjoining public highway. Details of the proposed lighting shall be submitted to the Local Planning Authority and approved in writing prior to its first use. The development shall thereafter be implemented in accordance with the approved details prior to the occupation of the development hereby approved, and thereafter retained and maintained in perpetuity.

Reason: To avoid glare/dazzle which could lead to danger to highway users, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 of the Adopted Peterborough Planning Policies DPD.

- C24 Parking within the development area should be managed as set out within the approved Parking Management Plan. This plan should be audited on a regular basis (no less than annually) to ensure that the parking / drop off facilities are suitable and are being promoted by the school.

Reason: In order to promote the use of sustainable modes of transport, Policies CS14 of the Adopted Peterborough Core Strategy DPD and PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C25 The development hereby permitted shall be carried out in accordance with the following approved plans:

- OP-GF-DR-A-060-P1 – Existing Site Plan
- OP-PL-DR-A-061-P1 – Site Location Plan Proposed
- OP-PL-DR-A-062A-P1 – Boundary relocation and associated pitch works
- OP-GF-DR-A-062A-P1 – Boundary relocation and associated pitch works (existing winter)
- OP-GF-DR-A-062B P1 – Boundary relocation and associated pitch works
- OP-GR-DR-A-063A-P2 – Boundary relocation and associated pitch works (winter as proposed)
- OP-GF-DR-A-063B-P2 – Boundary relocation and associated pitch works (summer as proposed)
- OP-GF-DR-065-P1 – Existing Site Plan
- OP-GF-DR-A-066-P2 – Proposed Site Plan
- OP-GF-DR-A-067-P2 – Project phasing enabling and phase 1

- OP-PL-DR-A-068-P2 – Project Phasing
- OP-GF-DR-A-070-P1 – Existing Ground Floor plan
- OP-GF-DR-A-071-P1 – Proposed Ground Floor
- OP-RF-DR-075-P1 – Existing Roof Plan
- OP-RF-DR-A-076-P1 – Proposed roof plan
- OP-EL-DR-A-080-P1 – Existing Elevations
- OP-EL-DR-A-080-P1 – Existing Elevations
- OP-EL-DR-A-081-P1 – Proposed Elevations
- OP-EL-DR-A-081-P2 – Proposed Elevations
- OP-SE-DR-A-090-P1 – Existing sections
- OP-SE-DR-A-091-P1 – Existing Sections
- OP-SE-DR-A-092-P1 – Proposed Sections
- OP-SE-DR-A-093-P1 – Proposed Sections
- OP-PL-DR-L-860-P2 – Proposed Landscape Master plan
- OP-PL-DR-L-861-P2 – Proposed Planting Plan
- OP-PL-DR-L-862A-P2 – Boundary treatment 1-2
- OP-PL-DR-L-862B-P2 – Boundary treatment 2-2
- 17-8-1076-HBS-XX-A-095-P1 – Proposed Schedule of Materials
- HBS-OP-00-DR-M-(57)-101 – Ventilation Details
- HBS-OP-SI-DR-E(63)-104-P3 – Proposed External Lighting

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

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