

11/01458/R3FUL: CONSTRUCTION OF A THREE STOREY ACADEMIC BLOCK AND EXTENSION TO THE SPORTS BLOCK TO CREATE NEW FACILITIES INCLUDING A SWIMMING POOL. ASSOCIATED ALTERATIONS TO PEDESTRIAN AND VEHICULAR ACCESSES INCLUDING NEW SERVICE ACCESS AND DRIVEWAY. DEMOLITION OF THE EXISTING MAIN SCHOOL BUILDINGS (EXCLUDING THE SPORTS HALLS, THE HAIR AND BEAUTY BUNGALOW, AND THE CONSTRUCTION BUNGALOW) AND REINSTATEMENT OF THE LAND INCLUDING ALTERATIONS TO EXISTING PARKING FACILITIES AND LANDSCAPING, AND CREATION OF ADDITIONAL SPORTS PITCHES AT STANGROUND COLLEGE, PETERBOROUGH ROAD, STANGROUND

VALID: 16 SEPTEMBER 2011
APPLICANT: PETERBOROUGH CITY COUNCIL
AGENT: SHEPPARD ROBSON
REFERRED BY: HEAD OF PLANNING, TRANSPORT AND ENGINEERING SERVICES
REASON: IN THE WIDER PUBLIC INTEREST
DEPARTURE: NO

CASE OFFICER: MISS A McSHERRY
TELEPHONE: 01733 454416
E-MAIL: amanda.mcsherry@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The proposed design and layout
- The impact on neighbouring sites
- Access to the site and highway issues
- Contaminated land

The Head of Planning Transport and Engineering recommends that the application is APPROVED

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Peterborough Core Strategy DPD (2011)

CS10 Environment Capital: Development proposals will only be supported where they make a clear contribution to the aspiration of the Peterborough Sustainable Community Strategy for Peterborough to become the Environment Capital of the UK.

CS12 Infrastructure: New development should be supported by, and have good access to, infrastructure.

CS13 Developer Contributions to Infrastructure Provision: Where a planning obligation is required to meet the principles of Policy CS12 then this may be negotiated on a site-by-site basis however the City Council will encourage payments based on a standard charge set out in the Peterborough Planning Obligations Implementation Strategy SPD (2010).

CS14 Transport: New development in Peterborough will be required to ensure that appropriate provision is made and does not result in a danger to highway safety.

CS16 Urban Design and the Public Realm: New development should respond appropriately to the particular character of the site and its surroundings, using innovative design solutions where appropriate; make the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.

CS17 The Historic Environment: The City Council will protect, conserve and enhance the historic environment throughout Peterborough. All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated.

CS18 Culture, Leisure and Tourism: The existing cultural, leisure and tourism facilities will be protected and enhanced.

CS19 Open Space and Green Infrastructure: To protect existing open space, planning permission will not be granted for development which would result in the loss of existing open space if that loss would give rise to a deficiency in open space, or would be in an area where there is already a deficiency.

CS21 Biodiversity and Geological Conservation: The City Council, working in partnership with all relevant stakeholders, will conserve, enhance and promote the biodiversity and geological interest of the area.

CS22 Flood Risk: All appropriate development should employ sustainable drainage systems (SUDS) to manage surface water run-off where technically feasible and appropriate.

Peterborough Local Plan (First Replacement) (2005)

T9 Cycle Parking Requirements: Planning permission will not be granted unless it provides high quality off-street cycle parking in accordance with the minimum standards set out in Appendix IV.

T10 Car and Motorcycle Parking Requirements: Planning permission will only be granted for car and motorcycle parking outside the City Centre if it is in accordance with the standards set out in Appendix V.

T11 Motorists with Mobility Difficulties: Planning permission will not be granted for development unless there is parking provision for motorists with mobility difficulties.

LT3 Loss of Open Space: Planning permission will not be granted for any development which would result in the loss of existing or proposed open space (including school playing fields) if that loss would give rise to a deficiency, or would be in an area where there is already a deficiency in open space.

DA12 Light Pollution: Planning permission will only be granted for lighting schemes if the level of lighting proposed does not exceed the minimum necessary to achieve its purpose; the design minimises glare and light spillage from the site; and the design and nature of light emitted does not adversely affect the amenity of the area.

LNE9 Landscaping Implications of Development Proposals: Planning permission will not be granted for development unless it makes adequate provision for the retention and protection of trees and other natural features that make a positive contribution to the quality of the local environment and it makes adequate provision for landscaping of the site as an integral part of the development.

LNE10 Detailed Elements of Landscaping Schemes: Where appropriate, the City Council, will impose a condition or planning obligation, requiring the provision of a landscaping scheme suitable for the type of development proposed.

U1 Water Supply, Sewage Disposal and Surface Water Drainage: Development which increases the demand for off- or on-site water supply, sewage disposal or surface water drainage infrastructure will only be permitted if facilities of adequate capacity and design are available, or will be provided without detriment to the environment.

National Planning Policies

National Planning Policy Framework (NPPF) Consultation Draft (2011)

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)

Supplement to Planning Policy Statement 1 (PPS1): Planning and Climate Change (2007)

Planning Policy Statement 5 (PPS5): Planning for the Historic Environment (2010)

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)

Planning Policy Guidance 13 (PPG13): Transport (2011)

Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)

Planning Policy Statement 25 (PPS25): Development and Flood Risk (2010)

3 DESCRIPTION OF PROPOSAL

Full planning permission is sought for:-

- Construction of a new main three-storey school building containing most of the teaching, support and administration facilities
- The new building will be constructed before most of the existing buildings are demolished, to allow for continuous use of the site without having to provide temporary accommodation
- The building will be set to the south and east sides of the current building cluster, facing out over a new pitch area to be laid when the existing buildings are demolished. The building will have a central entrance feature with glazing giving views through to the library, two long wings coming out to the north and the west (the front of the building), and two shorter wings to the east (towards Oakdale Primary) and south (the back of the building). The two long wings will enclose two sides of the new front pitch area, and will be the public face of the building
- The existing sports halls will be retained, and incorporated into an extended/new building including activity suite, swimming pool, studio, and new changing, office and reception areas. The main assembly/dining hall will also be part of this building
- The existing playing field area will be retained
- Two small buildings to the south of the site will also be retained, these are the bungalows used for vocational studies
- There will be some minor changes to the parking and access layout, and a new service vehicle access from Peterborough Road will be created along the south of the site
- The existing informal pedestrian link between Peterborough Road and Oakdale Avenue will be improved and slightly realigned
- To improve the overall security of the site, a fenced secure line will be established behind the car parking, to enclose the main school areas. The existing Powerleague area will be outside the line, as will the car parking and public entrance to the sports facilities and main hall.
- The new buildings will be constructed to minimise energy consumption and increase efficiency, to achieve higher standards that are required under current building regulations, equivalent to Building Research Establishment's Environmental Assessment Method (BREEAM) Very Good rating.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The College site covers an area of about 13.1 hectares, with the main site frontage onto Peterborough Road to the west. The north of the site is to Whittlesey Road, although this boundary is enclosed with mature planting, and the east of the site is bounded by domestic gardens for most of its length, with Oakdale Primary School to the south-east.

To the south of the site is mainly former agricultural land, which is to be developed as part of the South Stanground Urban Extensions, and Glebe Farmhouse, which also has permission for residential development.

Currently, the school building faces Peterborough Road, with a strip of car parking in front of the building. The existing three storey main building is set about 40 metres back from Peterborough Road. There are a variety of other buildings, built over the years in various styles and in a rather ad-hoc manner, resulting in a slightly incoherent site with awkward connections and odd unused corners. The use of space is not efficient.

Approximately 1.6 ha in the north-east quadrant of the site are leased to Powerleague, a national 5-a-side football organisation. They have a dedicated building as well as a grid of 10 small pitches, enclosed behind fencing, and a parking area parallel to Peterborough Road.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
10/01013/FUL	Installation of secure cycle shelter with capacity for 100 cycles	20/09/2010	Consent
09/00877/FUL	Construction of new sports hall	28/10/2010	Consent
09/00559/FUL	Siting of modular double classroom	23/07/2009	Consent
08/00949/FUL	Provision of five bay mobile classroom and access ramp	15/09/2008	Consent
08/00697/FUL	Single storey building for use a teaching facility	25/06/2008	Consent
08/00552/FUL	Single storey building	18/6/2008	Consent
06/01181/FUL	Two storey extension for disabled access lift	20/09/2006	Consent
05/01336/FUL	Erection of library building	21/10/2005	Consent
03/00284/FUL	Extension to classroom with link access to existing building	23/04/2003	Consent
02/00929/FUL	Erection of shelter over part of internal quadrangle	25/8/2002	Consent
02/00434/FUL	New nursery school building	15/05/2002	Consent
01/01479/FUL	New fitness suite and entrance with changing rooms, additional classroom and staff office	18/1/2002	Consent
00/01453/FUL	Single storey flat roofed extension to existing kitchen store	23/01/2001	Consent
00/00901/FUL	New sports pavilion, twelve outdoor all weather floodlit synthetic grass playing courts, improvements to existing entrance and additional car parking for 100 vehicles	30/07/2001	Consent
99/00250/FUL	New performing arts extension	4/5/1999	Consent
98/00569/FUL	New sports hall	5/10/1998	Consent
98/00002/FUL	Single and two storey extensions and replacement car park	29/5/1998	Consent

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Head of Transport and Engineering – No objections subject to a request for conditions, including additional cycle parking, closure of one of the existing vehicle exit points, and details of the junction to the new service road including the culverting of the ditch. It is Highways strong preference for the closure of the existing southern exit point of the car park, however this would not be a reason for refusal.

Travelchoice – No objection but requests that:

- the Travel Plan be improved by the setting of definite actions and targets should be included.
- additional cycle parking should be provided within the fence line, with separate parking for staff.

Wildlife Officer – No objection. Proposals for the installation of bat and bird boxes, and the establishment of a habitat area are welcomed and should be secured by condition. Suggests that:

- the grass seeding mix should be replaced with a more appropriate wildflower mix

- biodiversity could be further enhanced by provision of a pond for example.

Landscape Officer – No objection. Whilst some trees are to be removed, these losses are justifiable due to their poor condition and will be made good by replacement planting. Request conditions in respect of the submission of:

- a Arboricultural Method Statement.
- an improved landscape planting proposal.

Waste Management – No objection.

Pollution Team – No objection. Request conditions relating to:

- Lighting – compliance with obtrusive lighting limitations.
- Noise – maximum noise levels from plant and equipment
- Contamination – testing has not shown any contamination that would require special remediation. No precautions are necessary in terms of landfill gas, and groundwater is within thresholds. A condition is recommended in case of unsuspected contamination.

Drainage Engineer – **No objection.** Design appears adequate, however:

- Full technical details are required
- Position of fence (currently shown in the swale) needs consideration
- Balancing pond opposite the site has to be adequately maintained

Archaeology – No objection. Request condition regarding submission of a scheme of archaeological investigation.

EXTERNAL

Police Architectural Liaison Officer – No objection. I have been involved in the preplanning discussions, and am currently involved in the evaluation process. I am satisfied that the proposals go a long way to reducing the risk of crime and antisocial behaviour and would not object to the granting of permission for this application.

Environment Agency – No objection. Flood Risk Assessment is proportionate. Surface water drainage shows a betterment on the current situation. Controlled waters at this site are of low environmental sensitivity, therefore will not be providing detailed advice or comments. Developer should address risks from contamination following the requirements of Planning Policy Statement 23 and EA Guidelines.

Anglian Water – Has requested that some informative comments be passed to the applicant, and recommended a condition requiring a flood risk assessment and surface water drainage strategy. [Further comments/clarification are awaited and will be included in the Update Report.]

Sport England – No objection. Although the area of playing field will slightly reduce, the overall quality of provision will improve. The new swimming pool, being larger and a standard length, will improve facilities for the school and the community, as well as other local schools that will come for swimming lessons. Conditions required to ensure continuity of use during construction, suitable surfacing to the new playing areas, and a community use agreement.

Cambridgeshire Fire and Rescue Service – No objection. Request a condition to secure provision for fire hydrants.

NEIGHBOURS

No representations have been received from neighbours. It should be noted that the applicant undertook a public consultation exercise before the application was submitted.

COUNCILLORS

No comments have been received from Councillors.

a) The proposed design and layout

The proposed design has been mainly influenced by:

- The need to maintain the existing school open on site during the construction of the new school facilities
- The wish to reduce the number of individual school buildings on the site and the distances between them
- Retention of the Sports Halls
- Retention of the existing playing fields
- Retention of the existing car parking areas
- Retention of the existing access points
- Retention of the existing Powerleague facilities, and small vocational studies bungalows
- Retention and improvement of existing path connecting Oakdale Avenue and Peterborough Road, used by pupils at Stanground College and Oakdale Primary School

The layout and amount of internal space, necessary for the school to fulfil its functions, dictates the design to a significant extent. The building will be of three storeys, which is the same as the existing main school building. The land take however will be much reduced, as the existing collection of 1, 2 and 3 storey buildings will be replaced with a properly organised building.

The main entrance feature will be at the centre front of the building. This will be glazed for two storeys in height, to emphasise the entrance and give the impression of an important public building. Columns will be used to “hold up” the storey above, which allows the building to react to traditional classical building forms but in a contemporary way. It also means that the entrance makes visual sense, as the columns continue the vertical patterning of the building across the horizontal entrance.

The building is long, and although of three storeys (11.2m) in height, the length means that it appears horizontal. The fenestration has been designed in vertical bays, of differing widths but introducing consistent vertical features. These will be emphasised with a second brick colour, so that although the exact disposition of window openings varies, all windows will be contained within consistent vertical bands.

This general pattern extends to all elevations except the ends of the wings. These ends are only 18m wide, and are blank except for a central full height window which illuminates the corridors. Full height glazing will be used at the stairwells.

Sports Provision

The area of playing field will reduce slightly, from 83,425 sq m to 82,932 sq m. The overall pitch provision however will remain the same, with provision for the same variety of sports. During the period of construction and demolition there will be an overall reduction in provision; after demolition of the existing school buildings, the area on which they are built will be given over to playing fields.

The existing swimming pool is an 18 metre 4 lane pool; the new pool will be a standard 25m length, 6 lane pool. This will greatly improve the quality of the facility. There will be a new activity studio, which will be used also as a school hall, and new and refurbished changing areas. The existing sports halls will be retained. The new development will result in the sports block being physically separate from the main academic block. This will aid in the community access to and use of the sports facilities; there will be a dedicated student entrance.

Sport England are satisfied that the overall quality of provision will improve, despite the slight reduction in area – the improvements to swimming provision are given significant weight in this assessment. Sport England have recommended three planning conditions, requiring 1: the protection and continuity of existing provision during the construction and demolition processes; 2: an assessment of the land quality where new playing fields are proposed, and measures to ensure that the area can be provided to an acceptable quality; 3: a community use scheme.

b) Impact on neighbouring sites

The neighbour most directly affected would be Oakdale Primary School. Discussions have already taken place between the two schools and a new boundary line agreed.

Neighbours across Peterborough Road will not be significantly affected. The building will be further away than existing, the car parking will be in the same place, and the existing vehicular access and egress points will be retained. The establishment of a pitch area to the front of the school may mean that neighbours are more aware of the sporting activity, but given the likely hours of use, and the busy road between housing and school, it is unlikely that any significant detrimental impact will arise.

Neighbours on Oakdale Avenue will not be significantly affected. The land immediately behind the residential gardens is and will remain playing field; the new school buildings will be separated from the gardens further down Oakdale Avenue by Oakdale Primary School.

The land to the south of the site is allocated, and has Outline planning consent, for housing, and therefore the southernmost part of the school building has been set at a minimum distance from this boundary. The end of the south wing will be set 30m from the boundary, which assuming dwellings and their gardens up to the boundary will still give an adequate separation. The end wall will have few corridor windows; the closest windows to this boundary will be 55m away from the boundary. Given that a school building is not in general use at evenings and weekends, when neighbours are most likely to use their gardens, it is concluded that the impacts will be minimal.

All neighbours may notice some disturbance during construction and demolition. It is expected that adequate controls on working hours, noisy or dirty activities and movement of vehicles will be applied through the Construction Management Process.

The impact of noise from the site on neighbours is not anticipated to be a significant concern. A noise report has been carried out and recommends a noise limit for the new plant.

c) Access to the site and highway issues

Currently there is one vehicular entrance into the site, and three exit points.

It is proposed to retain these openings. The existing coach drop-off/pick-up point will be retained, and a new parent drop-off point created within the car park.

There are currently two pedestrian accesses, and it is proposed to close both of these and create two new access points. These will be sited to the north and south of the site, allowing pedestrians to enter the site without having to cross the vehicle points. New footpaths will be created which will provide pedestrian access clear of vehicle routes, apart from one crossing point close to the sports centre which will be provided with a raised table to give pedestrian priority.

A new service access road will be run along the south edge of the site, leading to a new service yard.

The existing link between Peterborough Road and Oakdale Avenue, which is only open at school coming and going times, will be retained although a new dedicated path will be installed, and will be more easily controlled.

Recent road traffic accident data have been reviewed, and no common factors have been identified. It is therefore not necessary to incorporate any mitigation measures.

Car parking

Currently there are 234 car parking spaces on the site overall, allocated on the basis of 148 in front of the school for staff and visitors, and 86 adjacent to the Powerleague building. There is some shared use, in particular of the spaces between the school buildings and the Powerleague site which are used as overflow college parking.

The Local Plan standard would require a maximum of 196 spaces for the school, on the basis of one for each full time equivalent member of staff and a maximum of 133 spaces for the sports centre at 1 per 22 sq m of public area. Given the varying times of use, and in particular that the sports facilities are generally open for community use only outside school times, there is clearly the opportunity for shared use of parking facilities.

It is therefore proposed to provide 207 spaces for the school and sports centre, laid out with 155 to the front of the site including disabled spaces, and 46 at the front of the sports centre, including disabled and motorcycle spaces. The Powerleague parking areas will be unaffected.

Cyclists

Cyclists can access the site using the main vehicular accesses, as well as the path from Oakdale Avenue to the south of the site. The existing cycle parking (100 spaces) will be retained, although it is outside the secure line, it is fairly new, and can be managed by school staff to ensure that it is locked during the school day. Additional cycle parking will be provided close to the Oakdale Avenue entrance. The amount of cycle parking overall will increase. Although it will not be in accordance with the adopted standard, which would require 354 spaces, there is not currently the demand for this level of cycle parking. The Travel Plan includes a commitment to revisit this issue regularly and increase cycle parking as demand increases.

The question of separate cycle parking for staff has been raised; the school has stated that they prefer to integrate this facility.

Any amendments to cycle parking in the future could easily be accommodated within the site.

Pedestrians

Pedestrians currently share most access points with motor vehicles, although there is one dedicated pedestrian access, and some pedestrians use the Powerleague entrance to the site. As part of this application, it is proposed to improve pedestrian access and separate it from motor vehicle access points. This will aid safety, and paths have been laid out to follow pedestrian desire lines where possible.

A new path will be installed for people walking to the site from the North, which will lead directly and naturally to the main school entrance. A second new entrance and path will be installed at the south of the site, which again will direct pedestrians to the main entrance.

Public Transport

There are public bus services along Peterborough Road, and bus stops on each side of the road close to the College. Although some concerns have been raised about timetabling, mostly by pupils who use the bus to travel to and from school, dealing with these issues is not within the scope of this application. As part of the application upgrading of two bus stops will be secured, to provide shelters, boarder kerbs and Real Time Passenger Information (RTPI) displays. It is intended that the RTPI information will also be displayed in Reception.

As this application is a City Council application, and the works will be taking place to City Council infrastructure, this can be secured by condition rather than securing via a Section 106 agreement.

d) Miscellaneous

Archaeology

The site is not within an area of known archaeological importance, although the recent excavations within the South Stanground Urban Extension area have shown some evidence of pre-historic activity.

A desk-based assessment was carried out in 2008, and although this was before the introduction of the current national planning guidance, the document is acceptable.

A scheme of archaeological investigation will be required. It is anticipated that trial trenching will be required, probably at a level of about 5% of the area to be developed. Any further works required would be informed by the results of the initial work.

A condition is recommended to ensure that the scheme of investigation is agreed prior to commencement, and the scheme is implemented accordingly.

Sustainable construction

The proposed design has been carefully considered to incorporate energy efficient features such as high thermal efficiency, a façade that will minimise/maximise solar gain according to the season, to reduce the need for artificial cooling and heating, heat recovery, and systems which ensure through timing and other management features the most efficient use of lights and heating.

It is intended that the scheme would, if assessed under BREEAM, achieve a “Very Good” rating, although it is not intended to go through the full accreditation process. This is because the accreditation

process takes time and resources that could otherwise be spent improving the building, and it also avoids the need to address issues covered by BREEAM that are not relevant to the school. It is intended that the building will score a “B” on the Energy Performance scale.

Trees and landscaping

Currently, the main landscaping features of the site are a row of trees along the Peterborough Road frontage and a second loose row of trees along the south boundary.

An arboricultural assessment has been carried out and it has been determined that several of the trees along Peterborough Road can safely be retained, although some will be removed where they have limited viability. These will be replaced to retain the strong green frontage, although visibility at entrances, and a clear view to the main entrance, will be taken into account and improved where possible. It will be necessary also to remove one large Willow tree adjacent to the south boundary, although not within the site, to allow the service access to be constructed. It is understood that this removal is being discussed with the neighbouring landowner. This loss will be mitigated with the establishment of a new landscaping belt along the south of the site. The landscaping will include a wildlife habitat area to the south-east of the site, which will help to screen future development to the south as well as providing a wildlife area which can be used for education.

Security to the site will be provided with a 2.4m Weldmesh fence, and the disguising of this intrinsically unattractive feature will also be an aim of the landscaping scheme. An allotment area will also be provided, to allow food growing to be included in the curriculum. The details of the landscaping scheme are not yet fully agreed, although from discussion it is clear that a suitable scheme can be designed. A condition is recommended to ensure that the landscaping scheme is agreed, and implemented according to an appropriate timetable.

Ecology

A Habitat Survey has been carried out and identifies that the proposed development, while close to several allocated wildlife sites, will not have significant impact on wildlife in those protected areas.

The report identifies several wildlife habitats within the site, including buildings, grassland, trees and hedges and hardstandings. These habitats could be used by a variety of species, however there is no evidence that their removal would have an unacceptable impact. The report makes several recommendations to ensure that replacement and improved habitat areas are created, that piles of rubble or materials are dealt with to avoid encouraging Great Crested Newts into the site, and that tree works should not be carried out unless checks have been made for nesting birds. Conditions are recommended to ensure protection of nesting birds, to require that the recommendations of the report are adhered to, and to secure details of bat and bird boxes. It is also noted that some landscaping features, notably the seeding mixes for the habitat area, are revised, this can be dealt with under the landscaping condition.

Flood risk and drainage

A Flood Risk Assessment has been submitted. The site is in low flood risk area and so there is no concern with the principle of the development especially as the site is already in education use. The surface water disposal strategy involves making use of the existing system plus a new drainage swale that is going to be installed. In a 1 in 100 year storm event, shallow ponding will occur at the site entrance, but this is considered acceptable given the infrequency of the event and the fact that there will be no property damage or safety issue. There is no objection from the Environment Agency; further comments are awaited from Anglian Water.

Contamination

The contamination report does not show any unacceptable contamination. Soil and groundwater have been tested, and no particular precautions in terms of gas monitoring are required. A condition is recommended in case of unsuspected contamination.

Security

As part of this proposal, a new secure line will be run around the site. This will be fenced, and access will be controlled according to operational requirements. The car parking areas, the community entrance to the sports building and some of the cycle parking will be outside the line. Much of the cycle parking will be within the line. Management of the access points will be down to the school, in response to their operational requirements, and it is not considered necessary to place any planning controls on this.

The existing CCTV system will be recovered and re-used and a condition is recommended to secure this.

Lighting has not yet been agreed however an acceptable general lighting strategy is set out in the Design and Access Statement. Lighting can be agreed under condition, and a condition is recommended.

Although details of boundary treatments will be conditioned, it is anticipated that the fence will be of Weldmesh as this is difficult to climb. It has been decided that the main fence should be set behind the car park, rather than along the main front boundary. A 2.4m fence along the front boundary would be too harsh in appearance, and would separate the school too obviously from the community. Weldmesh fence is not an attractive feature, so at the front of the site, where it would be most visible, it will be landscaped to disguise the actual fence. The exact location in relation to the swale will be determined at a later stage.

8 CONCLUSIONS

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

- The siting, scale and design of the new buildings are considered to be appropriate and a visual enhancement to the site. This is in accordance with Policy CS16 of the Core Strategy DPD 2011.
- The proposed buildings and layout of the site, including the revised access arrangements, new service road and additional car parking, are not considered to unacceptably impact on the amenities of neighbouring sites. This is in accordance with Policy CS16 of the Core Strategy DPD 2011.
- The proposed car parking and access arrangements are considered to be appropriate to the likely current and future needs of the school. The increased cycle parking and bus stop improvements are acceptable to encourage the increased use of more sustainable travel modes. This is in accordance with Policy CS14 of the Core Strategy DPD 2011.
- The impact on existing trees and ecology is considered to be acceptable, and replacement trees and biodiversity/landscaping improvements are proposed. This is in accordance with Policies LNE9 and LNE10 of the adopted Peterborough Local Plan (First Replacement) 2005 and Policy CS21 of the Core Strategy DPD 2011.

9 RECOMMENDATION

Subject to there being no objections to the proposal from:

- Anglian Water

the Head of Planning Transport and Engineering recommends that this application is APPROVED subject to the following conditions:

C1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

C2 Prior to the commencement of construction details of all external materials shall be submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

C3 Prior to the commencement of construction details of all boundary fences, cycle stores, external lighting and CCTV shall be submitted to and approved in writing by the Local Planning Authority. These shall be erected prior to the first occupation of the development, and thereafter shall be maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of community safety in accordance with policy CS16 of the adopted Peterborough Core Strategy DPD.

C4 Notwithstanding the submitted information and prior to the commencement of the development, a Construction/Demolition Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:

(a) A phasing scheme and schedule of the proposed works;

(b) Provisions to control construction noise and vibration emanating from the site;

(c) A scheme for the control of dust arising from building works and site works;

(d) A scheme of chassis and wheel cleaning for construction vehicles and a scheme for the cleaning of affected public highways. All vehicles leaving the site shall pass through the cleaning equipment before entering the public highway. In the event of the approved vehicle-cleaning equipment being inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site;

(e) A scheme of working hours for construction and other site works;

(f) A scheme for construction access including details of haul routes (from the Parkway system) to and across the site and associated health and safety protection measures, adequate space within the site to enable vehicles to load, unload and turn clear of the public highway, and details of measures to ensure that all construction vehicles can enter the site immediately upon arrival;

(g) A scheme for access and deliveries including hours;

(h) details of the proposed temporary construction/demolition access to the site; and

(h) The site compound (including site huts) and parking for contractors and other employee vehicles.

The development shall be carried out in accordance with the approved construction/demolition management plan.

Reason: In the interests of highway safety and residential amenity in accordance with policies CS16 and CS14 of the adopted Peterborough Core Strategy DPD.

C5 Prior to the commencement of construction a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved no later than the first planting season following the occupation of any new classroom or the completion of development, whichever is the earlier.

The scheme shall include the following details:

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments)
- Details of the Habitat Area including planting to support wildlife

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

C6 Prior to commencement of development a scheme to protect and ensure the continuity of the existing use of the playing fields and indoor sports facilities at this site during construction works shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The scheme shall ensure that retained playing fields remain accessible during the construction phase and include a timetable for implementation and phasing of all construction work. The approved scheme shall be complied with in full throughout the carrying out of the development.

Reason: To protect existing playing fields/sports facilities from damage, loss or availability of use and to accord with Policy CS19 of the Peterborough Core Strategy DPD 2011.

- C7 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation and evaluation by trial trenching has been submitted to, and approved by, the local planning authority in writing. Development shall thereafter be carried out in accordance with the approved Scheme.**

Reason: to secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with Planning Policy Statement 5 Planning for the Historic Environment and Policy CS17 of the adopted Peterborough Core Strategy DPD.

- C8 If, during development, contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the LPA. The development shall thereafter not be carried out except in complete accordance with the approved scheme.**

Reason: To ensure all contamination within the site is dealt with in accordance with PPS23 Planning and Pollution Control.

- C9 No demolition/excavation works or removal of shrubs/trees/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.**

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

- C10 Development shall be carried out in accordance with the approved Arboricultural Method Statement.**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

- C11 In accordance with the recommendations of the Extended Phase 1 Habitat Survey ref AEL 154-02 all rubble and vegetation from the proposed building demolition and vegetation clearance which may act as Hibernacula is removed from site immediately in order to prevent encouraging Great Crested Newts to enter the site. Building materials should be stored off the ground on pallets to prevent creating additional hibernacula on site. If Great Crested Newts are subsequently found on site during works, then all works should cease and advise sought from Natural England or a suitable licensed ecologist.**

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

- C12 In accordance with the recommendations of the Extended Phase 1 Habitat Survey ref AEL 154-02 any excavations that will be left overnight should be covered or fitted with ramps to allow trapped mammals a means of escape.**

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

- C13 Prior to first occupation of the new school buildings a scheme for the provision of bat and bird boxes, to include details of their siting and specifications to accommodate a range of different species, shall be submitted to and agreed in writing by this Planning Authority. This scheme shall thereafter be fully implemented prior to the completion of the demolition works on site.**

Reason: In order to preserve and enhance the biological diversity of the woodland and surrounding area, in accordance with PPS9 and Policies LNE10 and LNE17 of the Adopted Peterborough Local Plan (First Replacement).

- C14 Prior to occupation of the development hereby permitted:**
- (i) a detailed assessment of ground conditions of the land proposed for the new area of playing fields on this site shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
 - (ii) based on the results of this assessment to be carried out pursuant to (i) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.
- The approved scheme shall be complied with in full within a timetable to be agreed as part of the submitted scheme.
- Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field and to accord with Policy CS19 of the Peterborough Core Strategy DPD 2011.
- C15 Prior to first occupation of the new school buildings, details of the proposed improvement works at the two nearest bus stops (references PSS256 and PSS257) and Real Time Passenger Information provision in the school reception shall be submitted to and approved in writing by the Local Planning Authority. The bus stop works shall include raised kerbs, bus shelters to LTP3 standards, solar lighting and Real time passenger information equipment. The works shall thereafter be implemented as such prior to first occupation of the new school building.**
- Reason: To encourage the use of sustainable travel modes, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).
- C16 Prior to first occupation of the new school buildings, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the building being brought into use.**
- Reason: To ensure sufficient facilities for fire fighting in accordance with policy U1 of the Adopted Peterborough Local Plan (First Replacement).
- C17 Prior to the school being brought into use, a revised Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall thereafter be implemented as agreed.**
- Reason: To encourage travel by sustainable modes in accordance with policy CS14 of the Adopted Core Strategy.
- C18 Prior to the completion of the development hereby approved a Community Use Scheme covering all existing and proposed indoor and outdoor sports facilities on the site shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy; hours of use; access by non-school users/non-members (including local clubs); management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.**
- Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy CS19 of the Peterborough Core Strategy DPD 2011.
- C19 Prior to first occupation of the new school buildings a landscape management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall be implemented in accordance with a timetable contained therein and as approved unless changes are first agreed in writing by the Local Planning Authority.**
- The Plan shall include the following details:
- Long term design objectives
 - Management responsibilities
 - Maintenance schedules

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD

C20 Prior to the first occupation of the new school building enclosed and secure cycle shelters to accommodate 140 cycles for staff and students, two visitor cycle stands at the main entrance and ten cycle stands at the public entrance to the Sports Centre shall be installed on site in accordance with the approved plans. In the event that the pupil/staff cycle parking facilities are consistently at capacity an additional 40 cycle spaces shall be provided in accordance with the Peterborough Design Cycle Guidelines, adjacent to the cycle stands within the secure line of the site. The facilities shall thereafter be retained for the purpose of cycle parking in connection with the school and associated uses in perpetuity.

Reason: In the interest of Highway safety, and to encourage travel by sustainable modes in accordance with Policy CS14 of the Peterborough Core Strategy DPD 2011.

C21 Prior to the first occupation of the new school building the area shown for the purposes of parking/turning on the approved plans shall be drained and surfaced. That area shall thereafter be retained for the purpose of the parking/turning of vehicles in connection with school and associated uses in perpetuity.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD and T10 of the Peterborough Local Plan (First Replacement).

C22 The rating level of noise emitted from building services plant on the site shall not exceed 35 dB LAeq, 15 minutes. The noise levels should be determined at the nearest noise sensitive residential premises. The measurements and assessment should be made according to BS:4142:1997.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Planning Policy Guidance (PPG24 Planning and Noise), and Policy CS16 of the adopted Peterborough Core Strategy DPD.

C23 The use of the columns for lighting the site shall not exceed the obtrusive light limitations for sky glow, light into windows, source intensity and building luminance specified in the Institution of Lighting Engineers document "Guidance Notes for the Reduction of Light Pollution (Revised) (2005)".

Reason: In order to protect the amenity of local residents and highway safety, in accordance with Policies CS16 and CS14 of the adopted Peterborough Core Strategy DPD.

C24 The new academy buildings shall not be occupied until the service area shown on the approved plans has been drained and surfaced or other steps as may be specified, in accordance with details submitted to and approved in writing by the Local Planning Authority, and that area shall not thereafter be used for any purpose other than for the turning, loading and unloading of service vehicles.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Adopted Peterborough Core Strategy.

C25 The new academy building shall not be brought into use until the pedestrian/cycle routes shown on the approved plan have been constructed with hard surfacing and drainage, unless otherwise agreed in writing.

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Adopted Peterborough Core Strategy.

C26 Development shall not begin until details of the junction between the proposed service yard access road and the highway have been submitted to and approved in writing by the Local Planning Authority; and the new academy buildings shall not be occupied until that junction has been constructed in accordance with the approved details. The details to be submitted shall include:-

- Full swept path analysis of the junction.

- **Vehicle-to-cycle visibility splays clear of any obstruction over a height of 600mm above verge level shall be provided on either side of the junction of the proposed service access road with the proposed footway/cycleway. The minimum dimensions to provide the required splay lines shall be 2.5m measured along the centre line of the proposed access road from its junction with the back edging of the proposed footway/cycleway (3m from the kerb face), and 20m measured along the back edging of the proposed footway/cycleway from the centre line of the proposed access road.**
- **If gates are to be provided to the service yard access they should be set back 12m from the edge of the carriageway.**
- **The service access road shall be of a minimum width of 6.5m for a distance of 15m from the edge of the existing carriageway.**
- **Before the service access road is brought into use, vehicle-to-pedestrian visibility splays shall be provided on both sides of the access and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the highway boundary.**

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Adopted Peterborough Core Strategy and T8 of the Adopted Peterborough Local Plan (First Replacement).

Copy to Councillors Rush, Walsh, and Cereste

This page is intentionally left blank