

Application Ref: 12/01725/FUL

Proposal: Construction of two storey Junior Academy, single storey exam hall and extension to existing construction centre and associated works

Site: Thomas Deacon Academy, Queens Gardens, Peterborough, PE1 2UW

Applicant: Mr John Paterson – Carillion

Agent: Mr Jon Humphreys - Ryder Architecture

Referred by: Head of Planning, Transport and Engineering Services

Reason: The application is of wider public interest

Site visit: 6th December 2012

Case officer: Mrs J MacLennan
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Recommendation: **GRANT** subject to relevant conditions

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

The site is approximately 13.6 ha and is currently occupied by the Thomas Deacon Academy which opened in 2007 and was the former site of Deacons Secondary School. The site contains an academy building which opened in 2007 and accommodates up to 2200 pupils aged 11-19; a caretakers house and Buttery building to the west of the site and a construction centre to the east. There are a large number of existing sports pitches and playing fields. The site is enclosed by mature trees/shrubs to the boundaries and there are a number of mature trees within the site. The surrounding context is predominantly residential in character and there are two residential nursing homes located adjacent to the Park Crescent exit.

The current access is from Queens Gardens to the west and egress is through a single lane driveway to Park Crescent to the south of the site. Both of these access points can be used by pedestrians with additional pedestrian only access points thorough the schools playing fields on Nottingham Way to the north and on Grimshaw Road to the north east. Servicing vehicles currently access the site from Garton Street to the north.

There are two parking areas providing a total of 348 parking spaces; one area provides 238 staff parking spaces which is controlled by a barrier accessed by a key fob and one parking area provides 79 spaces and is used as a drop off area at the school start and finish times and is used for visitors during the school day. Cycle parking is also located within the site in the form of a bicycle shed providing storage for up to 75 bicycles this is located between the two car parks near the entrance to the academy. Emergency vehicle access takes place though any existing vehicular access points on Garton Street, Queens Gardens and Park Crescent if necessary.

Coach pick up for pupil travel is accommodated within the site. Coaches can access the site through the vehicular access points and load at a designated bus stop near to the Academy main entrance.

There are a number of schools located nearby including Queens Drive Infant School, All Saints Church of England Junior School on Dogsthorpe Road and Peterborough Regional College to the east of the site on Park Crescent.

Proposal

The application seeks approval for the following:

- Junior Academy: A two storey junior academy building to be located to the west of the site and on an area currently used as tennis courts. The footprint of the building would be 58.5m in length by 23.5m in width and would have a flat roof design with edge parapets to a height of 8m. Approximately 2,765 sqm of accommodation would be provided comprising of classrooms, a double storey height dining hall/sports hall, a double storey height studio, a plant room, kitchen and changing/toilet facilities. A circulation space down the centre of the building will include a double storey height void. The roof would have a central strip rooflight over the central corridor. The external walls will be combination of window system and solid rendered in grey to match the existing academy building.

The junior school will provide a 3 form entry with four year groups with pupils aged between 7 and 11. It is intended that the school will bridge the gap between the Queens Drive Infant School and the Thomas Deacon Academy. On full occupation the school will have 360 pupils and 26 staff.

- Exam Hall: An exam hall with changing facilities to provide extra exam space for the existing Thomas Deacon Academy. The Exam hall would provide alternative use for ancillary sports facilities as well as for community use. The building would be located approximately 30m north of the Academy building. It would be single storey with a flat standing seam roof with parapets and have an overall height of 4.9m. The dimensions would be 34.4m in length x 18.9m in width. The exam hall would provide approximately a 455 sqm of accommodation. The external walls will be combination of window system and solid render in grey to match the existing academy building.
- Construction Centre: An extension to the existing construction training centre located to the north east of the Academy building. The extension is rectangular in shape and the dimensions would be 17.8m in length x 9.7m in width. The extension would have a flat roof with parapet upstands to a height of 4.2m. The proposed materials would be grey render to match the existing academy building. Entrances to the building would be within the west and south elevations and high level windows are proposed to the east elevation. There are existing trees to the south of this building which demarcates the main school building with the construction centre. The centre is close to the shared boundary to the east with Regional College which is situated some 60m to the east. The building would provide approximately 160 sqm of accommodation.
- An existing Buttery building used for exams and a caretakers house used for construction training will be demolished to make way for new external sports facilities/Multi Use Games Area (MUGA).
- The proposal includes a staff and visitor car parking area comprising 42 spaces (35 staff and 5 visitor) and 2 additional disabled spaces which would be accessed via Garton Street. Access to this car parking would be restricted.
- The proposal includes a landscaped area to the west of the academy building which incorporates external teaching areas, an allotment/growing area and a landscape buffer.
- The existing TDA drop off car park area would be used for the Junior Academy building and the existing exit/egress route on to Park Crescent would be widened to 5.5m to provide two lanes. A separate cycle/footpath would be located to the east of the exit lane.

If approved, the junior academy is expected to open in Sept 2014. Its occupation would be phased with each September intake of 90 pupils until fully operational in 2017 with 360 pupils. Staffing levels would also increase by phases.

2 Planning History

Reference	Proposal	Decision	Date
08/01431/FUL	Construction of two satellite classrooms	Application Permitted	16/01/2009
09/00658/FUL	Caretakers store and fire tank housing	Application Permitted	03/09/2009
09/01309/FUL	Siting of portakabin on a concrete foundation (remains of old garage) for a period of 5 years	Application Permitted	26/01/2010
10/00811/FUL	Siting of a portakabin on existing tarmac surface for a period of 2-3 years to be used as a temporary classroom	Application Permitted	30/07/2010
12/01072/FUL	New Portakabin as supplementary classroom	Application Permitted	15/08/2012

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 8 - School Development

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

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)

PP01 - Presumption in Favour of Sustainable Development

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

PP02 - Design Quality

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

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, daylight, opportunities for crime and disorder, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution.

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.

PP14 - Open Space Standards

Residential development (within Use Classes C3 and C4) will be required to provide open space in accordance with the minimum standards. The type of on-site provision will depend on the nature and location of the development and the needs of the local area.

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.

4 Consultations/Representations

Transport and Engineering Services – No objection - The proposal includes the widening of the exit road onto Park Crescent to 2 lanes. This is not required due to staggered start/finish times, however, they would be beneficial to aid traffic flow through the site. The Swept path analysis of the revised egress arrangements does not show the existing parking bays on Park Crescent, and has been carried out using a London Bus not a standard coach. As a result, it has not been demonstrated that the dual-lane exit proposals can be made to work safely. A revised plan showing the parking bays on Park Crescent and tracked using the correct vehicle must be submitted before the LHA can support this element of the scheme – it has been decided through discussion with the LPA that this can be conditioned. In addition full details of the proposed cycle stands and shelters and the type of gates and access control measures to be implemented at Garton Street will be required by condition.

Pollution Team – No objection – Suggested conditions regarding kitchen extraction equipment, potential floodlighting for the MUGA, Lighting for car parking and buildings and no practicing of music or amplification of noise in the external teaching areas.

Landscape Officer – No objection – The Arboricultural detail submitted has been carried out in line with BS5837:2012 and the categorisations given to the trees is agreed. The layout should not greatly impact upon the trees on site as most of them are located on the periphery of the site. The survey has identified that 2 Ash trees (49 & 50), both currently protected by TPO 5 of 2005, should be removed due to their condition and would be implicated as part of the road widening. One of them has a fungal pathogen that is a concern in terms of Health and Safety and whilst I do not agree that the other tree is a Category U tree, it is a Category C and should therefore not be seen as a constraint to development. The landscape plan appears to be indicative only, the applicant will need to provide the detail relating to the layout along with a maintenance schedule – these matters could be dealt with by way of a condition.

Archaeological Officer - Recommends an initial watching brief of the main groundwork operations, as a test. Should the watching brief produce negative evidence or evidence of widespread disturbance, the watching brief can stop. I would be happy to obtain a written statement whereupon the clients agree to contact me, should remains be encountered during groundwork operations.

Travel Choice – No objections – It was agreed that a framework travel plan would be submitted at application stage. Although the submitted Interim Travel Plan does not cover all that we would like (mainly details on initiatives that may be implemented and some guideline on targets and actions that may be included) we do not wish to hold up the approval process and therefore a condition should be appended to ensure a detailed Travel Plan for Thomas Deacon Junior Academy only (not part of the Thomas Deacon Academy Travel plan), be put in place prior to the occupation of the school. Staff cycle parking should be separate to that of cycle parking for pupils. Both sets of cycle parking staff/pupil should be in a secured and preferably covered compound. Visitor cycle parking should be located close to the main reception entrance.

Wildlife Officer – No objections - Pleased to note that this application is accompanied by a Phase 1 Habitat Survey. It is advised that the recommendations set out in the report are followed and in the unlikely event that bats are found during work, work should stop and further advice sought from an experienced, licensed bat ecologist. Bat roosting features (boxes/bricks) should be incorporated into the site design which may be provided via a suitably worded planning condition. I would also recommend that light spillage is minimised wherever possible, to avoid disturbance to bats and other species. It is recommended that the wildlife area is temporarily fenced off during the construction phase to prevent accidental damage to this area. A condition should be appended regarding work taking place outside the nesting season. A range of bird nesting features should be installed; the details should be submitted to and approved in writing by the Local Planning Authority. I am pleased to note that wild-flower seeding is proposed as part of the landscaping scheme. I would also recommend the use of suitable native tree and shrub species as appropriate, the detail of which may be provided via a suitably worded condition.

Drainage Team – No objections – The surface water drainage scheme detailed in plans 21448-D01 T1, 21448-D02 T1 and 21448-D03 T1 would appear adequate for the proposals. Prior to the commencement of any development full design details associated with any proposed changes to the entrance road from Park Crescent and adjacent parking area. Including detailed specifications of any drainage elements - Written confirmation of approval from Anglian Water to discharge surface water into their drainage systems, detailed specifications of all surface water drainage assets, including the proposed soakaway structures, any controlled overflows from those structures, permeable MUGA and car park surfaces, manholes and gullies

Building Control Surveyor – No objections -Building regulations approval required.

Conservation Officer – No objections - The work has no direct implication on the character and appearance of the Park Conservation Area.

Police Architectural Liaison Officer – No objections - In relation to the new building, structure,

layout and proposed child safety and security strategies, I am fully supportive of the submitted design and plans. The Police School Liaison Officer has concerns in relation to the potential increases in traffic, pedestrian volumes and their future safety. On occasions the school currently experiences problems with traffic / pedestrian safety issues on the feeder roads and adjacent to the school entrances. He can only assume that the proposal would exacerbate these problems. Clarification is sought on whether the new school and Thomas Deacon Academy would have staggered start times as reference is also made to synchronised. Would like to be consulted on conditions regarding Boundary Treatments, Landscaping, Cycle Security, Lighting, and CCTV.

Sport England – Supports application – Whilst the overall playing field provision will be reduced by the siting of the new school building, the removal of the existing Buttery building will make the remaining playing field a more usable space for pitch sports. There would be no reduction in available community use of the tennis courts/MUGA. The new building will result in more intensive use of all the playing/sports fields and therefore an agronomists report was undertaken to assess the existing quality of the playing fields and whether qualitative improvements were needed. The report identified that the main problem area on the existing playing field relates to the area that was reinstated as playing field following demolition of the old Deacons School building and the area suffers from compaction of top soil and drainage issues. The report recommended a two year programme of improvement works and it its recommended a condition is imposed requiring works to be carried out in line with the report's recommendations.

It is not considered that the proposal would have any overall negative impact on the community use of facilities, however it is recommended that a community use agreement is adopted. This could be secured by condition. It is also recommended that a condition is imposed to secure the restoration of the land on which the Buttery stands. The exam hall would provide alternative use for ancillary sports facilities as well as for community use. The new school building would have a hall which can be used for formal and informal sport.

It is accepted that there would be an overall loss of playing fields provision; however, the secured benefits for sport from the proposed development outweigh the small loss. The application is supported subject to conditions.

Councillor J Shearman - No comments received

Councillor P Kreling - No comments received

Councillor J Peach - No comments received

Local Residents/Interested Parties

Initial consultations: 273

Total number of responses: 3

Total number of objections: 3

Total number in support: 0

3 representations have been received regarding the application raising the following issues:

- Concern regarding highway safety along Park Crescent, sooner or later there will be a serious accident, probably involving children, due to vehicles travelling at high speed.
- In view of the further increase in traffic which the development will induce, I believe that it should not go ahead without the provision of speed monitoring CCTV.
- There have been no surveys undertaken on Garton St. In the mornings, at the time when staff at the junior school would be arriving, cars and work vans are usually parked along most of the street, almost up to the turning circle. Creating an entrance into the new car park will reduce

the amount of parking space available. Surveys at 8:00am – 8:30 am on a weekday should show the extent of the problem.

- The plans appear to show that the entrance to the proposed school car-park will be directly opposite the entrance to King's Gardens, turning a T junction into a cross roads.
- Drivers of cars leaving the school car-park opposite King's Gardens would be unable to see round the work vans that are usually parked there, so a one-way system with an exit at the turning circle would be safer.
- Cars leaving King's Gardens would be bottled in while 30+ staff cars arrive in the morning – this often happens at present
- Despite assurances at the consultation event that there will be no pedestrian entrance via Garton St., making that the entrance for staff and visitors will inevitably mean that some parents will drive down the road to drop their children off, adding to the traffic chaos on Garton End Road in the mornings.
- Parking on the double yellow lines at the entrance to Garton St currently incurs no sanctions – We would expect that, in the interests of road safety, traffic officers will begin to enforce the double-yellow line restrictions when increased traffic uses the road during and after the building of the Thomas Deacon Academy junior school.
- We trust that any security lighting will be sensitive to concerns about light pollution and impact on neighbouring houses.
- The access for the new school will be down Garton Street. This is the only access road for Elizabeth Court. There is already difficulty in getting in and out of Garton Street at school opening and closing time. This will become practically impossible if a few hundred vehicles start coming down this road.
- Neither the school nor the council can control the behaviour of parents dropping off and picking up students now.
- There are already two other junior schools in the vicinity and increased traffic flow will be danger to road users and pedestrians alike.
- What about access for emergency vehicles along a narrow road?
- Another school will significantly increase traffic congestion, parking difficulties and increase the current danger levels for pedestrians - particularly children, young people and the elderly using the roads round Deacon's.
- There was also no information on the approach roads - Park Road - Dogsthorpe Road - Garton End Road.
- Neighbour concern regarding future proposals for flats adjacent to the site in Elizabeth Court – (The Planning Department is not aware of any future plans).

5 Assessment of the planning issues

a) Background

The development proposal is part of Peterborough City Council Primary School Capital Programme project. There is pressure on the inner city area and insufficient school places available to meet the number of children living in the area. Peterborough City Council is working with the Thomas Deacon Academy to create a junior school within the Thomas Deacon site and create a one flow educational system in conjunction with Queens Drive. A separate application is under consideration for an extension to provide two classrooms at Queens Drive West Infant

School (12/01694/R3FUL). The proposal therefore forms part of the aspirations for an increase in educational capacity within the city.

A report on school place planning and early year's provision was presented to the 'Creating Opportunities and Tackling Inequalities' scrutiny committee on 12th November 2012. The report highlighted that after a period of declining pupil numbers, the last 4 years have seen a significant increase in pupil numbers within the city. This can be attributed to a number of issues including increase in birth rates, migration, economic growth as the buoyant local economy continues to retain workers and the quality of our schools continues to attract students from other local authorities. Since the 20th July, over 1,300 applications for school places (4.5% of current school population) have been received. 80% are new arrivals to the city. This growth from outside the city equates to 2 large primary schools or 1 secondary school. As a city, we are now below the 5% surplus threshold on all year groups in the city with significant pressures in Year 1 and Year 11.

b) The Principle of development

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 which serves a local catchment area and would provide a one flow system where pupils would progress from the nearby Queens Drive West Infant School (KS1) to the Junior Academy and eventually on to the main academy building. The site is equipped with car parking/drop off provision and a large expanse of sports provision. The proposal would support the agenda for delivering more school places and given the existing use of the site the junior academy would not alter the existing character and thus accords with policy PP1 of the Adopted Peterborough Planning Policies DPD.

c) Design and Visual Amenity

The building would be accommodated on the existing tennis courts and facilitated by the demolition of two existing buildings on this part of the site. Its positioning maximises the available space within the site retaining the green spaces and sport facilities. The design of the building is modern, clean and simple in form and takes reference from the existing academy building. The site approach maintains the view of the main entrance to the existing academy building and preserves the vistas across the sports fields. Whilst the two storey building is unusual for a primary school building the school would be inviting, clearly legible, would provide safe and convenient access with the drop off parking area well segregated from the building and would respond to the character of the site. The building would function well and provide a comfortable learning experience and add to the overall quality of the area. The external learning environment would create a functional space whilst enhancing the landscaping and visual amenity of the area.

The single storey exam hall would be a subservient element to the academy building and would not detract from the character of the existing building or the site as a whole.

The proposed extension to the construction centre would not be directly visible from the main circulation route within the site however, its design would harmonise with the existing academy building.

It is considered that the proposed development can be adequately accommodated within the site and would respect the architectural features of the existing academy building and its landscape setting and would not detract from the existing character of the site or that of the street scene. Hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

d) Neighbouring Amenity

The junior academy building would be positioned approximately 25m from the western boundary which is formed by a 2m high weldmesh fence and tree planting. The boundary is shared with properties in Elizabeth Court which are 3 storey flatted development. The overall separation distance between the new building and the residential units would be 32m. It is proposed that additional planting along the boundary would be provided and would act as a buffer to the

development. It is acknowledged that these properties are currently afforded open views across the green space within the site and therefore the positioning of the building would interrupt the existing aspect for the occupiers of these properties. However, the positioning of the building, its separation distance and its height would not result in any loss of light, privacy or overbearing impact to the occupiers of these properties. It is possible that whilst there is an acceptable separation distance to the adjoining neighbours the large expanses of glazing would give the perception of overlooking. However, the building would not be occupied as residential accommodation and would have an institutional function which would operate during school hours. The finishing of the building and the variety of materials and textures would reduce the bulk and mass of the building and it is considered that the relationship with the neighbouring occupiers is acceptable.

The exam hall would be single storey and situated some 35m from the rear of properties in Garton End Road and the general activity likely to result from the building would not unduly impact on the amenities of the occupiers of these properties. The siting of the extension to the construction centre is set well within the site and the neighbouring property to the east is the Peterborough Regional College.

The access to the site from Garton Street would serve the staff parking, disabled parking, visitor parking and the servicing requirements for the junior academy building. It is not considered that this would result in substantially more vehicular movements to that which exists at the present time and therefore would not unduly impact on the amenity of the occupiers of properties in Garton Street. Concerns have been raised regarding likely congestion and the impact on Garton Street, however, there would be no pedestrian access to the school from Garton Street and vehicle access to the school would be controlled by a key fob entry system. This would discourage parents from using Garton Street as a drop off point.

In terms of noise implications, it is considered that the external teaching areas would not result in any additional noise emanating from these areas as the site is currently used as tennis courts where there is the potential for noise and disturbance to neighbouring properties. The external areas would not be playground areas and therefore the noise would be limited.

Although the use of external lighting has not been proposed as part of the development proposal, it is likely that the MUGA would be open to community use which would currently be restricted to weekends and summer evenings. Any subsequent lighting scheme would need to ensure that there would be no detrimental impact or light pollution to the occupiers of the nearby neighbouring properties.

It is therefore considered that the proposal would not result in an unacceptable impact on their amenity. The proposal therefore accords with policy PP3 of the Adopted Peterborough Planning Policies DPD.

e) Highway Implications

A transport statement and interim school travel plan has been submitted in support of the application. The transport statement includes details of a parking survey that was undertaken in October 2012 to establish parking capacity within the drop off area. The existing drop off parking area which serves the Thomas Deacon Academy would also serve the Junior Academy. The trip generation predicted for the Junior Academy suggests that an additional demand for 22 parking spaces will be generated by staff and an additional 140 vehicles are expected to access the site to drop-off and pick up pupils.

It is proposed that the start and finish times for the Thomas Deacon Academy and the Junior Academy would be staggered with the Junior Academy starting at 9.00am, 15 minutes later than the Thomas Deacon Academy and the finish time for Junior Academy would be 3.00pm, 15 minutes later than the Thomas Deacon Academy. The staggered start and finish times would avoid conflict between the operation of the Academy and reduce potential congestion arising from the increase in vehicular trips. Also a breakfast club and after school club would be introduced at

the Junior Academy which will stagger arrivals and departures outside of peak times.

The survey revealed that there is a sufficient drop off capacity on site to accommodate parent drop off for the new and existing academies, with the introduction of a staggered start time.

Staff and visitor parking to the junior school would be accessed from Garton Street. Servicing vehicles will access the site by reversing into the exiting service entrance from Garton Street. Emergency vehicles will access the site through the existing entrance on Queens Gardens

Pedestrian access would be unchanged. Pedestrians would not be permitted from Garton Street and a pass controlled gate will enforce this. Cycles will continue to access the site from the existing access from Queens Gardens, Park Crescent, Grimshaw Road and Nottingham Way. Cycles would not be permitted to access from Garton Street.

Although the junction of Park Road and Park Crescent is recognised to operate above capacity at present, the number of additional movements generated by the development is fewer than those that currently occur during peak times created by the Academy and is unlikely to have a material impact, furthermore previous studies have identified that the junction is not suitable for physical measures to increase capacity such as realignment or signalisation. It was agreed with the Local Highways Authority that detailed modelling assessments of the impact on the local highway network was not required. As the peak demand is not expected to coincide with the existing operation of the site, overall traffic volumes and footfall would be spread and therefore not increase potential for conflicts.

An additional 215 pupils and two staff are expected to access the site on foot when it is fully operational. It is expected that the additional footfall would be accommodated within the existing pedestrian provision.

Internal crossing points have been incorporated in the development proposals to assist the safe movements of pedestrians through the site and avoid conflict with vehicles. Crossing points are located within the drop off and pick up areas both for pedestrians leaving vehicles and the approaching the Junior Academy from Park Crescent to the south.

Cycle access – no changes it is expected that only one additional cycle trip will be generated by the development each day. The proposal should provide 63 cycle parking spaces however; this is considered to be excessive, additional space would be laid out if this increases in the future.

The exit/egress route on to Park Crescent has been widened to 5.5m to provide a dual lane exit. The LHA have requested tracking plans to demonstrate that a coach would be able to manoeuvre out of the site avoiding parked cars on Park Crescent to the east and west of exit. At the time of writing this report tracking details have not been provided and therefore the dual exit/egress would be conditional on appropriate and agreed tracking plans. Members will be updated by way of an update report on this issue. The existing single exit is adequate to accommodate vehicles to both the Thomas Deacon Academy and the Junior Academy as staggered start/finish times would address the highway issues.

It is considered that the School Travel Plan would in part address some of the highway issues surrounding the use of the site. An Interim Travel Plan has been submitted and whilst it does not highlight initiatives and targets these details can be secured by condition.

It is considered that the proposal makes adequate parking provision for all modes of transport and appropriate provision has been made for safe, convenient and sustainable access to the site and therefore accords with policy CS14 of the Adopted Peterborough Core Strategy DPD and policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

f) Landscape Implications

An Arboricultural Assessment has been submitted in support of the application and the Landscape Officer has confirmed that the assessment has been undertaken in line with BS5837:2012 and agrees to the categorisations given to the trees. The Officer considers that the proposal would not greatly impact upon the trees on site as most of the trees are located on the periphery. The proposal would result in the removal of nine trees (T8 & T12– Cherry, T13 Horse Chestnut, T43-46 – Limes x 4, T49 & T50 – Ash). The report states that the removal of the trees identified will not detract from the overall amenities of the area to a significant degree and that the younger trees do not yet have a great deal of visual amenity value and are easily replaced. The other trees are in a poor structural and physiological condition and should be removed in the interests of safety. The Landscape Officer advises in respect of the Ash trees proposed for removal that one of them has a fungal pathogen that is a concern in terms of health and safety and whilst he does not agree that the tree is category U but instead is category C this should not be seen as a constraint to development. An indicative landscaping plan has been submitted however, further details would be required by condition along with a maintenance schedule.

The layout of the scheme indicates a comprehensive landscaping scheme including wild-flower seeding, the provision of outdoor teaching space, and an allotment area which would be of significant benefit to both the children and the biodiversity enhancements of the site. The Wildlife Officer has advised that the landscaping scheme should provide native species of local provenance. These details would be secured by condition. The proposal makes adequate provision for the retention and protection of trees within the site and the new landscaping is an integral part of the development proposal and therefore accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

g) Sports/Playing Field Provision

The proposed development would require the relocation of the existing tennis courts due to the siting of the new building and the development would result in the available playing fields being reduced from 3.5 hectares to 3.1 hectares. The Sport England planning manager has been consulted during the pre-application discussion and has provided advice on the layout and design of the playing/sports areas. He considers that whilst the overall playing field provision will be reduced by the siting of the new school building, the removal of the existing Buttery building will make the remaining playing field a more usable space for pitch sports. There would be no reduction in available community use of the tennis courts/MUGA. The northern playing fields which are also available for community use are unaffected by the proposal. The new building will result in more intensive use of all the playing/sports fields and therefore an agronomists report was undertaken to assess the existing quality of the playing fields and whether qualitative improvements were needed. The report identified that the main problem area on the existing playing field relates to the area that was reinstated as playing field following demolition of the old Deacons School building and the area suffers from compaction of top soil and drainage issues. The report recommended a two year programme of improvement works and it recommended that a condition is imposed requiring works to be carried out in line with the report's recommendations.

It is not considered that the proposal would have any overall negative impact on the community use of facilities, however it is recommended that a community use agreement is adopted. This could be secured by condition. It is also recommended that a condition is imposed to secure the restoration of the land on which the Buttery stands. The Exam hall would provide alternative use for ancillary sports facilities as well as for community use. The new school building would have a hall which can be used for formal and informal sport.

It is accepted that there would be an overall loss of playing fields provision; however, the secured benefits for sport from the proposed development outweigh the small loss and the application accords with policy CS19 of the Adopted Peterborough Core Strategy DPD.

h) Ecological Implications

A Phase I Habitat Survey has been submitted with the application. The Wildlife Officer has advised that the recommendations as set out in the report are followed. An informative should be added to the consent regarding bats stating that in the unlikely event that bats are found during

work, work should stop and further advice sought from an experienced, licensed bat ecologist. The Officer also recommends that a number of bat roosting features (boxes/ bricks) be incorporated into the site design and that light spillage is minimised to avoid disturbance to bats and other species. A range of bird nesting features should be installed that cater for a number of different bird species such as House Sparrow, Starling & Swift as well as for Bats. The survey recorded Common Frogs within school wildlife pond/ habitat area. Due to the proximity of the exam hall to this area it is recommended that the wildlife area is temporarily fenced off during the construction phase to prevent accidental damage to this area. The removal of trees and shrubs should also avoid the bird nesting season (1st March to 31st August), as they may support nesting birds. The Wildlife Officer considers that these measures would result in biodiversity gain for the site in accordance with policy PP16 of the Adopted Peterborough Planning Policies DPD.

i) Drainage and flood risk implications

A flood risk assessment has been submitted in support of the application. The site lies within flood risk zone 1. The ground testing carried out suggests that the use of soakaways would be an appropriate method of surface water disposal in the area proposed for the MUGA, car park and exam hall however, the land surrounding the new school building may require overflow of the soakaways to discharge to the mains drainage system depending on infiltration rates. The Drainage Engineer has assessed the details submitted and considers they are acceptable subject to conditions regarding the details of the drainage design associated with any proposed changes to the entrance road from Park Crescent and adjacent parking area, and detailed specifications of any drainage elements including detailed specifications of all surface water drainage assets, including the proposed soakaway structures, any controlled overflows from those structures, permeable MUGA and car park surfaces, manholes and gullies, along with written approval from Anglian Water to discharge surface water into their drainage systems. The development would employ sustainable drainage systems to manage surface water run-off where feasible in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

j) Environmental Capital

The development incorporates a number of measures to achieve a reduction in carbon dioxide emissions by incorporating passive design measures including extensive use of natural ventilation through the building, improved thermal building performance values, improved air tightness standards and high efficient heating and hot water systems, multi zone controls on heating systems, high efficient ventilation heat recovery systems. Renewable technologies include Air sourced heat pumps to specific areas and Photovoltaic roof panels. It is considered that the proposal would achieve a greater contribution towards the Environmental Capital than that required by Building Regulations and accords with policy CS10 of the Adopted Peterborough Core Strategy DPD.

k) Archaeological Implications

The Archaeological Officer has viewed the applications and considers that there are no known archaeological remains/deposits. In addition, the surrounding area has produced little evidence for past activity. It is recommended a condition is appended to the decision requiring an initial watching brief of the main groundwork operations, as a test. Should the watching brief produce negative evidence or evidence for widespread disturbance, the watching brief work can stop.

l) Public consultation

A public consultation event was held at the Thomas Deacon Academy on 6th November 2012. The response was positive and main concerns were regarding highway implications which have been fully considered within this 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 site is located within the urban area and the proposal would enhance the educational capacity for the catchment area;
- this is a sustainable development which would make efficient use of an existing school site;
- the start and finish times for the junior school and the Thomas Deacon Academy will be staggered and 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 means 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 Junior Academy building, the exam hall and extension to the construction centre would respect the Thomas Deacon Academy building and would not detract from the existing character of the site or that of the street scene;
- 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;
- the proposal would enhance the sports/playing fields within the site which would be available; 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 the National Planning Policy Framework (2012).

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions:

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

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

- C2 No development shall take place until details/samples of the materials to be used in the construction of the external surfaces of the buildings/extensions hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Details of the following shall be submitted:

- external surfacing materials (walls and roof samples);
- windows;
- doors; and
- rainwater goods.

Development shall be carried out in accordance with the approved details.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C3 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved in writing by the Local Planning Authority. No demolition/development shall take

place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with Policy CS17 of the Peterborough Core Strategy DPD (2011), Policy PP17 of the Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework, particularly paragraphs 128 and 141.

- C4 Notwithstanding the details shown on the approved plans, prior to the implementation of any works to the main site egress (i.e. to Park Crescent) a revised drawing showing the parking bays on Park Crescent with swept path analysis of a coach and a car passing on the egress road and exiting the site in both directions shall be submitted to and approved in writing by the Local Planning Authority. If the revisions to the egress are found to be acceptable the amendments shall be implemented in accordance with the approved details. Should the applicant fail to demonstrate that the revisions to the egress can be implemented safely; the egress shall be retained as existing with a single vehicular lane.

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

- C5 Lighting shall be arranged so that no danger or inconvenience is caused to users of the adjoining public highway. Details of the proposed lighting including design/lux levels shall be submitted to and approved in writing by the Local Planning Authority prior to its first use.

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

- C6 The new Junior Academy building shall not be occupied until the areas shown as parking and turning on the approved plans have been drained, surfaced and marked out in bays in accordance with details submitted to and approved in writing by the Local Planning Authority, and those areas shall not thereafter be used for any purpose other than the parking and turning of vehicles, in connection with the use of the Academy and Junior Academy facilities. The parking area accessed from Garton Street shall not be used by anyone other than the staff and visitors of Thomas Deacon Junior Academy.

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

- C7 Notwithstanding the submitted details, prior to commencement of development full details of the measures to control pedestrian access from Garton Street shall be submitted to and approved in writing by the Local Planning Authority. These measures must be implemented in accordance with the approved details and be fully operational before the Thomas Deacon Junior Academy is brought into use.

Reason: To discourage parents from dropping-off pupils on Garton Street, in the interest of Highway safety in accordance with Policy CS14 of the Peterborough Core Strategy DPD

(2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C8 Notwithstanding the submitted information, prior to commencement of development full details of the proposed cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The details should include the type and size of the stands, and the type and location of the shelters. The Junior Academy shall not be brought into use until 6 staff cycle stands, 2 visitor cycle stands and a minimum of 30 pupil cycle stands have been provided in accordance with the approved details, and space has been laid out for the future installation of 30 pupil cycle stands as required and those areas shall not thereafter be used for any purpose other than the parking of cycles.

Reason: In the interests of promoting the use of non-car modes to visit the school, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

- C9 Prior to the commencement of the development hereby approved a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include the following details:

1. wheel washing facilities capable of cleaning the wheels, body and underside of vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;
2. location of any compound area;
3. a scheme of working hours for construction and delivery;
4. a noise management plan including a scheme for the monitoring of construction noise;
5. a scheme for the control of dust arising from building and site works;
6. temporary parking/turning and loading/unloading areas for on site staff and construction traffic taking into account the nature and number of vehicles visiting the site; and
7. details of remedial measures to be taken if complaints arise during the construction period.

The measures agreed and contained within the CMP shall be implemented throughout the construction period.

Reason: In the interests of highway safety and neighbour amenity in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP3 and PP12 of the Peterborough Planning Policies DPD (2012).

- C10 Notwithstanding the submitted information and prior to commencement of development, details of the proposed vehicular accesses including the required vehicle-to-vehicle visibility splays at the Garton Street car park exit shall be submitted to and approved in writing by the Local Planning Authority. The Junior Academy shall not be brought into use until a means of vehicular access has been constructed in accordance with the approved plans.

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

- C11 Notwithstanding the submitted details, the gates at the staff and visitor car park entrance from Garton Street shall be set back 6 metres from the edge of the carriageway.

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

Policies DPD (2012).

- C12 Notwithstanding the submitted details, the gates at the sprinkler tank shall not open outwards.

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

- C13 Before the new or modified accesses are brought into use, vehicle-to-pedestrian visibility splays shall be provided on both sides of the accesses and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the highway boundary.

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

- C14 Prior to first occupation of the development hereby approved, a Travel Plan and Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan shall contain SMART targets to reduce car borne trips to the site with measures being proposed to implement those targets. The Parking Management Plan shall contain measures that will be implemented by the School to control/manage traffic at pick up/drop off times.

Reason: In the interests of promoting the use of non-car modes to visit the school, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

- C15 Prior to first occupation of the development, a scheme for the closure of the site access to Garton Street to all except staff, visitors, emergency vehicles and service vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full before the development is first brought into use and retained thereafter at all times when the building is in use. The access shall not be used for any other means of access to the site or building by vehicles or pedestrians.

Reason: Garton Street is not considered suitable as a drop-off / pick-up point for pupils arriving at the site by car because of its narrowness, the level of on street parking by residents and businesses and the lack of turning facilities. The condition is imposed in the interests of highway safety and residential amenity, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C16 Prior to first occupation of the development, a scheme of staggered arrival and departure times for pupils/students shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved at all times when the site and building are in use.

Reason: To ensure the satisfactory operation of a School and Work Travel Plan. in accordance with the proposals set out in the Transport Assessment and in the interests of highway safety and residential amenity, in accordance with Policy CS14 of the

Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

C17 Prior to the commencement of development, a scheme for the hard and soft landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme shall be carried out as approved no later than the first planting season following the occupation of any building or the completion of development, whichever is the earlier. The hard landscaping works shall be carried out prior to first occupation of the building/extension to which it relates. The scheme shall include the following details:

- Proposed finished ground and building slab levels;
- Planting plans including retained trees, species, numbers, size and density of planting this shall include native species of a local provenance. For example, hedge planting should aim to incorporate a mosaic of species such as elder, hawthorn and dogwood. Further details outlining species to be used in the hedge/herbaceous planting should be included. The inclusion of night scented plants such as Evening primrose *Oenothera biennis* and Marjoram *Origanum majorana* to attract night flying insects should also be considered;
- Replacement tree planting;
- Grounding surfacing materials;
- Minor artefacts and structures; and
- Existing and proposed functional services above and below ground (e.g. drainage power, communications cables, pipelines etc.).

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policies CS16 and CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012).

C18 No development or other operations shall commence on site until a scheme (herein after called the approved protection scheme) for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site, including trees which are the subject of a Tree Preservation Order currently in force, has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in accordance with the approved protection scheme.

No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning, demolition work, soil moving, temporary access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place. No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme. Protective fencing shall be retained intact for the full duration of the development hereby approved, and shall not be removed or repositioned without the prior written approval of the Local Planning Authority.

Reason: In the interests of visual amenity and protection of existing landscaping features, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

C19 If within a period of 5 years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall

be planted at the same place, unless the local planning authority gives written consent to any variation.

Reason: In the interests of visual amenity, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

C20 No development shall commence until details of existing and proposed site levels, including finished floor levels of the building has been submitted to and approved in writing by the local planning authority. These details shall also include the levels of the adjoining land and any building within 15 metres of the boundary with the application site. The development shall be carried out fully in accordance with those approved details.

Reason: In the interests of residential and visual amenity, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP3 of the Peterborough Planning Policies DPD (2012).

C21 Prior to the first occupation of the development, a scheme of hours of use for the external sports areas shall be submitted to and approved in writing by the Local Planning Authority. The external sports areas shall not be used outside the approved hours of use.

Reason: In the interests of the amenities of neighbouring residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

C22 No development shall commence until a scheme of surface water and foul sewage drainage has been submitted to and approved in writing by the Local Planning Authority. The details shall include the following:

- detailed specifications of any drainage elements;
- written confirmation of approval from Anglian Water to discharge surface water into their drainage systems; and
- detailed specifications of all surface water drainage assets, including the proposed soakaway structures, any controlled overflows from those structures, permeable MUGA and car park surfaces, manholes and gullies including any changes/works associated with the Park Road access.

The development shall be implemented in accordance with the approved details and prior to first occupation.

Reason: To reduce the impact of flooding on the proposed development and future occupants and in accordance with Policy CS22 of the Peterborough Core Strategy DPD (2012).

C23 No development shall commence until a scheme for the ventilation and filtration of cooking fumes and any air handling plant and air conditioning (including Sound Power Level data) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: In the interests of the amenities of neighbouring residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

C24 No development shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments and gates to be erected. This shall include any associated acoustic fencing to the boundary with Park Crescent. The boundary treatments shall be completed before building or extension to which they relate is brought into use or in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the amenities of neighbouring residents, visual amenity and crime prevention, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2012) and Policies PP2 and PP3 of the Peterborough Planning Policies DPD (2012).

C25 No development shall commence until a scheme of community safety measures, including all proposed external lighting and CCTV cameras where used, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme. No external lighting shall be erected unless it is in accordance with a scheme submitted to and approved by the Local Planning Authority.

Reason: In the interests of crime reduction, to safeguard the amenity of residents and to safeguard bat habitats, in accordance with Policies CS16 and CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP3 and PP16 of the Peterborough Planning Policies DPD (2012).

C26 No development shall commence until a scheme for the provision of fire hydrants, has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the provision of adequate water supplies for fire fighting as part of the development, in accordance with Policy CS12 of the Peterborough Core Strategy DPD (2011).

C27 The development hereby approved shall be carried out in accordance with the recommendations contained within the submitted Phase 1 Habitat Survey dated 8th October 2012).

Reason: To preserve and protect existing habitats and species of importance, in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012).

C28 No demolition works or site clearance works, including tree, hedge and bush removal shall be carried out on site between the 1st March and 31st August inclusive in any year, unless the features to be disturbed have been surveyed by an appropriately qualified ecologist and found to be free from the presence of breeding birds. The works or vegetation removal shall not commence until a survey report has been submitted to and approved in writing by the local planning authority. If nesting birds are found to be present the works or vegetation removal shall not commence until the end of the bird-nesting season.

Reason: To safeguard protected birds in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012).

C29 Notwithstanding the details hereby approved the number of bird/bat boxes and their locations shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details 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).

C30 No external Public Address system shall be installed or operated unless in accordance with a scheme submitted to and approved by the Local Planning Authority.

Reason: In the interests of residential amenity and in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Planning Policies Document DPD (2012).

C31 Notwithstanding the submitted plans, the method of lighting the Multi-Use Games Area shall not exceed the obtrusive light limitations for sky glow, light into windows, source intensity and building luminance specified in the Institution of Lighting Engineers document "Guidance Notes for the Reduction of Light Pollution (Revised) (1994)". In the event of unreasonable obtrusive light as perceived by an officer of the local planning authority an assessment of lighting levels shall be conducted by a suitably competent person to demonstrate compliance with this condition. The lighting to the Multi-Use Games Area shall be switched off no later than half an hour after use of the pitch ceases.

Reason: In the interests of residential amenity and to minimise light pollution, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Planning Policies Document DPD (2012).

C32 The use of the development shall not commence until a Community Use Agreement has been submitted to and approved in writing by the local planning authority, in consultation with Sport England. The agreement shall apply to all existing and proposed indoor and outdoor sports facilities on the Thomas Deacon Academy site and shall include details of pricing policy, hours of use, management responsibilities and a mechanism for review of the agreement.

Reason: To secure well managed and safe community access to the sports facilities on the site, in the interests of the development of community sport and to accord with Policy CS19 of the Peterborough Core Strategy DPD (2011).

C33 The recommended programme of playing field improvements contained within the submitted Playing Pitch Feasibility Study dated November 2012 shall be implemented in accordance with the recommendations contain within the report and in accordance with a detailed timetable of implementation to be submitted to an approved in writing by the local planning authority, in consultation with Sport England, prior to the first occupation of the development.

Reason: To ensure that qualitative improvements to the remaining playing field are carried out to meet increased demand from pupils of the new school and to ensure continued community use can also be satisfactorily catered for, in accordance with Policy CS19 of the Peterborough Core Strategy DPD (2011).

C34 A scheme to (a) protect the existing playing field during construction, and (b) restore the playing field following the demolition of the existing Buttery building on the site, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved scheme shall thereafter be implemented in accordance with the approved details.

Reason: To ensure the protection of the playing field during the construction period and the satisfactory restoration of the playing field following the demolition of the Buttery building, in the interests of recreational provision on site, and in accordance with Policy CS19 of the Peterborough Core Strategy DPD (2011).

C35 The development hereby approved shall be constructed so that it achieves at least a 10% improvement on the Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.

Reason: To accord with Policy CS10 of the Peterborough Core Strategy DPD (2011).

Copy to Councillors Kreling, Peach and Shearman

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