

**PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE**

**TUESDAY 13 JUNE 2017**

**1.30 PM**

**Bourges/Viersen Rooms - Town Hall**

**AGENDA**

**Page No**

**1. Apologies for Absence**

**2. Declarations of Interest**

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification " that has been disclosed to the Solicitor to the Council.

**3. Members' Declaration of intention to make representations as Ward Councillor**

**4. Minutes of the Meeting Held on 25 April 2017** **3 - 8**

**5. Development Control and Enforcement Matters**

5.1 **17/00521/R3FUL - Nene Park Academy, Oundle Road, Orton Longueville, Peterborough** **9 - 34**

5.2 **17/00520/R3FUL - Ormiston Bushfield Academy, Bushfield Orton Goldhay, Peterborough** **35 - 50**

**6. Planning Compliance Quarterly Report** **51 - 56**

**7. Shared Service Yearly Review** **57 - 62**

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**Committee Members:**

Councillors: G Casey (Vice Chairman), L Serluca, C Harper (Chairman), Bull, P Hiller, J Stokes, S Martin, Clark, Bond and C Ash

Substitutes: Councillors: Bisby, Iqbal, N Sandford and B Saltmarsh

Further information about this meeting can be obtained from Dan Kalley on telephone 01733 296334 or by email – [daniel.kalley@peterborough.gov.uk](mailto:daniel.kalley@peterborough.gov.uk)

**CASE OFFICERS:**

Planning and Development Team: Nicholas Harding, Lee Collins, Paul Smith, Mike Roberts, Janet Maclennan, David Jolley, Louise Lovegrove, Vicky Hurrell, Sundas Shaban, Amanda McSherry, Sam Falco, Matt Thomson, Michael Freeman, Jack Gandy

Minerals and Waste: Theresa Nicholl, Alan Jones

Compliance: Nigel Barnes, Anthony Whittle, Karen Cole, Julie Robshaw

**NOTES:**

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer or Head of Planning, Transport and Engineering Services as soon as possible.
2. The purpose of location plans is to assist Members in identifying the location of the site. Location plans may not be up-to-date, and may not always show the proposed development.
3. These reports take into account the Council's equal opportunities policy but have no implications for that policy, except where expressly stated.
4. The background papers for planning applications are the application file plus any documents specifically referred to in the report itself.
5. These reports may be updated orally at the meeting if additional relevant information is received after their preparation.



**MINUTES OF THE PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE  
HELD AT THE TOWN HALL, PETERBOROUGH ON 25 APRIL 2017**

**Members Present:** Councillors Harper (Chairman), Serluca (Vice Chairman), Bull, Casey, Hiller, Stokes, Martin, Sylvester, Iqbal and Bond

**Officers Present:** Nick Harding, Development Management Manager  
Vicky Hurrell, Principal Development Management Officer  
Simon Ireland, PCC Highways  
Bob Power, Planning and Highways Lawyer  
Dan Kalley, Senior Democratic Services Officer

**1. Apologies for Absence**

Apologies were received from Councillor Clark.

Councillor Iqbal was in attendance as substitute for Councillor Clark.

**2. Declarations of Interest**

None were received.

**3. Members' Declaration of intention to make representations as Ward Councillor**

Councillor Ash advised that, with reference to item 5.1 and 5.2, upon legal advice, he would be withdrawing from the Committee and making representation as a Ward Councillor.

**4. Minutes of the Meeting Held on 21 February 2017**

The minutes of the meeting held on 21 February 2017 were approved as a correct record.

**5. Development Control and Enforcement Matters**

**5.1 17/000011//R4FUL – Former John Mansfield School, Western Avenue, Dogsthorpe, Peterborough**

The Committee was presented with an application seeking full planning permission for the construction of 87 dwellings, comprising a mix of 1, 2, 3 and 4 bedrooms. Access to the site was to be from Western Avenue via a road to be shared with the recently approved medical centre. Of the proposed dwellings 15 were earmarked for affordable rent and 22 for shared ownership.

The Principal Development Management Officer provided an overview of the application and highlighted a number of key issues within the report and update report.

Councillor Ash addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- There was a lot of local interest in the project, some residents preferred to keep the open spaces, however there was agreement that the design of the project looked good.
- Although the number of social housing exceeded 30% it was disappointing that there couldn't be more within the development.
- It was important that the number of foxes were kept under control as residents didn't want to feel threatened by their presence.
- Assurances that plans seeking the upgrading of existing bus stops on Western Avenue to include shelters were followed up and implemented.
- The condition of blocking off Acacia Avenue, preventing a rat run, was of concern to local residents and needed to be put in place.
- It would be in the best interests of the site to keep the existing play area.
- It was considered that disturbance to residents during construction needed to be kept to a minimum.
- There was the possibility of an increase in traffic due to the construction of the development, however this was likely to be negligible.

The Committee welcomed the report and proposal and that the layout and design of the development was to be commended.

A motion was proposed and seconded to agree that planning permission be approved, as per officer recommendation. The motion was unanimous.

**RESOLVED:** (unanimously) that planning permission is **GRANTED** subject to the conditions set out in the report and update report.

**Reasons for the decision:**

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:

In light of the fact that the Council cannot currently demonstrate a five year land supply under the provisions of the NPPF the development of the site for housing could only be resisted if significant and demonstrable harm would result which would outweigh the benefit. The site has previously been allocated for development and its development will help meet housing need. It will also deliver other social and economic benefits, significantly the provision of affordable housing above the policy standard. The provision of life homes and wheelchair housing can be met across this site and the remote site. There is no objection in this instance to the loss of playing field given the length of time since the site was last used for such, the planning history and previous contributions already made in mitigation for the loss. The principle of development is therefore considered to be acceptable in accordance with the NPPF.

The design and layout of the scheme is considered to be acceptable and appropriate for the area. There would not be any unacceptable adverse impact upon neighbour amenity and adequate provision would be made for the amenity of the new residents subject to a condition in relation to noise impacts. The development therefore complies with policy CS16 of the adopted Core Strategy and policies PP2, PP3 and PP4 of the adopted Planning Policies DPD.

Adequate parking and access would be provided to meet the needs of the proposal and no undue impact would result to the safety of the public highway, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012);

The proposal would not result in unacceptable impact upon the existing landscaping and new landscaping would be secured by condition. Although open space provision is below the policy standard this has to be balanced with the need to make efficient of land and provision for play will be made either on site or via a S106 contribution. Subject to conditions the ecological impacts of the development can also be addressed. The development therefore complies with policies PP14 and PP16 of the Peterborough Planning Policies DPD (2012).

Subject to conditions relating to drainage the development is considered to comply with policy CS22 of the adopted Core Strategy.

## **5.2. 17/00013/R4FUL – Former John Mansfield School Remote Playing Field and Former Welland House Site, Poplar Avenue, Dogsthorpe, Peterborough**

The Committee was presented with an application seeking full planning permission for the construction of 116 dwellings, comprising a mix of 1 and 2 bedroom flats and 1, 2, 3 and 4 bedroom houses. 87 dwellings were to be located on the former John Mansfield playing field, including some flats. This site was to have 44 affordable units and access would be from Belvoir Way.

The former Welland Road care home site would house the remaining 29 units, all of which were earmarked for market housing and accessed from Poplar Avenue. The only link between the two sites was to be via a new footpath/cycleway.

The Principal Development Management Officer provided an overview of the application and highlighted a number of key issues within the report and update report.

Councillor Ash addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- There was concern that the traffic flow on Poplar Avenue would increase due to the development.
- It was important that Highways took note of concerns regarding the one-way system on Poplar Avenue, as there had been a number of complaints about people not adhering to the one-way system.
- An upgrade to the adjacent open space play facilities would be welcomed.
- Requests to have a covered bus shelter needed to be looked into once a permanent bus stop location had been agreed.
- Residents had complained about the mess and long grass not being attended to off Lombardy Drive.

In response to questions from the Committee the Principal Development Management Officer confirmed that officers go through all concerns raised by third parties when it came to planning applications. Officers noted any concerns, however officers did not always agree with suggested conditions or comments. In relation to the number of social housing the Committee were informed that 38% of the development had been earmarked, of which 26 units were to be for affordable rent.

The Committee welcomed the report and commended the layout of the site and the number for units for social housing.

A motion was proposed and seconded to agree that planning permission be approved, as per officer recommendation. The motion was unanimous.

**RESOLVED:** (unanimously) that planning permission is **GRANTED** subject to the conditions set out in the report.

**Reasons for the decision:**

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

In light of the fact that the Council cannot currently demonstrate a five year land supply under the provisions of the NPPF the development of the site for housing could only be resisted if significant and demonstrable harm would result which would outweigh the benefit. Part of the site has previously been allocated for development and the development of the site as a whole will help meet housing need. It will also deliver other social and economic benefits, significantly the provision of affordable housing above the policy standard. There is no objection in this instance to the loss of playing field given the length of time since the site was last used for such, the planning history and previous contributions already made in mitigation for the loss. The principle of development is therefore considered to be acceptable in accordance with the NPPF.

The application will provide affordable housing and life time homes/wheelchair housing in accordance with policy CS8 of the adopted Core Strategy.

The development will not result in any unacceptable highway impacts on the surrounding road network. The layout of the roads within the site is acceptable and sufficient car parking can be provided. The development therefore complies with policies PP12 and PP13 of the adopted Planning Policies DPD.

Acceptable relationships can be achieved with the surrounding residential properties and an acceptable level of amenity can be provided for the new residents. The concerns received from the adjacent flour mill are noted but it is considered that these can be addressed via a condition in respect of noise mitigation. The concerns are also not outweighed by the benefits of the scheme given the position in terms of the five year land supply. The development is therefore considered to comply with policies PP3 and PP4 of the adopted Planning Policies DPD.

The development can achieve an acceptable relationship with existing trees and new landscaping can be secured by condition. The ecological impacts of the development are also acceptable subject to conditions. Sufficient open space provision can be provided through use of the existing area of open space. The development is therefore considered to comply with policies PP14 and PP16 of the adopted Planning Policies DPD.

Subject to conditions relating to drainage the development is considered to comply with policy CS22 of the adopted Core Strategy.

Subject to conditions relating to contamination the development is considered to comply with policy PP20 of the adopted Planning Policies DPD.

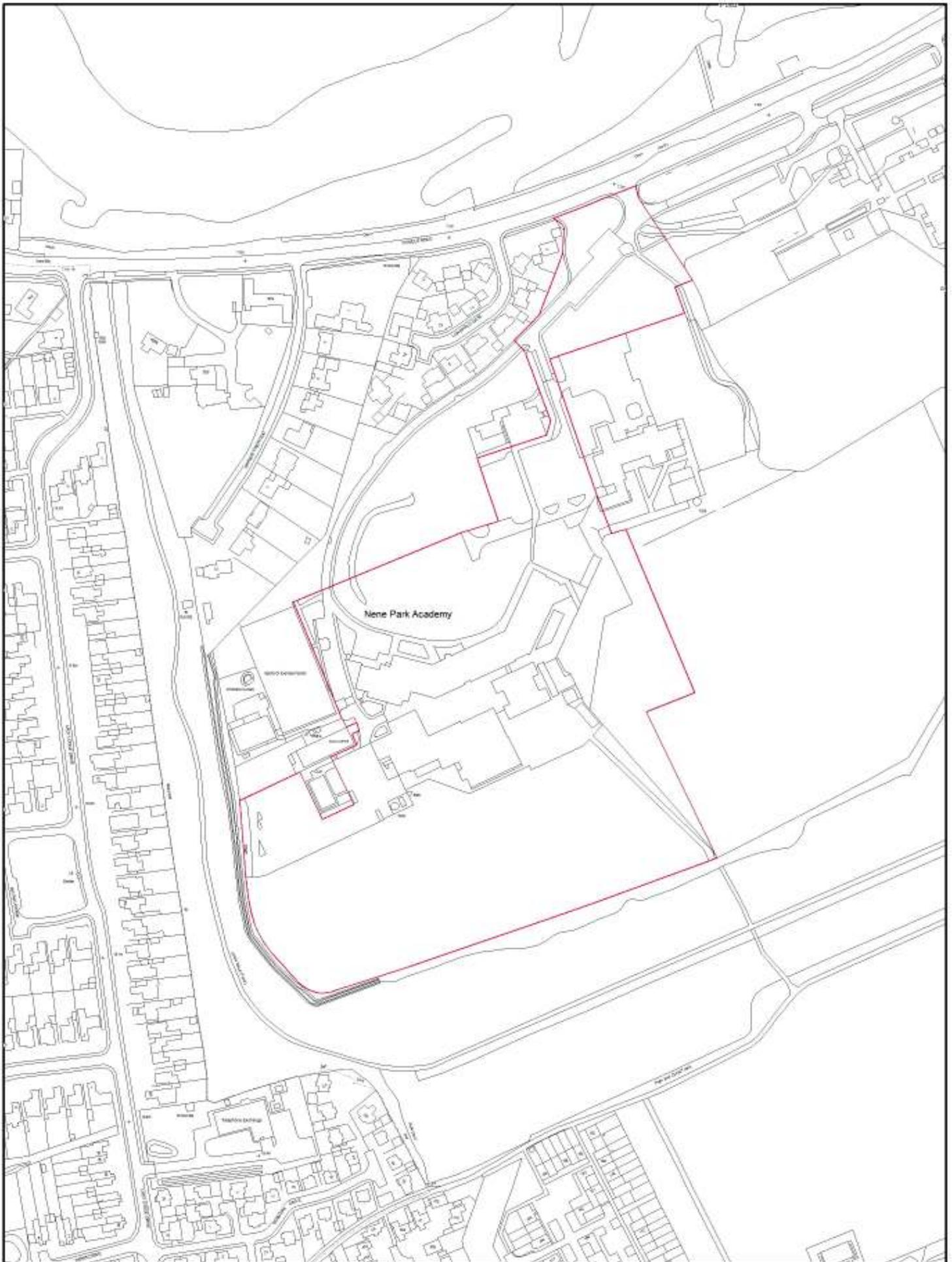
**NOTE FOR NEXT MEETING:**

Members of the Committee were informed that at the next meeting on 16 May 2017 a report on shared service arrangements with Fenland District Council would be presented.

In addition a training session would be provided on changes to planning policy that were to be implemented.

Chairman  
1.30pm – 2:19pm

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**Title: COMMITTEE LOCATION PLAN**

**17/00521/R3FUL**

**Site Address: Nene Park Academy Orton Longueville Peterborough PE2 7EA**

**Scale: NTS**

**Date: 17th May 2017**

**Created by: LMG**

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**Planning Services**  
**PETERBOROUGH**



**CITY COUNCIL**

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**Application Ref:** 17/00521/R3FUL

**Proposal:** Proposed construction of three storey school building to east of Brunel Building with glazed link to existing buildings pursuant to the demolition of existing single storey building, proposed single storey extension to south west elevation of Sports Hall building, proposed new drop-off area at northern entrance and relocation of cycle store to accommodate 300 additional pupils

**Site:** Nene Park Academy , Oundle Road, Orton Longueville, Peterborough  
**Applicant:** Peterborough City Council

**Agent:** Mrs Catherine Wilson  
 Frank Shaw Associates

**Referred by:** Head of Development and Corporation

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

**Site visit:** 20.04.2017

**Case officer:** Mrs J MacLennan

**Telephone No.** 01733 454438

**E-Mail:** janet.maclennan@peterborough.gov.uk

**Recommendation:** **GRANT** subject to relevant conditions

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

### Site and Surroundings

The application site is approximately 6.5 hectares and is located on the south side of Oundle Road. The site contains the Nene Park Academy; a recently constructed replacement secondary school building (planning ref. 11/01287/R3FUL) which opened in 2014. The site lies adjacent to and outside the Orton Longueville Conservation Area boundary which is directly to the west, south and east. The school building is located some 240m into the site and comprises a three storey building constructed in a buff brick. The site is accessed off Oundle Road where there is a separate entry and exit point. The exit point is signalised to facilitate traffic exiting the site onto Oundle Road. The access is shared with St Botolphs Primary School to the east. There is a drop off/pick up parking area to the north of the site comprising 26 spaces.

To the east of the wider site is The Orton Hall Hotel which is a Grade II Listed Building, to the south are residential properties in Denmark Drive and Brighthurst and to the west residential properties in Lady Lodge Drive. A wide tree belt separates these dwellings from the school site. To the north are residential properties in Grange Crescent and Longfield Gate.

The school occupies an open site and is bounded by woodland to the south and west. Within the immediate site context to the west of the school building is a Children's Nursery and Scouts building, to the south and east are open playing fields. To the east is the Peterborough FC Academy and part of the site is shared with a football training academy. Planning permission has been granted for an all weather sports pitch to the east of the Academy building (ref. 14/02021/R4FUL).

There are currently 1050 pupils attending the school with 181 members of staff.

## Proposal

The application seeks planning permission for extensions to the existing school building. The extensions are required as part of an expansion of the existing Academy by two forms of entry resulting in a final increase of 300 pupils plus additional sixth form pupil capacity (1450 in total). There will also be an additional 30 full-time equivalent (FTE) members of staff (211 in total).

The proposed extensions would be located to the south of the existing Academy building. The scheme would comprise the following elements:

- Construction of a new 3-storey wing at the rear of the Academy building to be located on a site which occupies a single storey building. This element would provide 5 new technical classrooms at ground floor, and 15 new general teaching classrooms at first and second floor level.

The extension would link to the existing two storey Brunel building located to the rear of the Academy, at ground floor and first floor level and to the main academy building at first and second floor levels. The extension would provide a gross internal area of 2384m<sup>2</sup> on a foot print of 815m<sup>2</sup>

- An extension to the existing sports hall building to provide general and specialist teaching accommodation. The extension would have a footprint of 192m<sup>2</sup>.
- The vehicle drop off area at the north of the site near to Oundle Road is to be reconfigured to provide an additional 36 no. car drop-off/pick-up facilities accessed off the main access route. This will included improved pedestrian routes to the school.

The parking bays would be constructed using a 'grasscrete' surfacing with the access road through the centre using some form of permeable paving blocks. The road widening and the footpaths would be surfaced with a bituminous material

- Internal refurbishment in the existing Academy building to provide a Science classroom and IT facilities.
- A new netball court and hard play area are to be constructed and additional fencing erected.
- The cycle parking would be relocated to the south of the new extension

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
11/01287/R3FUL	Construction of replacement school building (Nene Park Academy) and refurbishment of retained buildings with associated external works including car parking; New pre school building with associated external works. Demolition of other existing buildings and associated external works to reinstate land including the creation of grass sports pitches	Permitted	13/10/2011

## **3 Planning Policy**

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

## **Planning (Listed Building and Conservation Areas) Act 1990**

### **Section 66 - General duty as respects listed buildings in exercise of planning functions**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

### **LBCA72 - Section 72 - General duty as respects conservation areas in exercise of planning functions.**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving or enhancing the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

## **National Planning Policy Framework (2012)**

### **Section 4 - Assessment of Transport Implications**

Development which generates a significant amount of traffic should be supported by a Transport Statement/Transport Assessment. It should be located to minimise the need to travel/to maximise the opportunities for sustainable travel and be supported by a Travel Plan. Large scale developments should include a mix of uses. A safe and suitable access should be provided and the transport network improved to mitigate the impact of the development.

### **Section 8 - School Development**

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

### **Section 11 - Contamination**

The site should be suitable for its intended use taking account of ground conditions, land stability and pollution arising from previous uses and any proposals for mitigation. After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

### **Section 12 - Conservation of Heritage Assets**

Account should be taken of the desirability of sustaining/enhancing heritage assets; the positive contribution that they can make to sustainable communities including economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation.

Planning permission should be refused for development which would lead to substantial harm to or total loss of significance unless this is necessary to achieve public benefits that outweigh the harm/loss. In such cases all reasonable steps should be taken to ensure the new development will proceed after the harm/ loss has occurred.

## **Peterborough Core Strategy DPD (2011)**

### **CS10 - Environment Capital**

Development should make a clear contribution towards the Council's aspiration to become Environment Capital of the UK.

### **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.

### **CS21 - Biodiversity and Geological Conservation**

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

### **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)**

### **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.

### **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.

### **PP19 - Habitats and Species of Principal Importance**

Permission will not be granted for development which would cause demonstrable harm to a habitat or species unless the need for, and benefits of it, outweigh the harm. Development likely to have an impact should include measures to maintain and, if possible, enhance the status of the habitat or species.

## **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.

## **Design and Development in Selected Villages SPD (Orton Longueville village specific) (2011)**

### **The adopted Orton Longueville Conservation Area Appraisal (2008).**

#### **4 Consultations/Representations**

**PCC Peterborough Highways Services** – No objections. Information was missing from the original Transport Assessment and Draft Travel Plan. These documents have now been revised and are now acceptable to the Local Highways Authority (LHA).

The parking management plan has been improved and because the capacity of the parking area has been increased this should resolve many of the issues. Queues into the site at the exit onto Oundle Road whilst not ideal are inevitable. Intervention to resolve these queues will have a consequential negative impact on the operation of Oundle Road so currently no further improvements are recommended. This of course may change based on school expansion in the future.

It is recommended that a condition is appended to the decision requiring regular and frequent need for travel surveys of staff and pupils which if patterns of travel for, in particular, staff are not moving away from single car occupancy trips, then some form of mitigation will be needed, which should be outlined in the document as it develops over the years.

In addition, it would be appropriate to require improvements to the stone path which links the rear of the site to Wellingtonia Walk. These improvements be dealt with either through a management and maintenance regime or by physical improvement.

**PCC Travel Choice** – No objection. The information initially submitted in terms of the draft Travel Plan was not acceptable and additional information was sought. It was expected that an existing Travel Plan be in place along with a Travel Plan Champion. No modal share figures were included and so the Officer advised that a survey be undertaken to enable the Travel Plan to be specifically tailored to the opportunities and needs of users rather than an overall summary of what could be done with no real timescales or reference to the additional pressures caused as a result of the increase in staff and pupils.

A revised draft Travel Plan has now been submitted and this is acceptable and addresses most of the points raised following the submission of the initial draft Travel Plan. The Officer requests 6 monthly reviews.

**PCC Pollution Team** – No objection - There is an updated contaminated land report for this site (Soiltechnics 21/9/11) that has not been submitted with the application documents. This concluded that "At this stage, and based on our brief, we do not consider further investigations to be necessary". It is recommended that the applicant seek confirmation that the proposed development does not alter that conclusion.

This response is made on the understanding that the responsibility for providing information on whether the site is contaminated rests primarily with the developer; where Planning Permission is granted for a site on which the presence of contamination is known or suspected, the responsibility for safe development and secure occupancy of the site rests with the developer; and that the response has been determined on the basis of the information available, but this does not mean that the land is free from contamination.

**Archaeological Officer** – No objection – The extension would be built on top of the existing L shape Construction Block. As the proposal entails no disturbance of virgin ground, it is unlikely to have archaeological implications.

**Lead Local Drainage Authority** - No objection subject to the implementation in accordance with

the submitted plans.

**PCC Tree Officer** – No objection -There are no Tree Preservation Orders on site. Orton Longueville Conservation Area is directly to the east and is not impacted upon. Supporting the application is an Arboricultural Report. The report outlines the removal of eight young trees. These trees are of a size that can be easily be replaced therefore there is no objection to their removal. Further, it is noted that 15 replacement trees are identified on the landscape masterplan which is acceptable. There is also a soft landscape management scheme supporting the application which is acceptable. Tree protection for the retained trees is identified on the Tree Protection Plan. The area of the site compound is illustrated on this plan which is acceptable.

There is no objection to the proposal. The tree removal and replacement strategy is appropriate and welcomed. The findings of the arboricultural report including the tree protection forming the site compound should be secured by condition.

**PCC Conservation Officer** – No objection –The site originally formed the western area of parkland associated with Orton Hall. The Orton Longueville Conservation Area flanks the site on the eastern, southern and western boundaries which forms the Orton Hall site and the C19 Long Walk which was once part of the parkland to Orton Hall.

The proposal is therefore considered against the NPPF (Heritage Considerations), section 66 and 72 of the Town and Country Planning Act 1990, policy CS17 of the Adopted Peterborough Core Strategy and policy PP17 of the Adopted Peterborough Planning Policies DPD. The proposal is also assessed against supplementary planning documents; Design and Development in Selected Villages SPD (Orton Longueville village specific) (2011) and the adopted Orton Longueville Conservation Area Appraisal (2008)

Heritage considerations: There are a number of related heritage issues to be considered by the proposal: the harm caused to the significance of the Orton Longueville Conservation Area through development within its setting (NPPF paragraph 132) and the resulting harm to the character or appearance of the Conservation Area (section 72 Planning (Listed Building and Conservation Area) Act 1990); and the harm caused to the character and setting of a listed building (NPPF paragraph 132 and section 66(1) Planning (Listed Building and Conservation Area) Act 1990).

The Significance of Affected Heritage Assets:

#### **Orton Longueville Conservation Area**

The site is situated in the setting of the Orton Longueville Conservation Area. The Conservation Area was designated in 1969 and encompasses the historic core of the village. From a heritage consideration, the starting point is to assess the significance of the special interest of this part of the Conservation Area, and in what way this would be affected by the proposed development.

#### **Orton Hall (grade II listed)**

The proposal has the potential to impact on the setting of Orton Hall by way of the School field abutting the curtilage of Orton Hall Hotel (Grade II) to the east. The Local Planning Authority (LPA) requires any application that would affect a heritage asset to include an assessment of the impact of the proposal on the significance of the heritage asset. The Heritage Assessment submitted with this application provides a good assessment of the potential impact of the proposal on their significance.

The proposal has the potential to impact on the setting of Orton Hall and the parkland axis to the west. The proposed works would impact on the views west of the parkland and leading to the ha-ha which is located a short distance from the boundary of the site. The proposals will clearly increase the impact on views from the hall and the appreciation of the parkland setting in the east to west axis. The new three storey building will have an increased impact on the setting of Orton Hall, however such views of large buildings of similar height are already apparent in this view and the increase in massing weighed against the public benefit is considered negligible.

The site is also adjacent to the 'Long Walk' part of the Orton Longueville Conservation Area, but there are limited views of the site due to the wide tree belt and the current school boundary fence. Views of the structure from the 'Long Walk' will be limited and it is considered that no substantial harm will ensue.

It is considered that the impacts upon those assets identified within these comments are significant, though less than substantial, so paragraph 134 of the NPPF is engaged. While the harm is less than substantial the harm is significant and the level of harm if not justified this would warrant consideration as grounds for refusal.

Great weight must be given to the consideration of this harm in the planning balance (under paragraph 132 of the NPPF). High Court of Appeal judgements (Barnwell and Forge Field) relating to the setting of listed buildings and Conservation Areas are relevant, these give rise to a "strong presumption" against granting permission. These decisions make it clear that with regard to Section 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 the LPA should give "considerable importance and weight" to the desirability of preserving the setting of a listed building and conservation areas in decision-making when carrying out the balancing exercise.

In my personal professional opinion, the harm caused by the proposal on the designated heritage asset is not substantial when considered in relation to the views of existing the school buildings on site. Furthermore, the harm is deemed to be exceeded by the significant public benefits of the proposal. From a heritage consideration, the proposed works can on balance be supported.

**PCC Wildlife Officer** – No objection - The application is accompanied by an Extended Phase 1 Habitat Survey Report (Dec 2016) and the Officer is satisfied with the report's assessment of impacts on protected species. The school pond has the potential to support amphibians, however no surveys have taken place to confirm this. The Officer requested details of the fencing for the construction site to be revised to protect the pond during construction. A revised plan has been submitted and the Officer raises no objections to the proposal. The Officer recommends a bird nesting informative be appended to the decision and details of a range of bird nesting boxes and landscaping be secured by condition. Furthermore external lighting should be kept to a minimum through careful scheme design, and their use strictly limited to periods of activity only (the netball court area in particular).

**Historic England** - Historic England do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

**Environment Agency** – No objection – The proposal would have a relatively low environmental risk. Therefore there a no further comments on the application as submitted.

**Police Architectural Liaison Officer (PALO)** – No objection – The proposal has an acceptable layout and design and maintains a secure line around the school building. The current and new boundary/ fence treatment is very good as is the proposed lighting around the new buildings. Also lighting for the new drop-off point with columns designed to BS5489. The Officer would be happy to discuss Secured by Design School's guidelines and measures to mitigate against crime and disorder or consult with the applicant regarding any Breeam Security Assessment they may require. No further comments, objections or recommendations and supports the application.

**Orton Longueville Parish Council** - No comments received

**Local Residents/Interested Parties**

Initial consultations: 273  
Total number of responses: 2  
Total number of objections: 2  
Total number in support: 0

Two letters of objection have been received raising the following issues:

- Oundle Road has significant problems on a school morning with traffic jams all along Nene Parkway
- I support the education of children but another 300 children or even a percentage of that will worsen an existing problem
- The Council needs to consider the impact on neighbour's lives or improve the road system.
- It seems clear that this plan seeks to encourage further parking and drop-off of students, rather than reduce it.
- The congestion and pollution caused by car-borne traffic has already significantly increase in recent years and this development will only increase it.
- Instead of adding car parking, the school and Council should be investing in ways to reduce car transportation including better public transport, walking buses, enforcing the use of the cycle lane (instead of condoning cycling on the pavement)
- Since the addition of traffic lights at Nene Academy, with no phasing with the lights at either Lady Lodge Drive or The Village this has significantly increased traffic at drop off hours. These plans will make this situation worse
- This plan pays no respect to local residents whatsoever, even less to the environment or even the health of the children in dis-encouraging them to walk/cycle to school.
- I am strongly opposed to these plans.

## **5 Assessment of the planning issues**

### a) The Principle of Development

The current program would deliver the new school wing for full occupation by September 2018 in time for the start of the new academic year.

A statement has been provided by the Schools Infrastructure Section setting out the rationale behind the need for the school extension. Essentially, Peterborough remains one of the fastest growing cities in the UK. 1,300 dwellings were completed in the year to March 2015 and a further 925 to March 2016. There were an additional 1,020 dwellings under construction as at March 2016 and planning permissions in place for a further 6,000. It is anticipated that as the economy recovers the rate of house building will increase although the impact of BREXIT is unknown.

Peterborough's birth rate is the third highest in England

Peterborough also has one of the country's highest rates of In-Year school admissions, and the population is growing rapidly and is highly mobile. Between January 2015 and January 2016 there was an overall increase in pupil numbers of 981. This increase is the result of a mobile pupil population and high numbers of In-Year admissions coupled with increasingly larger cohorts of children starting school. The 2015/16 Reception year cohort was 3037 compared to the 2015/16 Year 11 cohort of 2278. As cohorts move through school, trends demonstrate that the year group population increases further. During the 2016 school summer holidays, 600 In-Year applications for primary and secondary school places were received. Of these 56% were new to Peterborough (i.e. from overseas or other parts of the UK). Schools notified us of just under 250 children that left their schools during the summer holidays of 2016.

Significant pressures are within primary schools where the number of four year olds in the city has risen, with the need for significant investment to meet basic need. The impact of this significant growth in primary school age children means that this will eventually put pressure on the Council's secondary schools too. Current forecasts suggest pressure for year 7 places started in 2015 and will

be critical by 2018.

A key priority of the Council is to provide local school places for children, and the Council is monitoring very closely the demographic trends along with the growth in housing developments. We have also analysed the post code data of children attending our schools to ensure expansions are taking place in the right parts of the City. This data was used to validate the assumption to expand Nene Park Academy, and confirmed that expansion is required if places are to continue to be made available to local children.

The National Planning Policy Framework (NPPF) states at para. 72 that the Government attaches great importance to ensuring a sufficient choice of school places is available to meet the needs of existing and new communities and that weight should be given to create, expand and alter schools. It is considered that the proposal is a sustainable option as this is an existing school site.

The proposal would assist the Local Authority to meet its school expansion programme and would accord with section 8 of the NPPF. The principle of the development is therefore acceptable subject to meeting the requirements of other relevant planning policy and material considerations.

b) Impact on Heritage Assets

The site would have originally formed the western area of parkland associated with Orton Hall Grade II Listed Building and the Orton Longueville Conservation Area flanks the site on the eastern, southern and western boundaries. A Heritage Statement supports the application and provides an assessment of the potential impact of the extension to the Academy building on the setting of the Grade II listed Orton Hall, located to the east of the site. This is in accordance with the requirements of paragraph 128 of the NPPF.

The Heritage Assessment concludes that the extension lies within the view corridor looking out from the west elevation of Orton Hall and will remain visible from parts of this heritage asset. However, there will be no physical impact on any heritage assets or their immediate setting by the proposed extension, there will be no impact on the conservation area and there will be a considerable buffer zone maintained between the school complex and Orton Hall.

In terms of potential heritage impacts, it is believed that the proposed extension will have no further impact (i.e. neutral impact) than the buildings already existing at Nene Park Academy in this location. Status quo will be maintained.

The proposal is assessed against national and local planning policy. The National Planning Policy Framework (NPPF 2012) includes policy in respect of the conservation of the historic environment. Paragraph 8 advises that development should sustain and enhance the significance of heritage assets and great weight is given to conserving designated heritage assets. Section 12 'Conserving and enhancing the historic environment' sets out high level policies concerning heritage and sustainable development. The approach set out in paragraphs 131-139 is of particular relevance.

The site is located adjacent to the Orton Longueville Conservation Area, and close to listed and locally listed buildings and development will impact on the setting of a number of important heritage assets. Section 72 of the Town and Country Planning Act 1990 places a duty on the Local Planning Authority to pay 'special regard' to the desirability of preserving or enhancing the special character or appearance of conservation areas. The policies in the NPPF seek positive improvement in conservation areas.

In addition, the Local Planning Authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 Section 66(1) when considering whether to grant permission for development which affects a listed building or its setting, to have a special regard to the desirability of preserving listed buildings, their special features and their setting, with the latter often an essential

ingredient of its character.

Considerable weight and importance should be given to the avoidance of harm to Conservation Areas and the significance of a listed building and its setting. The presumption against the avoidance of harm is a statutory one, and can only be outweighed if there are material considerations strong enough to do so.

Consideration is also given to policy CS17 of the Adopted Peterborough Core Strategy which seeks to protect, conserve and enhance the historic environment and policy PP17 which advises that 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. These policies are in conformity with the NPPF.

Supplementary planning documents 'Design and Development in Selected Villages SPD' (Orton Longueville village specific) (2011) and the adopted 'Orton Longueville Conservation Area Appraisal (2008)' are also material planning considerations. The appraisal identifies the key factors that make the Conservation Area worthy of designation and which should be preserved. The appraisal contains policies to protect, conserve and enhance its special qualities, and provides a basis for assessing development proposals.

### **The Significance of Affected Heritage Assets**

The site is situated in the setting of the Orton Longueville Conservation Area. The Conservation Area was designated in 1969 and encompasses the historic core of the village. The Conservation Area has high heritage value from its relatively large number of distinctive designated heritage assets. The Orton Longueville Conservation Area covers the village and also the 'Long Walk formed by the sequoia trees to the south and then returning to Oundle Road to the west of the school site. It is necessary to assess the significance of the special interest of this part of the Conservation Area, and in what way this would be affected by the proposed development.

The proposal has the potential to impact on the setting of Orton Hall by way of the School field abutting the curtilage of Orton Hall Hotel (Grade II) to the east. There is a ha-ha to the east of the 2.5m high metal boundary fence to the school site. There is an open aspect in the woodland west of the hall providing a view line from the hall towards the school site. The existing facility is visible in this view line as would be the proposed building.

The Conservation Officer has assessed the proposal and the supporting Heritage Assessment. In the Officer's view the details submitted provide a good assessment of the potential impact of the proposal on their significance.

The Conservation Officer's view is that proposal has the potential to impact on the setting of Orton Hall and the parkland axis to the west. The former Orton Hall has a good deal of significant surviving parkland, though this has changed significantly over time and what was previously an open aspect to the west now has the new Nene Park Academy visible between the parkland trees. The proposed works would impact on the views west of the parkland and leading to the ha-ha which is located a short distance from the boundary of the site. Located to the site boundary is a 2.5m high palisade metal fence.

The proposed building would be partially screened in views from near the conservatory of the Hall by a mature tree in the viewline, however the size of the buildings on site will still clearly be visible, especially in winter months.

The proposed new building would increase the amount of building mass visible from the west elevation of Orton Hall and also the Grade I listed Church to a much lesser degree. The extension would come no closer to the shared boundary of the two sites, but will encroach further into the west view. The proposals would clearly increase the impact on views from the hall and the appreciation of the parkland setting in the east to west axis. The new three storey building would have an increased impact on the setting of Orton Hall, however such views of large buildings of similar height are already apparent in this view and the increase in massing weighed against the public benefit is considered negligible.

The site is also adjacent to the 'Long Walk' part of the Orton Longueville Conservation Area, but there are limited views of the site due to the wide tree belt and the current school boundary fence. Views of the structure from the 'Long Walk' would be limited and it is considered that no substantial harm will ensue.

The NPPF requires that harm to a heritage asset must be weighed against any public benefit. The Conservation Officer considers that the impacts upon those assets identified within these comments are significant, though less than substantial, so paragraph 134 of the NPPF is engaged. While the harm is less than substantial the harm is significant and if the level of harm could not be justified this would warrant consideration of this harm as grounds for refusal.

Great weight must be given to the consideration of this harm in the planning balance (under paragraph 132 of the NPPF). High Court of Appeal judgements (Barnwell and Forge Field) relating to the setting of listed buildings and Conservation Areas are relevant, these give rise to a "strong presumption" against granting permission. These decisions make it clear that with regard to Section 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 the LPA should give "considerable importance and weight" to the desirability of preserving the setting of a listed building and conservation areas in decision-making when carrying out the balancing exercise.

The Conservations Officer's view is that the harm caused by the proposal on the designated heritage asset is not substantial when considered in relation to the views of existing the school buildings on site. Furthermore, the harm deemed to be exceeded by the significant public benefits of the proposal. From a heritage consideration, the proposed works can on balance be supported.

The case officer is in agreement with the view of the Conservation Officer in this respect. In considering the information presented and the assessment of the impact on the Orton Hall Grade II Listed Building it is acknowledged the proposed extension would increase the bulk and mass of the existing school building and subsequently impact on views from the Listed Building. However, this is an existing school site and the building is located at a significant distance from Orton Hall. The footprint of the extension would not extend beyond that of the existing school and would be no closer to Orton Hall. The proposal extension would however provide the ability to deliver much needed school places which would provide significant benefits to the local community. It is considered therefore that the harm caused to views from the Listed Building are outweighed by the public benefit resulting from the proposal.

It is considered that the work will preserve the setting of the Grade II listed Orton Hall and also the character and appearance of the Orton Longueville Conservation Area in accordance with Section 66(1) and 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and is in accordance with Policy CS17 of the Peterborough Core Strategy DPD (2011), Policy PP17 of the Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework (Heritage considerations).

c) Design and Visual Amenity

The extensions would be located to the south of the existing building and would therefore be obscured from direct views into the site from Oundle Road. It is considered that the position of the extension maximises the available space within the site leaving the playing fields unaffected and would provide good connectivity with the main Academy building. The design of the extensions is modern and in keeping with the main building.

The finishing materials comprise a mixture of buff and red brick and are consistent with those used in the Academy building.

The windows and doors are aluminium outer faced system, providing high thermal performance, and requiring little maintenance. The dark grey colour for the frames was chosen to match the windows in the Academy building. The windows themselves are large units, generous in scale which will bring high levels of natural daylight into teaching spaces.

The extension would have a flat roof design and would have a dark grey metal louvred screen surrounds the plant at roof level matching the plant screening on the Academy building.

The extension to the sports hall would not be directly visible due its position to the far west of the site and would read as part of the existing building.

The proposal has considered crime prevention with the existing and proposed fencing providing a secure line around the school and good lighting is proposed.

It is considered that the size and scale of the extensions are proportionate to the existing Academy building and the extensions can be accommodated without detriment to the appearance of the building and the site as a whole. Hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP2 of the Adopted Peterborough Planning Policies DPD.

#### d) Highway Implications

The existing site also accommodates St Botolph's Primary School, and both share the site accesses. The Primary School staff turn left through the gated access into their site and Academy staff turning right through the loop road and up to their staff car parks. It is noted that the primary school staff have their own exit directly onto Oundle Road.

The Academy site also hosts the Peterborough United FC training ground which is accessed via the main access road and has its own car parking facilities. There are separate entrance and exit points at the site. The exit point is signalised to facilitate traffic exiting the site onto Oundle Road.

The main concern with the proposal is the impact that would result from the additional pupils and staff on the adjoining highway, Oundle Road. Concerns have also been raised in two letters of objection received following consultation on the application. These concerns highlight existing problems with congestion along Oundle Road and the lack of measures to encourage more sustainable modes of travel.

A Transport Assessment (TA) has been undertaken and submitted in support of the application. The TA aims to identify the current transport infrastructure and travel patterns and to assess the implications of the extension and increase in staff and pupil numbers on the transport network and highlight any appropriate mitigation measures.

Scoping issues were provided by the Local Highways Authority including; the existing highway infrastructure and its capacity to cater for the additional car borne trips, the current entrance and exit arrangement to/from the site forces traffic travelling to the Academy to utilise the access road along the front of the St Botolph's Primary School. This causes conflict with parents dropping off/picking up children at the Primary School; Conflict between football players visiting car parks close to the Peterborough United training ground and Academy staff. There are reports that players are parking in staff spaces; A further training pitch has recently been approved for use by Peterborough United

Football Club which may increase the competition for parking spaces, and; A number of students currently access the Academy from the Ortons, via a path through the woods to the rear of the site. This route will require review and potentially upgrading as part of the proposal.

A site visit was undertaken on Wednesday 11<sup>th</sup> November 2016 to observe existing traffic conditions at the accesses to/from the site off Oundle Road in the AM and PM peaks. The assessment concluded that the current on-site arrangements performed adequately during the AM peak period for all users although some potential conflict points within the site between pedestrians and vehicles were noted. There were no highways safety issues.

However during the PM peak where the volume of traffic associated with St Botolph's Primary School and the Academy together led to issues on the public highway albeit for a short period of time. The volume of primary school traffic within the site was a major contributory factor.

A traffic survey was carried out at the junction of the academy entrance access with Oundle Road. The survey was carried out between 8:00 and 9:00 on Wednesday 10<sup>th</sup> May 2017.

It was noted that the flows along this part of Oundle Road are affected by junctions further to the east and west respectively. Queues at the junction of Nene Parkway with Oundle Road (Junction 32) appeared to have a 'gating' effect on traffic travelling west and this could be directly observed from the point at which the surveys were undertaken.

It appeared from the survey results, that traffic travelling eastbound past the site is being affected by traffic conditions further to the west of the site. The assessment states that it is possible that this is congestion at the Orton Parkway/Oundle Road roundabout caused by traffic travelling to the Lynchwood Business Park.

#### Staff Car Park Surveys

The school currently has 112 staff parking spaces. Surveys of car park occupancies were carried out. The surveys were undertaken between 8:40 and 9:15 and also 14:00 and 14:15. The site visit showed that spare capacity does exist in the surfaced and gravel car parks to accommodate both the existing staff, the 30 new staff and also visitors to the training ground (including proposed new pitches).

No additional staff parking is proposed as the site survey revealed that there was parking capacity for additional members of staff.

#### Travel Plan

A Travel Plan was produced in 2014. However it is considered that the information on the modal share was out-of-date and therefore should not be used as an indication of current travel patterns. A new survey of pupil travel behaviour has been carried out and this will form the basis of a Framework

Travel Plan. Walking is the predominant mode for pupils and the use of the car is the predominant mode for staff. Whilst the car modal share for staff is very high, the results of the observational surveys have shown that there are no specific issues on the highway at present. It is noted that the car modal share from the 2017 Travel Survey has a slightly lower percentage of car use for staff than the 2016 parking survey (87% and 94% respectively).

The framework for a new Travel Plan has been included as part of the planning submission in support of the proposed extension. The travel surveys discussed earlier have been used as a baseline, and from this modal share targets will be set. An Action Plan has been included, which proposes ways that the targets may be met. The Travel Plan will be monitored with new surveys being undertaken every year. It will be updated following the survey results with any subsequent revisions to targets, objectives and actions. The governance of the Travel Plan will be undertaken by a Travel Champion and Working Group.

### Cycle parking

The Academy has 180 covered student spaces in two separate secure cycle shelters; 10 visitors hoops are located under the entrance canopy and 10 covered hoops for staff near to the main carpark. It has been observed that cycle parking for visitors and staff is at around 50% of the capacity that is available and Student at around 85%. Additional cycle parking is not proposed as part of the expansion works, however the travel plan framework has been amended to note that cycle provision is to be monitored and reviewed at 6monthly intervals; should additional provision be required due to successful modal shift - additional storage will be provide by the Academy.

One of the cycle parking areas is to be relocated to the rear of the extension.

### Transport Impact

The methodology for predicting future vehicle trips in the TA has been based on postcode data to predict the origin areas of the additional pupils. The data has been used to predict the number of vehicle trips that would be generated by the additional 400 pupils depending on distance from the Academy and the likely modal share.

Traffic associated with staff trips will be predicted on the basis that each additional member of staff will travel to the Academy by car.

Existing Postcode data has been obtained for Nene Park Academy Year 7 and year 8 pupils. The data is split into postcode areas in accordance with the first four postcode digits. Existing postcode data has also been obtained for all children in Peterborough and the surrounding area that are currently attending Reception and Years 1 to 3.

The existing year 7 and year 8 data has been used to calculate the percentage of pupils attending the academy living in each area. This percentage has been applied to the number of pupils in each area currently attending Reception and Years 1-3 to give a prediction of the future number of pupils that would attend the academy from each postcode area. This data has been converted into a graphical representation

The total number of additional car trips associated with the new extension would be 56 which is considered to be significant and could have implications for the capacity of the existing Right Turn facility on Oundle Road which could result in congestion, or lead to highway safety issues. The issues already observed with queuing back onto the highway would be exacerbated and become more frequent.

### Mitigation Measures

The survey observed that a key issue is that traffic from both the primary school and academy are picking up and dropping off in the same locations with no timing separation in practice between the two. The nature of drop-off and pick-up for the primary school and the academy are different. In the AM peak, vehicles dropping academy pupils off generally stopped in the designated area, and then the pupil left the vehicle and walked to the entrance. Vehicles dropping primary school pupils off generally parked and the pupil was escorted to the school entrance.

In the PM peak, parents picking up primary school pupils would park and wait for the finish of the school day before collecting children from the entrance. Academy pupils would walk down to the pickup area and wait to be picked up.

It is therefore proposed to separate the primary school and academy drop-off/pick-up areas. This will remove conflict between the two. An area of land has been identified that will be able to accommodate a new drop off and pick up facility solely for the academy.

The TA also proposes that Travel Plans can be successful in reducing car-borne trips. A Framework Travel Plan supports the application and measures within it would be secured by condition. It is accepted that pupils of the Academy are more likely to wish to travel to the site by other means than private car, therefore the identification of any perceived or actual 'barriers' to this is a key part to producing a successful Travel Plan.

The Transport Assessment concludes that: The majority of pupils associated with the academy travel to the site by non-car modes; there are existing congestion issues at the drop off and pick up points that have been observed to cause an impact on the adjacent highway albeit for a limited time period; the existing congestion issues are associated primarily with the adjacent St Botolph Primary School (rather than the academy); the additional 56 vehicles generated by the proposed extension will not cause the existing access to exceed effective capacity and the existing Right Turn Facility is sufficient to cater for the additional traffic, and; the mitigation measures proposed will prevent the additional of 400 pupils causing further congestion issues. Therefore there will be no unacceptable impact on the adjacent highway network.

#### Construction Management

A construction compound would be located on a car park used by the training academy and an area of soft ground to the south and west of that. A temporary haul route would connect to the site. The proposed haul route however is not considered to be appropriate and these details will require review. At the time of writing this report these details have not been confirmed and this will be provided in the update report.

The Local Highways Officer confirms that the TA is acceptable. Due to the increase in the capacity of the parking this would resolve any potential impact on Oundle Road. Queues within the site are inevitable however no further improvements are required however, this may need to be reviewed in the future.

The Officer considers that the Framework Travel Plan is now acceptable however, regular travel surveys of staff and pupils should be undertaken and if patterns of travel, particularly if staff are not moving away from single car occupancy trips, then some form of mitigation will be needed, which should be outlined in the document as it develops over the years.

The Travel Plan Officer has assessed the Framework Travel Plan and considers that this is acceptable however suggests that the Travel Plan is completed within 6 months of the development being occupied and that 6 monthly reviews are undertaken. One of the Travel Plan team will liaise with the Travel Plan Champion to plan actions going forward.

A condition would be appended to the decision notice requiring measures within the Travel Plan to be confirmed within 6 months of the completed works. This would enable the school to undertake full pupil surveys and set an appropriate action plan.

The Local Highways Officer has also suggested a condition be appended to the decision requiring improvement to the stone footpath at the rear of the school which links to the Wellingtonia path. The improvement could be either physical measures or a management and maintenance regime to ensure safe access.

It is considered that the with the additional drop off/pick up provision within the site and the implementation of a Travel Plan with firm measures to encourage sustainable means of travel the proposal would not result in any unacceptable impact on the adjacent highway and therefore the proposal would accord with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD and policy CS16 of the Adopted Peterborough Core Strategy DPD.

e) Environment Capital

Policy CS10 of the Adopted Peterborough Core Strategy requires that development proposals incorporate measures to reduce carbon dioxide emissions over and above the Building Regulations requirement. As the Building Regulation requirement has been raised over the years this requirement is difficult to achieve. However it is proposed that the building would include a number of measures to achieve a reduction in carbon dioxide emissions including a naturally ventilated building, a high efficiency gas boiler, improvement on Building Regulations U-values, reducing heat loss; automatically controlled lighting; and water saving taps.

It is considered that the proposal would comply with the requirements of policy CS10 of the Adopted Peterborough Core Strategy DPD.

f) Neighbouring Amenity

The extensions would be to the rear of the existing building and would be at a significant distance from neighbouring residential properties. It is not considered that the proposal would result in any adverse impact on the amenity of neighbouring occupiers.

The access road within the site leading to the staff car parking area passes the rear of residential properties fronting Longfield Park. It is acknowledged that the increase in the numbers of staff would result in more vehicular movements along the access point. Furthermore, the proposal would result in an increase in the number of pupils attending the school site. An existing drop of facility to the north of the site would be extended as part of the proposal and subsequent increase in numbers of pupils.

As discussed under the highways section above the implementation of the school travel plans would encourage alternative modes of travel with the intention of reducing the number of vehicles accessing the site.

As this is an existing school site with appropriate measures in place including a Travel Plan the extension and additional pupil numbers would not result in an unacceptable impact on neighbouring occupiers.

The proposal therefore accords with policy PP3 of the Adopted Peterborough Planning Policies DPD.

g) Statement of Community Involvement

A statement of community involvement has been submitted in support of the application. A public exhibition was held at the Academy, on Wednesday 16th February 2017 from 15:00pm until 20:00pm. The exhibition was publicised through leaflets delivered by post to local residents and businesses. Letters were also sent home to parents and guardians of all the pupils at the Academy. Forms were provided at the event and attendees were encouraged to fill these out. 7 members of the public attended the exhibition of which 3 people filled out a comment form. The exhibition boards were left at the Academy to allow other residents and parents the opportunity to view the display who were not able to attend at the time.

The application states that the pre-consultation process has confirmed that the principle of providing an increased form of entry to Nene Park Academy is overwhelmingly supported and welcomed by the community, with no challenges made in relation to the need for the facility.

There were no formal comment made regarding the existing vehicular access and parking during the consultation event, however the increased parking provision through additional vehicular drop off and pick up was welcomed.

The project team has listened to the feedback provided and endeavoured to take on board and clarify/resolve issues that have arisen. This has included amending the scheme design to include design ideas in response to comments made at the exhibition and feedback from the Academy. The applicant intends to continue this engagement process throughout the planning application and construction process.

#### h) Flood Risk

The site is not located within an area at risk of flooding. The Environment Agency Flood Map shows that this site falls within Flood Zone 1, but the extension has a footprint in excess of 250m<sup>2</sup> and as such a detailed review of the post development drainage strategy in accordance with National Planning Policy Framework (NPPF) is required to ensure that the future risk of flooding is addressed and managed as far as practically possible.

The surface water drainage for the extensions and associated hardstanding areas would be provided by means of soakaways.

It is proposed that as part of the development new pipework would be provided replacing those existing and dilapidated where required. Attenuation is provided for up to and including the 100 year event including 40% climate change effect. This mitigates any adverse flood risk from the development of the site. This offers benefit to the end user and those in the immediate vicinity of the proposed development.

A drainage scheme supports the application which has been assessed by the Local Authority Drainage Team. There are no objections to the proposal which shall be secured by condition.

The proposal therefore accords with policy CS22 of the Adopted Peterborough Core Strategy DPD.

#### i) Landscape Implications

There are no Tree Preservation Orders within the site and the site is not within the Orton Longueville Conservation Area. An Arboricultural survey, Implications Assessment and Method Statement supports the application.

The tree survey has been undertaken of trees within the proposed development area or those close enough to be potentially affect by the development. 13 individual trees were surveyed. 1 was assessed as being category A (high quality), 3 as category B (moderate quality), 5 assessed as category C (low quality) and 3 as being in such poor condition that they are unsuitable for retention.

It is proposed to remove 8 trees including a line of 5 young small Birch Trees (T03-T07) will need to be removed to accommodate the development. These are category C (low quality) and one is category U (unsuitable for retention) and are located at the northern edge of the main grass playing field; Two small alders have similarly been planted on the edge of the playing field further west, behind a fenced off area adjacent to the main car park: T01 and T02. Both are dying and it is recommended they are removed; and finally a small Scots Pine (T12) Category U which is located at the south end of the Training Academy Car park. This tree is of poor quality.

It is proposed that the trees to be removed would be replaced by the planting of new trees as part of the landscaping proposals. A Tree Protection Plan supports the proposal in order that the retained trees would be adequately protected.

The Tree Officer has considered the application and is of the opinion that the trees outlined for removal are of a size that can be easily be replaced therefore there is no objection to their removal. The Officer recommends that the details of the replacement tree species are secured by condition.

The trees within the site have been adequately assessment and appropriate tree protection measures would be put in place. Additional landscaping is proposed as compensatory measures for the lost trees. The proposal therefore accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

j) Ecology

An extended Phase I Habitat Survey Report supports the application. The site was assessed for the presence of protected species and the findings were as follows:

**Badgers** - No evidence of sett building was recorded within the zone of impact. This species requires no further consideration or survey.

**Barn Owls** - There were no roosting opportunities for barn owls within the site. The site provided unfavourable foraging habitat. This species requires no further consideration or survey.

**Owl species** - such tawny owls, may well utilise the surrounding mature wooded areas.

**Bats** - No evidence of bats was recorded. The building was considered to have negligible bat roost potential.

**Birds** - No evidence of nesting birds was recorded at the main survey area beside the Construction Block. Remnant bird nests were observed within a number of the mature garden shrubs and trees surrounding the Lakeside Building. These habitats provide breeding habitat for a range of common nesting birds during the breeding season. Bird species observed during the survey included blackbird, robin, wren and woodpigeon.

**Great Crested Newts** - There were no suitable breeding, shelter, foraging or hibernation habitats for great crested newts within the area of impact at the Construction Block site. The habitat matrix within the vicinity of the Lakeside Building offered opportunities for foraging, hibernating and commuting, with rank grass, bound by dense scrub. Man-made hibernation features were also provided by discarded sheeting, plastic trays and child play equipment. A hand-search underneath items that were movable did not find any amphibians. Small brush and log piles adjacent to the overgrown garden provided further shelter opportunities.

A small lined pond created 18 months ago is location about 70m north of the construction area. Although separated by footpaths, it is still relatively well connected to the habitats described above by an area of grassland and scattered mature trees.

The Wildlife Officer has assessed the survey and is satisfied with the assessment of impacts on protected species. However, the small pond has the potential to support amphibians. No surveys have taken place to confirm this. It is now proposed to relocate the construction perimeter fencing to protect the pond during construction and a 'revised logistic plan' has been submitted. These details would be secured by condition.

Due to the removal of vegetation the Officer recommends a bird nesting informative be appended to the decision to ensure trees are surveyed for birds prior to removal during the nesting season. The Officer also recommends 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 would be secured by condition.

The Officer is satisfied that no bats are likely to be roosting in the building to be demolished, they are likely to utilise the surrounding woodland areas for foraging. It is therefore important that external lighting levels are kept to a minimum through careful scheme design, and their use strictly limited to periods of activity only (the netball court area in particular). Details of lighting shall be secured by condition.

The Officer is satisfied with the proposed Landscape Master-plan and the details set out within the Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017). These should be secured by condition.

The proposal would not result in the loss of biodiversity within the site and accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

k) Contamination

A ground investigation report has been submitted in support of the application. The report concludes

that no source of significant chemical contamination has been identified on site the site represents a low risk of causing harm to the health of identified current and future users of the site.

The report refers to further investigations to establish the soil profile in the area of the former gravel workings and its impact on the foundation design for the proposed building.

Ground gas monitoring is on-going; a revised report will be issued on completion of the scheduled monitoring.

The Pollution Control Officer has advised that there is an updated contaminated land report for this site that has not been submitted with the application documents. This concluded that "At this stage, and based on our brief, we do not consider further investigations to be necessary". It need to be confirmed that the proposed development does not alter that conclusion.

At the time of writing this report the details remain outstanding and further information obtained shall be provided in the update report.

## **6 Conclusions**

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

- the proposal would make efficient use of an existing school site and would enable the expansion to deliver much needed school places;
- the proposal would preserve the setting of the Grade II listed Orton Hall and also the character and appearance of the Orton Longueville Conservation Area;
- the proposal would not result in an unacceptable impact on the adjoining highway network;
- the site would provide safe and convenient access and is accessible by a choice of modes of transport and the use of non-car modes of travel will be encouraged through the School Travel Plan;
- the layout, scale, proportions and design of the extensions would be in keeping with the existing Academy building and would not detract from the existing character of the site or that of the surrounding area;
- the siting of the building provides an adequate separation distance to existing neighbouring residential properties and the proposal would not result in any adverse effects on the amenity of the occupiers of these properties; and
- the proposal would provide replacement planting and features to enhance the biodiversity within the site.

Hence the proposal accords with Policies CS14, CS16, CS21 and CS22 of the Peterborough Core Strategy DPD (2011), Policies PP1, PP2, PP3, PP12, PP13 and PP16 of the Peterborough Planning Policies DPD (2012) and sections 8 and 12 of the National Planning Policy Framework (2012).

## **7 Recommendation**

The Head of Planning and Construction 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 In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of twelve months from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work);

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority;

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plan wwa\_1703\_AL-702 Rev P00 and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

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).

C 3 The development shall be implemented in accordance with the following approved landscaping plans.

\* Landscape Master Plan drg. no. wwa/1703/LL/101 Rev P02

\* Planting plan drg. no. 1703\_LP\_301 Rev CP00

\* Landscape details drg. no. wwa\_1703\_LD\_502 Rev CP01

\* Soft Landscape and biodiversity enhancement management scheme 1703\_DOC\_601

The 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.

Reason: In the interests of visual amenity and then enhancement of biodiversity in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

C 4 Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C 5 The drainage scheme shall be implemented in accordance with the Flood Risk Assessment ref. 457516-PEP-00-XX-RP-C-6201 Rev No - P01 prior to the extensions hereby approved being brought into use.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

- C 6 The perimeter fence shall be erected in accordance with the details on the Logistics Plan for the duration of the construction period in order to protect the school pond.

Reason: In the interest of protecting the biodiversity within the site and in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011).

- C 7 Notwithstanding the details hereby approved a range of bird nesting boxes shall be installed that cater for a number of different species such as House Sparrow, Starling & Swift. The details regarding numbers, designs and locations shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details prior to the extension being brought into use and thereafter retained.

Reason: In the interest of promoting biodiversity within the site and in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011).

- C 8 Notwithstanding the details hereby approved in the Lighting Scheme, details of a management programme including the times of operation of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the external lighting being installed.

Reason: In the interests of amenity and the protection of species and in accordance with policy cs16 and CS21 of the Adopted Peterborough Core Strategy DPD

- C 9 The new pick up/drop off facility hereby approved shall be provided prior to the extensions hereby approved being brought into use, and thereafter maintained as such.

Reason: In the interests of highway safety and in accordance with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C10 The details of the changes to the on-site routing signage and markings shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in accordance with the approved details prior to the extensions being brought into use.

Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.

C11 Prior to the extensions hereby approved being brought into use details of additional cycle parking provision to meet the needs of additional pupils and staff and a programme for delivery shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in accordance with the approved details.

Reason: In order to encourage alternative modes of travel and in accordance with policy PP13 of the Adopted Peterborough Planning Policies DPD and policy CS14 of the Adopted Peterborough Core Strategy DPD.

C12 Details of improvements, either management and maintenance or physical improvements to the stone path to the rear of the site linking to Wellingtonia path shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the extensions being brought into use.

Reason: In order to provide safe and convenient access to the site and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.

C13 Within 6 months of the additional classrooms being brought into use a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall include details for 6 monthly reviews in years 1 and 2 and annual reviews thereafter. The travel plan shall thereafter 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).

C14 The development shall be implemented in accordance with the Construction Management Plan and Site Logistics Plan drg. no. wwa/1703/LL/101 Ref P00.

Reason: In the interests of highway safety and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.

C15 The development shall be implemented in accordance with the materials proposed on the approved drg. nos. GA ELEVATIONS AND 3D PE EXTENSION drg. no. P2110 and GA ELEVATIONS PROPOSED drg. no. P2100.

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).

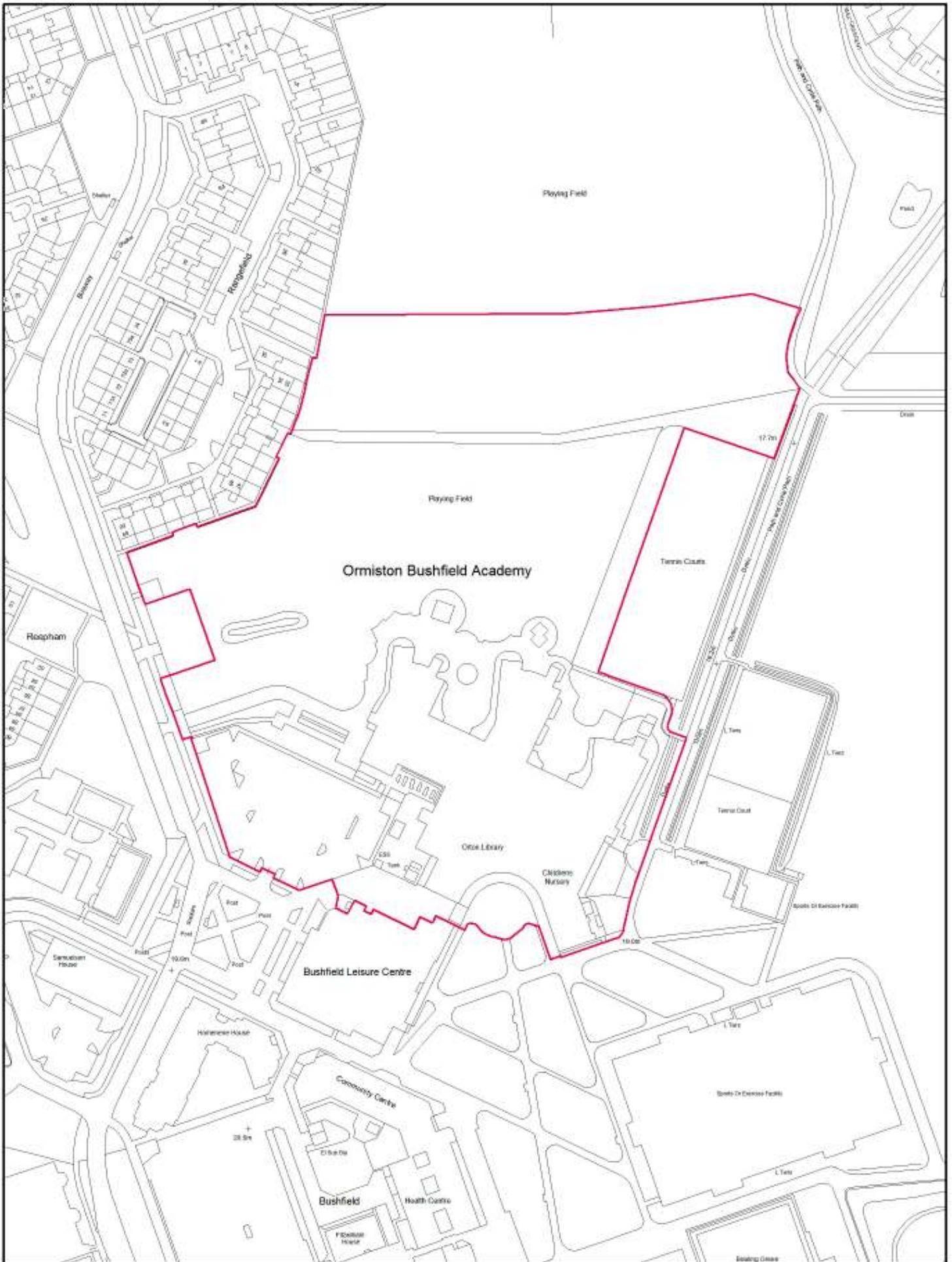
C16 The development shall be implemented in accordance with the following approved plans:

- \* Location Plan drg. no. P0001
- \* Proposed site plan drg. no. P0100
- \* Landscape Master Plan drg. no. wwa/1703/LL/101 Rev P02
- \* Tree Protection Plan drg. no. wwa\_1703\_AL\_702 Rev P00
- \* Tree Survey drg. no. wwa\_1703\_AL\_701 Rev P00
- \* Planting plan drg. no. 1703\_LP\_301 Rev CP00
- \* Landscape details drg. no. wwa\_1703\_LD\_502 Rev CP01
- \* Proposed ground floor plan drg. no. P1100

- \* Proposed first floor plan drg. no. P1110
- \* Proposed second floor plan drg. no. P1120
- \* Proposed roof plan drg. no. P1130
- \* GA SECTIONS PROPOSED drg. no. P3000
- \* Proposed School Drop Off drg. no. 1703/LL/102 Rev P00
- \* Flood Risk Assessment ref. 457516-PEP-00-XX-RP-C-6201 Rev No – P01
- \* Drainage Schematic levels drgs. 1-5
- \* Site Logistics Plan drg. no. wwa/1703/LL/101 Ref P00
- \* Site Set up plan
- \* 3D Visuals drg. no. P7900
- \* GA ELEVATIONS AND 3D PE EXTENSION drg. no. P2110
- \* GA ELEVATIONS PROPOSED drg. no. P2100
- \* External lighting design note Rev B

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

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**Title: COMMITTEE LOCATION PLAN**

**17/00520/R3FUL**

**Site Address: Ormiston Bushfield Academy Orton Goldhay Peterborough PE2 5RQ**

**Scale: NTS**

**Date: 17th May 2017**

**Created by: LMG**



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**Application Ref:** 17/00520/R3FUL

**Proposal:** Proposed two storey extension to west elevation of existing school and associated external works including revised access, cycle parking and landscaping to accommodate 300 additional pupils

**Site:** Ormiston Bushfield Academy, Bushfield, Orton Goldhay, Peterborough  
**Applicant:** Peterborough City Council  
**Agent:** Mrs Catherine Wilson  
 Frank Shaw Associates

**Referred by:** **Director of Growth & Regeneration**  
**Reason:** This is a City Council application and a major application of wider public interest.  
**Site visit:** 06.04.2017

**Case officer:** Mr M A Thomson  
**Telephone No.** 01733 453478  
**E-Mail:** matt.thomson@peterborough.gov.uk

**Recommendation:** **GRANT** subject to relevant conditions

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

**Site Description**

The application site comprises Ormiston Bushfield Academy (OBA), a secondary school primarily serving Orton Bushfield, Southgate and Northgate. OBA is host to a library and nursery, and immediately adjacent is Vivacity Leisure Centre. To the immediate west is a staff car park and further north there are residential properties. To the south is the Orton District Shopping Centre, which is host to retail and residential uses. To the east and north-east are established sports pitches and open space. Debdale Pond lies beyond the application site and is a County Wildlife Site.

**Proposal**

The Applicant seeks planning permission for the erection of a two storey extension to accommodate 300 pupils, a revised pedestrian access to the west, the repositioning of an existing boundary hedge (north), the installation of three 6 metre high lighting columns (to light the proposed new access area to the extension) and 1.8m high weld mesh fencing (as the playing field area to the school is being extended), the relocation of secure cycle parking and a 29 car park space extension to the existing car park.

The proposed two storey extension would have a maximum floor area of 50m x 25m, with a single storey 7m deep outshoot to provide a new school house entrance on the north elevation. The main building would stand at 8.5m in height, however the far end of the building would step up to 9.7m. Materials are proposed to match the existing school building.

The scheme would also replace two outdoor table tennis tables that are situated adjacent to the existing maintenance depot to the west of the site.

## **2 Planning History**

10/00719/FUL - Construction of a new two storey high academy school building, incorporating the library, young people's centre and early years centre, and demolition of the existing academy, library and Sheridan Centre buildings. Provision of associated external areas, including sports fields, a floodlit all weather pitch, car parking and public plaza, with associated access, alterations to cycle way and boundary treatments. Extension to the existing Bushfield Sports Centre, the re-cladding of its front elevation and the construction of a new colonnade feature. The refurbishment and extension of the existing changing pavilion building (Permitted)

10/01176/FUL - Provision of a new maintenance depot within the grounds of the Ormiston Bushfield Academy and relocation of the 4 x existing containers from an adjacent site (Permitted)

## **3 Planning Policy**

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

### **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.

### **Peterborough Planning Policies DPD (2012)**

#### **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.

## **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**

### **Orton Waterville Parish Council (20.04.17)**

No objection

### **Police Architectural Liaison Officer (PALO) (10.04.17)**

No objection - The scheme appears a very acceptable layout and design, keeping a secure line around the school. The current boundary treatment is very good and the proposed lighting and relocation of columns will provide better lighting around the school and re-located cycle store.

### **Sport England (04.04.17)**

No objection - The proposal primarily relates to a two storey extension to accommodate an additional 300 pupils. It would occupy amenity grassland that is not marked out for pitches. The cycle parking would be relocated to the land adjacent to the junior football pitch to the north but will not affect the pitched itself or its run off.

The proposal would also reposition the northern boundary to enclose more land within the school boundary. This element of the scheme would allow better opportunity for sport pitches to be situated within the school boundary, but would not prejudice the continued siting of two junior football pitches and a cricket wicket on the public playing field to the north.

As such Sport England does not wish to raise an objection, nor do we recommend any planning conditions.

### **PCC Travel Choice (24.05.17)**

Comments – At the time of writing this report the Council is working with the Applicant's Travel Plan Officer to produce an acceptable Travel plan for the site. Further information will be provided within the Update Report.

### **PCC Peterborough Highways Services (26.05.17)**

Comments – Information relating to the following matters is required from the applicant:

- Revision to the construction management plan
- Clarification of the routes to be used to and from the site by construction traffic
- Tracking plans for the new access and turning area
- Detailed access drawings with visibility spays etc. shown

Standard conditions requested (see recommendation)

### **PCC Pollution Team (05.05.17)**

No objection

**Archaeological Officer (19.04.17)**

No objection - In July 2009 staff of Cambridge Archaeological Unit carried out an evaluation by trial trenches in advance of redevelopment of the playing fields to the north of the Academy. The trenches revealed the remains of medieval/post-medieval ridge and furrow, as well as showing the impact of late 20th century landscaping. With the exception of a small fragment of animal bone, no finds were retrieved. On the basis of the available evidence, the archaeological potential of the site is very low and a programme of additional archaeological work would not be justified. No condition is sought in this instance.

**Lead Local Drainage Authority (19.05.17)**

No Objection – The Drainage team have raised no objections subject to securing conditions with respect to a detailed design and management and maintenance plan for surface water drainage, and its implementation.

**PCC Property Services**

No comments received

**PCC Wildlife Officer (20.04.17)**

No objection - Debdale Pond County Wildlife Site which is designated due to its population of Great Crested Newts (GCN) and is situated 20m north of the application site. An Extended Phase 1 Habitat Survey Report (Dec 2016) and subsequent GCN Survey Report (April 2017) and I am satisfied with the report's assessment of impacts on protected species.

As a hedgerow is proposed to be replaced a standard bird nesting condition should be appended, as well as secure bird boxes. Bats would also likely use the existing hedge as a foraging route, therefore its replacement should be planted as soon as possible.

The replacement native hedgerow should include standard trees including those listed in Section 4.17 of the Ecology Report.

Regarding the land immediately to the north of the existing tennis courts where a woodland copse is proposed, I would recommend that a wildlife pond is also constructed. The above details may be provided via a suitably worded condition.

Details set out in the Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017) appear broadly acceptable, therefore the scheme should be carried out in accordance with this detail.

**PCC Tree Officer (11.05.17)**

No objections – The Council's Tree Officer has raised no objection subject to clarifying species as part of a landscaping condition, and the arboricultural report and tree protection measures are made as compliance conditions.

**Local Residents/Interested Parties**

Initial consultations: 70

Total number of responses: 2

Total number of objections: 1

Total number in support: 0

A letter of representation has been received raising the following concerns;

- Increase in traffic;
- Orton Parkway operating over capacity – queues already back as far as Orton Centre roundabout. Has got worse since Thomas Cook opened

- Transport assessment undertaken prior to the new Starbuck's opening so traffic situation could be different
- Local traffic should be allowed to turn right onto Brimbles Way;
- Paxton Rd exist needs to be upgraded
- Route of construction vehicles should be conditioned and should use Pennington (Paxton unsuitable)
- Construction deliveries should take place outside of rush hour times
- Proposal relies on the availability of shopping centre car park as a drop off area – this might not be available in the future.

The second response relates to Orton Waterville Parish Council, which is referred to above.

## **5 Assessment of the planning issues**

### **The Principle of Development**

Sport England have responded with no objection advising that the proposed extension, the relocated cycle parking and repositioned hedgerow would not prejudice existing sports pitch provision. Further, by enclosing more land within the school boundary this would allow for better sport pitches and opportunity for the school.

Whilst the proposal would enclose a section of open space to be within the school, the area of open space to the north would retain the ability to provide two sports pitches and a cricket wicket, and there is a second area of open space to the east which provides additional sporting pitches all of which is open to members of the public. As such by enclosing part of the northern field into the school this is not considered to unacceptably prejudice local residents.

As the proposed extension would provide 300 additional school places to serve our growing city and the scheme would improve sporting opportunities for school children whilst preserving a good level of provision for surrounding residents the principle of development is accepted, subject to appropriate assessment against the following matters.

### **Design and Layout**

The proposed two storey extension has been designed to continue the existing form, scale and appearance of the existing school building. The extension would be constructed using matching render and bricks, and a sign has been proposed on the southern elevation to provide a focal point and clearly identify the school building. Feature panels have also been proposed, which would match the school colours.

The proposed extension is considered to be of an appropriate form and scale and would not result in an unacceptably adverse impact on the character or appearance of the school itself or to the immediate surrounding area. A new pedestrian entrance would be created to the western boundary providing a clear legible pedestrian link into the school.

The existing car park would be extended to provide an additional 29 car parking spaces; the car park extension would be situated adjacent to the proposed extension and would essentially result in the loss of a small amenity area and cycle parking. The amenity area is not proposed to be replaced but the cycle parking is to be relocated to the north-west. Whilst the loss of the amenity area is regrettable. It is not such an important feature that its retention or replacement could be insisted upon. The new location for the cycle parking is arguably more prominent built it is not considered to be harmful the general appearance of the area.

The existing northern boundary hedgerow marks the extent of the secure school site. Part of the proposal is to extend the secure area and so the hedge will be removed and relocated (native hedgerow mix) together with a 1.8m high weldmesh fence. This proposed boundary treatment is considered to be acceptable. The removal of the hedgerow is discussed under Biodiversity.

Drawing 457616-PEP-00-ZZ-DR-C-1800 (External Works Layout) has illustrated the proposed extension would utilise a finished floor level of 18.900, which would match the existing school. As such a levels condition is not necessary in this instance.

Subject to the extension being constructed out of matching materials the proposed extension and associated works would not have an unacceptably adverse impact on the character or appearance of the area, and would accord with policies CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (2012).

### **Neighbour Amenity**

Whilst letters of representation have not specifically raised any concerns of amenity impact, this matter remains a material planning consideration.

As a result of the proposed changes to the northern boundary this would allow the provision of a 200m running track and U16's football pitch, this would be in addition to an existing pitch situated in the western corner of the site. Whilst this would formalise and invariably increase the amount of activity adjacent to neighbouring residential properties on Rangefield, these activities would only occur during school hours. It is not proposed that these sports pitches be illuminated and would be used by the school only. As such it is not considered that the alterations to the boundary and formation of sports pitches would have an unacceptably adverse impact on the amenity of residents.

The proposed school building would be orientated north-east / south-west therefore the bulk of the extension would not face towards residential properties on Rangefield. Whilst there is a north-west facing opening at first floor this serves a circulation area and there is a separation distance of some 65 metres between the extension and the nearest residential property, as such the separation distance is acceptable in this instance.

The scheme does involve the installation of lighting columns, however the submitted external lighting design strategy has demonstrated that these columns would not have an adverse impact on the nearest residential property. These would provide a safe access into the site as well as security lighting to the relocated bike sheds and car park extension.

To confirm the Council's Environmental Health Officer has raised no objection to the proposed scheme.

As such the proposal would not constitute unacceptable harm to neighbouring occupiers and would accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

### **Biodiversity**

An Extended Phase 1 Habitat Survey Report (Dec 2016) and subsequent GCN Survey Report (April 2017) accompanied the application and has been assessed by the Council's Wildlife Officer, who has raised no objection advising that the report's assessment of impacts on protected species is satisfactory.

Debdale Pond County Wildlife Site is situated 20m to the north of the application site, which is designated due to its population of Great Crested Newts (GCN). An adjacent hedgerow is to be removed, however a suitable amphibian survey has been carried out which found no evidence of GCN (or other amphibians) using this hedgerow. Nevertheless a precautionary approach is recommended and providing that the development is undertaken in accordance with the submitted method statement (GCN Survey Report) and an Ecological Clerk of Works supervises the hedgerow removal (to be carried out during September 2017) the Council's Wildlife Officer has raised no objection.

As hedgerows are proposed to be removed a standard bird nesting informative shall be appended, as well as secure bird boxes by way of planning condition. Bats would also likely use the existing hedge as a foraging route, therefore its replacement should be planted as soon as possible. The replacement native hedgerow should include standard trees including those listed in Section 4.17 of the Ecology Report, which can be secured by a suitably worded landscaping condition.

There was discussion of providing a wildlife pond on the land immediate north of the existing tennis courts, however this has subsequently been discussed between the Agent and the Councils Wildlife Officer. As this would be situated outside of the secure boundary it is proposed to retain this space as a copse/biodiversity area only.

The Council's Tree Officer has raised no objection to the proposal. The removal of the established and outgrown hawthorn hedge (H3) that runs along the northern boundary has been discussed and the reasoning behind the hedge removal is accepted. It is noted that there will be a replacement hedge in addition to new trees being planted on the new school boundary to the north which is supported.

The removal of the London Plane trees (T29, T30 and T31) is required in order to make provision for the new access which will serve the school extension. The trees are early mature, have long future potential and have reasonable amenity value and so should ideally be retained. However given the requirements for access to the site, the constraints associated with hard surfacing and levels, the absence of alternative options and the importance of providing additional school places it is concluded that the removal of these trees is acceptable in this instance.

The majority of the tree removals elsewhere on the site (20 trees, one group and one hedge) are made up of young trees which can easily be replaced with new planting. This tree loss given the trees' current limited amenity is acceptable.

The Council's Tree Officer has concluded that a landscaping condition is secured, and the arboricultural report and tree protection measures are made as compliance conditions.

Within the Tree Officer comments reference was made to the trees around the site compound, however these have subsequently been discussed and the Tree Officer has orally advised he is no longer seeking this information.

Both the Council's Wildlife and Tree Officers have reviewed the submitted Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017) and are supportive, providing that the scheme be implemented in accordance with these details.

As such the proposal would preserve and enhance the biodiversity value of the site, and would accord with Policy PP16 of the Peterborough Policies DPD (2012).

### **Access and Parking**

Further to the receipt of an updated Transport Assessment (Rev A) on 26<sup>th</sup> May 2017 the Local Highway Authority have reviewed the submitted information and a number of matters are currently outstanding. These comments have been forward to the Agent and further information is expected to be provided within the Updated Report.

Further to this, at the time of writing this report the Council is working with the Agent to produce an acceptable Travel Plan. Further information will be provided within the Update Report. In the event that an acceptable Travel Plan has not been agreed by this time, this detail shall be secured by planning condition.

A letter of representation has raised concern with respect to an increase in traffic, traffic should be allowed to turn right onto Brimbles Way, the route that construction vehicles should be conditioned and deliveries should take place outside of core hours. These concerns will be addressed within the Update Report.

## **Drainage**

When the application was originally submitted, the Lead Local Flood Authority (LLFA) raised an objection as no sustainable drainage details accompanied the application. However, further to the receipt of drainage information demonstrating that a scheme for surface water drainage could be provided, the LLFA has raised no objection subject to securing details of maintenance and management and the requirement for its implementation pre-occupation by way of a planning condition.

Anglia Water have responded with no objections, subject to attaching a condition which would secure a satisfactory surface water management strategy. As the condition they have sought seeks the same information as the LLFA there is no need to replicate conditions.

Subject to securing a satisfactory surface water scheme for the site the proposal would accord with Policies CS16 and CS22 of the Peterborough Core Strategy DPD (2011) and PP2 and PP3 of the Peterborough Policies DPD (2012).

## **Other Matters**

The proposal would result in the removal of two outdoor table tennis tables which are situated adjacent to the existing maintenance depot to the west of the site. This does not have planning permission and appeared between 2012 and 2014. This space is not well used, and it is understood that it has historically attracted anti-social behaviour, however it's under use is likely due to its remote location. This space does provide a community facility, therefore a condition shall be appended securing that it is re-provided within 12 months of the occupation of the extension.

## **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 extension and associated works would not have an unacceptable adverse impact on the character or appearance of the host building or area, it would maintain good levels of sports provision for members of the public and an improved level of sporting provision for the school, as such the proposal would accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (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 The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those indicated on Drawing 16058-P2100.

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 The development shall only be implemented in complete accordance with the recommendations set out within the submitted Extended Phase 1 Habitat Survey Report (Dec 2016), the Great Crested Newt Survey Report (April 2017) and Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017).

Further to this, prior to the occupation of the extension hereby approved details of bird (House Sparrow, Starling & Swift) and bat boxes 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.

Should no development take place within two years from the date of permission being granted an updated ecological survey shall be submitted to and approved in writing by the Local Planning Authority. Thereafter any mitigation required as part of the ecological survey shall be implemented in accordance with the approved details.

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:-

- 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 be carried out with regard to the unit to which it relates, prior to the occupation of that unit and 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).

C 6 Prior to the commencement of any development a 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):-

- Hours of working;
- Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles;
- Site compounds/storage areas;
- Temporary Access points;
- Wheel cleansing facility details;

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

- 457616-PEP-00-ZZ-DR-C-1701 – Delivery Vehicle Tracking
- 457616-PEP-00-ZZ-DR-C-1200-Drainage S0-P01
- 457616-PEP-00-ZZ-DR-C-1201-Drainage Details S3 P01
- 457616-PEP-00-ZZ-DR-C-1800 – External Works Layout
- 457616-PEP-00-ZZ-DR-C-1802 – Drainage Layout
- 1702-LD-501-CP00 Landscape Details
- 1702-CP301-CP00- Planting Sheet 1
- 1702-LP302-CP00 Planting Sheet 2
- 1702-LP303-CP00 Planting Sheet 3
- 1702-LL-101P-00 - Site Logistics Plan
- 1702-AL-702P00 – Tree Removal and Protection Plan
- 1702-LL-101-P01 – Landscape Master plan
- 16058 P7900 – 3d Visuals 1
- 16058 P7910 – 3D Visuals Sheet 2
- Construction Traffic Route
- 16058 P1010 Existing First Floor Plan
- 16058 P2010 – Existing Elevations
- 16058 P1000 – Existing Ground Floor Plan

- 16058 P2100 – Proposed Elevations
- 16058 P1100 – Proposed Ground Floor Plan
- 16058 P1140 – Proposed Roof Plan
- 16058 P1110 – Proposed First Floor Plan
- 16058 P00001 – Site Location Plan
- 16058 P00050 – Existing Site plan
- 16058 P3000 – Proposed Sections
- 16058 P0100 – Proposed Site Plan

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

- C 9 The scheme shall be implemented strictly in accordance with ORMISTON BUSHFIELD ACADEMY TREE SURVEY, ARBORICULTURAL IMPACT ASSESSMENT & OUTLINE METHOD STATEMENT, WWA/1702/Doc/602/01, Wynne-Williams Associates (March 2017).

The tree protection scheme as set out in this document shall be erected according to the specification and locations shown on the agreed Tree Protection Plan wwa\_1702\_AL\_702 P00 prior to the commencement of development on site. Signs shall 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).

- C10 Notwithstanding the submitted information and within 12 months of the occupation of the extension hereby approved details of the table tennis tables situated adjacent to the maintenance depot which are to be provided elsewhere within the vicinity of the school shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the table tennis tables shall be implemented in accordance with the approved details and retained and maintenance as such thereafter in perpetuity.

Reason: In the interest of re-providing an existing community facility, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C11 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.

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).

- C12 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.

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).

C13 The new building shall not be brought into use until space has been laid out within the site for emergency vehicles to turn so that they may enter and leave the site in forward gear, and that area shall not thereafter be used for any purpose other than the turning of vehicles.

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

C14 The new building shall not be brought into use until the additional car parking area has been provided in accordance with details submitted to and approved in writing by the Local Planning Authority prior to its construction, and that area shall not thereafter be used for any purpose other than the parking of staff vehicles in connection with the use of the new building.

Reason: In the interest of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

C15 The new building shall not be brought into use until the parking management plan has been implemented in accordance with details submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, this will need to include the measures to be taken to prevent unauthorised parking within the staff car park, and also details of how the parents/guardians of new pupils will be informed about the use of the square as a drop-off zone.

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

C16 The relocated cycle parking shall be repositioned so as not to obstruct the existing rear access to the Grounds Maintenance Depot prior to the new building being brought into use. The area(s) for the future expansion of the cycle parking to provide an additional 4 staff and 50 pupil cycle stands shall be provided and thereafter retained in locations approved in writing by the Local Planning Authority, with additional stands and associated lockers etc being provided on an annual basis to achieve the total number of additional items within 5 years of this consent.

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).

C17 The new buildings shall not be occupied until the new vehicular access for emergency service vehicles has been constructed, and the existing emergency service access (made redundant by this development) has been removed and reinstated to footway/cycleway and verge in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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).

C18 The building 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).

- C19 Development shall not begin until details of the junction between the proposed emergency access road and the highway have been approved in writing by the Local Planning Authority; and the buildings shall not be brought into use until that junction has been constructed in accordance with the approved details.

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).

- C20 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 emergency access road with the busway. The minimum dimensions to provide the required splay lines shall be 2m measured along the centre line of the proposed access road from its junction with the channel line of the busway, and 47m measured along the channel line of the busway from the centre line of the proposed access road. (N.B. The channel line comprises the edge of the carriageway or the line of the face of the kerbs on the side of the existing highway nearest the new access).

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).

- C21 Visibility splays clear of any obstruction over a height of 600mm above verge level shall be provided on either side of the junctions of the proposed emergency access road with the 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 junctions with the edges of the footway/cycleway, and 20m measured along the edges of the footway/cycleway from the centre line of the proposed access road.

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).

- C22 Before the new access is brought into use, 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 to the east of the footway/cycleway, and the edge of the footway/cycleway to the west.

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).

- C23 The development shall not commence until the required temporary amendments to the Traffic Regulation Orders on the Bushfield busway have been implemented, and the new building shall not be occupied until the required permanent amendments to the Traffic Regulation Orders on the Bushfield busway have been implemented.

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).

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<b>PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE</b>	<b>AGENDA ITEM 6</b>
<b>1.30 pm 13 JUNE 2017</b>	<b>PUBLIC REPORT</b>

Cabinet Members responsible:	Councillor Hiller - Cabinet Member for Growth, Planning, Housing and Economic Development	
Contact Officer:	Nick Harding (Head of Planning)	Tel. 454441
Reporting Officer:	Paul Smith (Compliance & S106 Manager)	Tel. 453468

**PLANNING COMPLIANCE QUARTERLY REPORT ON ACTIVITY & PERFORMANCE JANUARY TO MARCH 2017, INCLUDING SUMMARY FIGURES FOR FINANCIAL YEAR 2016/17.**

R E C O M M E N D A T I O N S	
<b>FROM :</b> Director of Growth and Regeneration	<b>Deadline date :</b> June 2017
That Committee notes past performance and outcomes.	

**1. PURPOSE AND REASON FOR REPORT**

It is useful for Committee to look at the Planning Service's planning compliance performance and activity and identify if there are any lessons to be learnt from the actions taken. This will help inform future decisions and potentially reduce costs. This report is presented under the terms of the Council's constitution Part 3, delegations section 2 para 2.5.1.4.

**2. TIMESCALE.**

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If Yes, date for relevant Cabinet Meeting	<b>n/a</b>
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**3. MAIN BODY OF REPORT**

**Quarter 4 Outcomes**

**3.1** In the fourth quarter of 2016/17 we received a total of 152 service requests (we usually average 150 cases per quarter). Taking into account the number of cases closed over the period (142 cases) as at 31 March 2017 we had 169 live cases being investigated / in the process of being resolved. The Technical Services Team acknowledged 100% of new service requests within 3 working days this quarter, well above the target of 80%. 98% of initial site visits were made within 7 days of the service request being received, again well above the 80% target. A total of 3 enforcement notices were issued in the quarter. No enforcement notices fell due within the quarter to be complied with. There were 2 enforcement notices issued in the previous quarter that have not been complied with on time.

**3.2** No Court Action requests in relation to enforcement cases were made this quarter.

**3.3** No prosecutions have been sought this quarter either.

**2016/17 Outcomes**

**3.4** For the financial year 2016/17 we received a total 601 service requests and closed a total of 584 cases. The number of complaints we receive is rising. In the previous two years we

received 505 service requests in 2015/16 and 530 service requests in 2014/15. 96% of service requests were acknowledged by the Technical Services Team within 3 working days. 98% of initial site visits were made within 7 days of the service request being received. A total of 29 notices were served over the financial year. There were no prosecutions over the year.

- 3.5** We received a total of 4 appeals against the notices we served. 2 appeals were dismissed, 1 was upheld, and 1 was withdrawn.
- 3.6** To summarise the 584 cases closed over the year, 49% were closed as no breach found, 27% were remedied by the breach being addressed without recourse to formal notices being served, and 15% were closed as action not justifiable.
- 3.7** Notable successes for the year include:-
- the residential use of stables being stopped at Paradise Lane, Northborough
  - a 'beds in sheds' case which stopped the use of a garage as a residential dwelling at Lincoln Road
  - car sales and car storage at a residential property at Edwalton Avenue, New Town being stopped
  - a commercial car wash at New Road, Peterborough being stopped.
- 3.8** Please see the attached Appendix 1 for further details of the Planning Compliance Team Quarterly Report on Activity & Performance, and Appendix 2 for summary figures for the financial year 2016/17.

#### **4. IMPLICATIONS**

- 4.1 Legal Implications** – There are no legal implications relating to this report on performance, although the enforcement process itself must have due regard to legal considerations and requirements.

**Financial Implications** – This report itself does not have any financial implications

**Human Rights Act** – This report itself has no human rights implications but the enforcement process has due regard to human rights issues.

**Human Resources** – This report itself has no human resources implications.

**ICT** – This report itself has no ICT implications.

**Property** – This report itself has no Property implications.

**Contract Services** – This report itself has no Contract Services implications.

**Equality & Diversity** – This report itself has no Equality and Diversity Implications, although the enforcement process has due regard to such considerations.

## **APPENDIX 1**

### **INFORMATION ITEM: PLANNING COMPLIANCE TEAM QUARTERLY REPORT ON ACTIVITY & PERFORMANCE – (January to March 2017)**

<b>Description</b>	<b>No.</b>	<b>Comments</b>
Complaints Received	152	The number of new cases has risen by 25
Complaints Resolved (cases closed as % of cases received)	142 (93.4%)	The number of cases closed has fallen by 14
Complaints on Hand/Pending	169/140	Cases on hand risen by 16 and cases pending has risen by 23
<b>Reasons Cases Closed</b>	<b>No</b>	<b>Comment</b>
Development de minimis	4	
Development older than four years	2	
Breach confirmed - action not authorised	7	
No breach found	67	
No development established	1	
Permitted development	8	
Permission granted	13	
Breach remedied	27	
Not expedient	2	
Breach mitigated	1	
Would Grant Planning Permission	4	
Total Closed	142	
<b>Enforcement Notices Served</b>		
Planning Contravention Notice	1	17/00014/ENFREP 10 Grimshaw Road
Change of Use Notice	2	17/00055/ENFCOU 20 Crown Street 16/00539/ENFCAR 202A Lincoln Road
<b>Total Notices Served</b>	<b>3</b>	Down from 9 in the last quarter
<b>Enforcement Notices Due and Complied With in the Quarter</b>		
Type	Due	Comment
<b>Total Notices Complied with</b>	<b>0</b>	Down from 5 in the last quarter
<b>Other Enforcement Notices Complied With in the Quarter</b>		
Type	Due	Comment
Operational Development Notice	2	15/00267/ENFOTH Restaurant 31 Lincoln Rd 15/00428/ENFOTH 12 Park Road
<b>Total Notices Complied with</b>	<b>2</b>	Same as last quarter

<b>Enforcement Notices Due but Not Complied Within the Quarter</b>		
Type	Date Due	Comments
Operational Development Notice	18.01.2017	16/00118/ENFEXT Extension at 1116 Bourges Boulevard
Operational Development Notice	17.03.2017	16/00470/ENFOTH 52 Eastfield Road
<b>Total</b>	<b>2</b>	Up from zero in last quarter

<b>Other Notable Outcomes</b>	
13/00269/ENFCOU Caravans at Land South East Of Nine Bridges Glinton	Enforcement action pending until appeal against 2 <sup>nd</sup> refusal of permission has been decided
16/00069/ENFMON. Parking provision at 142 Cobden Avenue, Millfield Peterborough, PE1 2NU	Owner has issued a notice to quit on his tenant and will remedy breaches when he has possession of the property

<b>Court Action Agreed</b>		
Failure to comply with enforcement notice. Summons Issued		
Total	0	No change from last quarter
<b>Prosecutions</b>		
Total	0	No change from last quarter

<b>Performance Measures</b>			
	Description	% / Time	Comments
	% of cases closed within 8 weeks if No Breach found.	78	Target of 80%
	Average time (weeks) to resolve all cases closed last quarter.	12	No Target
LPI	% of complaints acknowledged within 3 working days.	100	Target of 80%
LPI	% of site inspections carried out within 7 days of acknowledgement.	98	Target of 80%

## **APPENDIX 2**

### **INFORMATION ITEM: PLANNING COMPLIANCE PERFORMANCE FOR 01/04/2016 TO 31/03/2017**

<b>Description</b>	<b>No 2014-15</b>	<b>No 2015-16</b>	<b>No 2016-17</b>
Complaints Received	530	505	<b>601</b>
Complaints Resolved (Cases closed as % of cases received)	593 (111.88%)	555 (109.90%)	<b>584 (97.17%)</b>
Complaints on Hand/Pending	N/A	N/A	<b>169/140</b>

#### Enforcement Notices

<b>Reason</b>	<b>No</b>
Total Notices Served	29
Listed Building Enforcement Notice	1
Breach of Condition Notice	3
Planning Contravention Notice	7
Operational Development Notice	7
Change of Use Notice	10
Breach of Condition Enforcement Notice	1

#### Enforcement Notices Complied with

<b>Reason</b>	<b>No</b>
Planning Contravention Notice	4
Operational Development Notice	5
Change of Use Notice	4
Total Notices Complied with	13

<b>Cumulative Compliance Performance April 2016 – March 2017</b>		
<b>Description</b>	<b>No.</b>	<b>Comments</b>
Complaints Received	601	We received 530 in 2014, 505 in 2015 and 601 in 2016. The yearly total is rising.
Complaints Resolved (cases closed as % of cases received)	584 (94.4%)	We closed 593 in 2014, 555 in 2015 and 584 in 2016.

<b>Cumulative Compliance Performance April 2016 – March 2017</b>			
<b>Description</b>	<b>Target</b>	<b>This quarter %</b>	<b>Yearly average %</b>
Enforcement cases closed within 8 weeks if no breach found.	80% within 8 weeks	78	91
Acknowledgement of enforcement complaints.	80% within 3 working days	100	96
Enforcement site visits carried out within 7 days of acknowledgement.	80% within 7 days	98	98

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<b>PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE</b>	<b>AGENDA ITEM 7</b>
<b>13 June 2017</b>	<b>PUBLIC REPORT</b>

Cabinet Members responsible:	Councillor Hiller - Cabinet Member for Growth, Planning, Housing and Economic Development	
Contact Officer:	Nick Harding (Head of Planning)	Tel. 454441
Reporting Officer:	Nick Harding (Head of Planning)	Tel. 454441

**REVIEW OF THE PERFORMANCE OF THE SHARED PLANNING SERVICE WITH FENLAND DISTRICT COUNCIL**

<b>RECOMMENDATIONS</b>	
<b>FROM</b> : Director of Growth and Regeneration	<b>Deadline date</b> : May 2017
That Committee notes past performance and outcomes.	

**1. PURPOSE AND REASON FOR REPORT**

Under the terms of the shared service arrangement there is the requirement to periodically review its performance and operation. Such a review can be undertaken (in accordance with the constitution) by either the Growth Environment & Resources Scrutiny Committee or the Planning & Environmental Protection Committee (PEPC). Cllr Peach as Scrutiny Chairman has advised that he is content for PEPC to consider the review report. This report is therefore presented under the terms of the Council's constitution Part 3, Delegations Section 2 para 2.6.1.6.

**2. TIMESCALE.**

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If Yes, date for relevant Cabinet Meeting	<b>n/a</b>
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**3.0 Background**

3.1 In October 2015 ,Peterborough City Council, under a Cabinet Member Decision Notice, agreed to join a Shared Planning Service arrangement with Fenland District Council. The proposal was built on the following key aims:

- To deliver efficiencies for both authorities.
- To support the ambitious growth agenda of both Councils.
- To maintain service delivery standards, and to improve them where possible and appropriate.
- To maintain individual 'sovereignty' for both Councils over planning delivery; with no perception of a 'take over' in such a sensitive service area.
- To ensure visibility to Members and customers of key staff.
- To be scalable – a trading model to deliver services to other Councils in the country that makes the partnership a 'fee earner' and treats the service as a business.
- To provide fairness of opportunities for staff in both authorities.

- To maintain individual Council Planning Committees.
- To ensure that the end users of the planning service see only an improvement in service delivery (i.e. not a reduction).

3.2 The proposal also included the following key features:

- A staff model that essentially creates the concept of a flexible resource pool, with the ability to work across both (and more) authority areas as required.
- A staff structure underpins this model that:
  - Reduces management overheads in a number of areas.
  - Increases flexible technical support in areas such as enforcement, arboriculture, ecology and conservation.
  - Provides for joint recruitment and flexible working across the two authorities, thereby being more attractive to retaining and attracting quality professional staff.
- Maintaining relevant planning staff located in both councils, with the potential for more generic functions to be located in a single place, and with flexible locations of other field based staff.
- Delivery of savings for both authorities compared to current costs, and the potential to generate further income when the model is expanded in the future to include other councils.
- Additional senior manager planning expertise to support major planning processes and issues.
- Bring in service improvements by learning from each other

3.3 The Shared Service was identified as having a target income / income generation of £175,000 for Peterborough City Council.

3.4 For democratic oversight of the partnership, it was also agreed that the respective Portfolio Holders will meet quarterly with the two Lead Officers (for FDC, the Corporate Director responsible for planning) and the Shared Head of Planning to monitor performance and service delivery, oversight of the financial and savings delivery and directing the trading opportunities of the partnership. This group is the Shared Planning Board.

3.5 The shared service formally went live on 1st January 2016. Under the terms of the shared service, the Shared Service Board has met each quarter to consider performance and key operational matters. In addition, the terms require that yearly the performance of the shared service is reported to the respective authorities.

3.6 The rest of this report sets out the key milestones, achievements and performance of the shared service arrangement and what plans are in place for the future.

#### **4.0 Scope of the Shared Service**

4.1 The shared service arrangement comprises of the following:

- Sharing a single Head of Planning between both Councils
- Sharing a Technical Support Manager between both Councils
- The ability to buy and sell services between the two Councils

4.2 In respect of the latter, the following has taken place to date:

- Fenland has sold to PCC planning policy officer time
- Peterborough has sold to Fenland: planning policy / neighbourhood planning officer time, development management officer time, technical support officer time, ecology officer time, Section 106 Management & development viability officer time.

4.3 It should be noted that each Council has their own:

- Development management teams
- Enforcement / compliance teams
- Technical support teams

4.4 Based in their respective Council offices i.e. there is no co-location and officers do not have both Fenland cases and Peterborough cases to deal with at the same time.

## 6.0 Development Management Performance

### 5.1 Speed of Validation

Table 1 - % of applications validated in 5 days

FDC			PCC		
2014	2015	2016	2014	2015	2016
73%	73%	64%	94%	83%	66%

4.2 2016/17 saw a significant decrease in performance compared to previous years. This has been as a consequence of the service areas being adversely affected by the following circumstances:

- An increase in the number of applications being received
- Staffing gaps arising as staff have moved to new positions within the Councils
- Unsuccessful recruitment at PCC
- Long term sickness at PCC
- ICT upgrades at FDC which impacted system availability

4.3 The impact of these adverse events has partly mitigated through the sharing of a flexible resource between the two authorities. However, it is the part of the service which is the most tightly resourced and the least resilient area. The nature of the job (specialised) is such that it is not at all well suited to temporary cover being supplied by supply staff.

### 4.4 Pre-applications

4.5 A paid for service was introduced in Fenland in April 2016 and prior to that performance in terms of promptness of responses was not monitored.

Table 2 – Speed of Response to Pre-Application Requests

	FDC	PCC
<b>% of Pre-Applications responded to within target</b>	73%	85%

### 4.6 Number of Planning Applications Submitted

4.7 Both Authorities have seen a gradual increase in the number of applications being submitted which must be seen against an increase in the types of development that can take place without the need for planning permission. This demonstrates continued economic confidence in the area. The increase in workload has impacted on staff by increasing their caseloads.

No of Applications Received	FDC	PCC
2014	1256	1064
2015	1338	1042
2016	1379	1119

#### 4.8 Planning Fee Income

4.9 The number and nature of planning applications being submitted in Peterborough is such that there has been a significant increase in planning fee income over and above forecast. Notwithstanding this, it continues to be challenging to produce accurate forecasts as the market is generally reserved about sharing its activity plans and when they do they cannot always be relied upon.

Table 4 - Planning Fee Income from 2014 to 2016

	FDC			PCC		
	2014	2015	2016	2014	2015	2016
<b>Planning Fee Income</b>	£0.755m	£0.743m	£0.736	£0944m	£1.154m	£1.348m
<b>Pre-Application Fee Income</b>	n/a	n/a	£43.5k	£57k	£93.2k	£66.4

4.10 Fenland Council only introduced a paid for pre-application service in April 2016. To date it has been well received by applicants who welcome the certainty that the process delivers. Take up of the service has been in line with expectation and has produced welcome income stream for the Council. The fee rates for the pre-application service are the same for both Councils and are in the process of being reviewed in order to iron out a handful of anomalies. In addition, the rates will have to reflect the potential resetting of planning application.

#### 4.11 Speed of Decision Making on Applications

4.12 Both Councils have maintained consistent performance over the last 3 years with on the whole an improved picture being evident. The Government targets for performance are being comfortably exceeded and neither authority is close to designation for weak performance.

4.13 Both authorities use extensions of time in order to be able to issue planning permissions rather than refusals/ application withdrawals and since the start of the year we have been recording the exact reasons why an extension of time is being used in order that we can report on these and make improvements to our systems and planning submissions as may be found to be necessary. When the arrangement is reviewed next year by Overview and Scrutiny we will have a comprehensive set of data to share.

	FDC			PCC		
	2014	2015	2016	2014	2015	2016
<b>Major Applications (in 13 weeks or within eot)</b>	89%	91%	90%	86%	96%	98%
<b>Minor Applications(in 8 weeks or within eot)</b>	85%	85%	90%	84%	90%	93%
<b>Other Applications(in 8 weeks or within eot)</b>	93%	96%	97%	92%	93%	96%

Eot = extension of time

#### 4.14 Planning Appeals

4.15 Appeals performance has fluctuated over the last 3 years at both authorities. However, the number of appeals is modest and so consequently each appeal decision accounts for a high number of percentage points.

	FDC			PCC		
	2014	2015	2016	2014	2015	2016
<b>% Appeals Dismissed</b>	88%	74%	77%	70%	48%	82%
<b>No. of allowed appeals that were committee overturns (total no. of allowed appeals in brackets)</b>	1 (2)	0 (5)	1 (8)	2 (12)	4 (11)	0 (6)
<b>No. of awards of costs against LPA</b>	0	2	2	0	0	1

#### 4.16 Planning Compliance

4.17 Both authorities have seen a significant increase in the number of cases being reported. There is a significant backlog of cases at FDC and due to recruitment difficulties, attempts to reduce this have been unsuccessful. Given the increase in workloads at

PCC, it has not been possible to redirect some additional resource towards FDC to assist.

	FDC			PCC		
	2014	2015	2016	2014	2015	2016
<b>No. of Service Request</b>	336	289	363	530	505	601
<b>No. of cases closed</b>	291	369	357	590	552	584

## 5.0 Budget Savings

- 5.1 As part of the shared service proposals it was a key objective for the Councils to make financial savings. The targeted savings have been successfully achieved as planned through:
- The sharing of the cost of the Head of Planning and the Technical Team Manager
  - A restructure of the service at Fenland District Council which was implemented prior to the start of the shared service.
- 5.2 From a Development Management perspective the savings / income generated in 16/17 has been £114.5k with a further income of c £36k from providing other services.

## 6.0 Future of the Shared Planning service

- 6.1 Over the next 12 months the Head of Planning will continue to ensure that the planning teams in both councils continue to improve and meet the performance indicators set out within in each organisation.
- 6.2 Over the last 12 months, little progress has been made on the proposed joining up of the two technical teams. Staff Committee were clear that any further proposals would come back to them for consideration, however this has been unable to be progressed as currently the technology to support a joined up arrangement is not working. Various testing and solutions have been looked at and this will continue over the next year.
- 6.3 The Shared Planning Board will also continue to look for further trading and income generation opportunities to support each councils financial challenges.
- 6.4 Finally, the recent Housing White Paper (Fixing our broken housing market) included proposals for boosting planning team capacity and capability to deliver, improving the speed and quality with which planning cases are handled, while deterring unnecessary appeals.
- 6.5 Following the white paper, the Government has followed this up offering Councils the opportunity to opt in to a 20% increase in planning fees on the proviso that the additional income is retained within the planning service in order to deliver development. Both authorities have informed Government of the wish to accept the fee increase however the announcement of the general election means that the introduction of the fee increase will not take place before the Autumn (July was the original introduction date).

## 7.0 Conclusion

- 7.1 The shared service has been in operation for 12 months and has operated successfully in terms of:
- Performance against key indicators
  - The delivery of targeted savings
  - The trading of services between the two authorities
  - Improving the resilience of each authority's planning teams