

Application Ref: 13/01245/R3FUL

Proposal: New single storey school comprising of 8 No. classrooms, studio/stage, amenities, play areas, landscaping and parking; and new classroom to existing school and minor alterations to existing school elevations

Site: Land To The Rear Of 106 - 118A Thistlemoor Road and 1- 21 Keeton Road, New England/Fulbridge School, Keeton Road, Peterborough,

Applicant: Carillion Plc

Agent: TPS Consult

Referred by: Head of Planning, Transport and Engineering Services

Reason: Council owned site

Site visit: 04.10.2013

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 application is for two developments, one being on each of two separate pieces of land.

Site 1:

The application site is the Belvedere Bowls Club located to the rear of 106 - 118A Thistlemoor Road and 1- 21 Keeton Road. The site contains 2 bowling greens and a single storey club hut and pavilion, garages and an area for parking. The site is land locked by residential development to the north-west, north-east and south-west and Accent Nene Sheltered Housing to the south-east. Access to the site is currently served off Lincoln Road adjacent to the Parkway Sports Club, through its car park and via a narrow access road which also runs to the south east boundary and separates the site from the rear of properties at 56 to 64 Eaglesthorpe. There is also a pedestrian/cycle path off Thistlemoor Road which cuts across the access road into Eaglesthorpe where it links with St Pauls Road. The site is enclosed by a mature conifer hedge to a height of approximately 2m to the north west and north east boundaries and there are mature hedges to the south east and south west.

Site 2:

The application site is the Fulbridge Academy primary school building located on the north east side of Keeton Road in the heart of a residential area. The site contains a single storey brick building to the south west of the site and there is a large playing field to the north east. The school had previously had a number of extensions.

Proposal

The application seeks permission for the following development:

Site 1:

Erection of a single storey building to provide 8 new classrooms, a studio/performance area and ancillary support spaces. The new building would accommodate years 5 and 6. Parking would be provided for 20 vehicles (staff only) and vehicular access would be gained off Eaglesthorpe and through the adjacent Accent Nene Sheltered Housing Scheme. Pedestrian access to the new

school building is proposed to be provided off Burns Close at the intersection of Keeton Road and Shakespeare Avenue. The Belvedere Bowls Club would be relocated to the Peterborough Town Sports Club, Bretton Gate and a separate application for this development is currently under consideration (ref 13/01529/FUL).

Site 2:

- a) A single storey extension to the existing primary school to provide 1 new classroom. The extension would be located within a recess between two existing classrooms.
- b) Alterations to windows/doors including addition of windows to the elevations of the existing classrooms adjacent to the new classroom, insertion of door in reception classroom, insertion of door within the front elevation of the school building.

There are approximately 700 pupils and over 130 staff currently located at the existing school. The proposal would increase the number of pupils by 240 and the number of staff by 20. This means the total number of classes will progressively expand from the current number of 3 to 4 in each year.

2 Planning History

No relevant planning history

3 Planning Policy

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

National Planning Policy Framework (2012)

Section 7 - Good Design

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

Section 8 - 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.

CS19 - Open Space and Green Infrastructure

New residential development should make provision for/improve public green space, sports and play facilities. Loss of open space will only be permitted if no deficiency would result.

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.

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

Landscape Officer – No objection - The Arboricultural detail provided has been carried out in line with BS5837:2012. The proposed layout indicates the loss of a single Rowan tree and a short run of shrubs to facilitate access to the site. Whilst the Rowan contributes to the overall greenery of this location, I do not consider that it is worthy of a Tree Preservation Order (TPO). I would question the removal of T7 to the east of the access. No objections to the proposal other than the loss of T7, subject to the Arboricultural Survey forming part of a compliance Condition.

Wildlife Officer – No objections - There are no protected species issues other than nesting birds. A scheme for bird boxes should be conditioned. The species listed on the landscape planting plan (rev. 5) appear acceptable including the wild-flower seed mix.

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

Transport & Engineering Services – No objection – It is noted that the observed traffic volumes picking up and dropping off children do not accord with the modal shares supplied by the school however the mode share data has been used as a robust case which is acceptable. The accident statistics do not seem to suggest that there is any specific existing safety issues in the vicinity of the school and thus LHA would agree with the conclusions of the Traffic Assessment in this respect. With respect to the future scenario with additional traffic and pupils, it would not necessarily be the case that this accident rate would not rise. Whilst highway improvements may well not be the answer management of parking and pedestrian movements will be required. The

access to the site is technically substandard. Whilst this is acceptable for the portion beyond the existing car park the initial dropped crossing will need to be widened to cater for the additional traffic. There is sufficient space to accommodate this within the site red line. The requirements for visibility are not known. Observations have shown that vehicle speeds are more likely to be around 20mph along this road, this is due to the presence of parked cars along the length of Eaglethorpe between St Paul's Road and the proposed entrance. Also there are two bends in the road which again serve to reduce speeds.

The proposed cycle parking levels in the TA are not acceptable to the LHA. The exact number needed will not be known until a robust Travel plan is submitted however it is recommended that 10 stands should initially be provided and this would be dealt with via a condition.

The traffic generated by the school would not result in specific junction capacity issues. It is however the case that the impact will be on several roads but with a robust Travel Plan to further reduce car borne trips and a Parking Management Plan to manage parent's parking this will be mitigated.

The TA does not propose any 'hard' highways mitigation measures to cater for the increase in pupils to the site. From the information in the TA it is difficult to identify any specific measures at this stage as no data showing future catchments has been included. One obvious area would be St Paul's Road where there does not appear to be a convenient crossing point that would allow pupils to access the new school. There also may be a possible need for a crossing on Fulbridge Road depending on the catchment areas.

Travel Plan/Parking Management Plan - Whilst documents have been submitted these are not yet acceptable to the LHA and therefore would both be conditioned.

Construction Management Plan -The proposed construction access for the new school build is acceptable. The proposed access for the existing school will need some upgrading to accommodate the construction vehicles. There may be a requirement to implement temporary traffic regulation order to prevent parking close to the accesses. A clear plan showing haul routes to the site will also be required. Whilst the LHA would prefer to see a revised plan at this stage this could be conditioned.

Archaeological Officer – No objections - The proposed development is unlikely to impact on important buried remains.

Drainage Team - No objections - We would expect to see Sustainable Drainage Systems (SuDS) methods used for managing flood risk. The site should be able to attenuate flow from the increased impermeable area and, where possible, provide infiltration to ground water. This should be secured by condition.

Rights of Way Officer – No objection - Public footpath Peterborough 49 running between Burns Close and St. Pauls Road is a well-used footpath serving Fulbridge School and should not be obstructed or affected in any way due to building/construction works without prior approval.

Police Architectural Liaison Officer - No objections – A condition should be appended to the decision requiring Community Safety and Crime Prevention Measures to be provided.

Sport England – No objection - No objections in principle subject to the two planning applications being tied together and that the replacement bowls facility be completed within a specified timescale after the commencement of works at the Thistle Moor Road site, to prevent the risk of the new bowls facility not being delivered. Consequently, Sport England would object to any consent without such a requirement. A condition should therefore be imposed to require the replacement facility to be completed within 12 months of development commencing on the existing bowls site.

Local Residents/Interested Parties

Initial consultations: 264
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:

- My house is adjacent to the access road which will serve the new school and inevitably it will be used by parents to walk or drive their children to school, causing a lot more traffic and people traffic past my house.
- Traffic flow of people will impact on my open garden which is right next to the path. Children, especially would walk over it and litter would also inevitably rise. I don't want litter being thrown on my lawn. Would be less concerned if a fence was arranged.
- Traffic flow of cars could cause parking problems.
- I would object to double yellow lines (if these were being considered) as I park outside my house at various times.
- The access details are not very clear.
- The current vehicular access is at the rear of our property and construction vehicles, then school vehicles and children will cause a lot of disruption to us and the other residents.
- The proposed site for the new school is very close to residential properties so the building of the school will cause a lot of disruption to the neighbours as will the school itself.
- I feel the new building is likely to have a negative impact on the value of the properties
- Concerned about the hours of construction and noise and disturbance to neighbours
- The development will exacerbate existing problems with children causing trouble in the area.

Millfield & New England Residents Planning Sub Group – Objects -We have no objection to a school per se, but we do object to the loss of the bowls club. New England is already one of the most deprived areas so far as open spaces are concerned. For a city that promotes itself as "green" to therefore build on one of the few spaces that enables the public to get outdoors and to get exercise is hypocritical to say the least. The relocated bowls club would be outside the area and local residents will no longer use them. It also deprives New England of yet another amenity. What happens when this school is full to capacity? Whilst the housing stock in the area continues to be used for over 40% Housing in Multiple Occupancy (HMOs) and extensions are continually added to properties, and any spare small space is built on, the population will continue to grow and school places will need to be found. Where will the next school be built? On Fulbridge Road recreation ground? After all, a children's play area open space has already been taken for the Gladstone Park School and the playing field used there by local youths has now been converted to part of the construction site. If this continues there will be no open spaces left for the New England population to enjoy. Anything that takes away a space than can be enjoyed and enable people to exercise, particularly the older generation, should only be used as a very last resort and we do not consider that to be the case here. We feel this is the easy option that has been taken. There are other options, such as building a separate school on the old St. George's school, or using other brownfield sites.

5 Assessment of the planning issues

a) Background

The proposed development at Fulbridge Academy is part of the Peterborough City Council (PCC) Primary Capital Programme (PCP) project and is required to address insufficient school places available to meet the number of children living in the area. There are limited opportunities to extend the existing school due to space constraints and the site. If planning permission is granted it is anticipated that works would commence in January 2014 with an estimated completion date of November 2014.

b) Importance of providing school places

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 the school is located at the heart of a residential community which serves a local catchment area. The development would enhance existing facilities and would support the agenda for delivering more school places thus accords with policy PP1 of the Adopted Peterborough Planning Policies DPD.

c) Design and Visual Amenity

Site 1: The building would be located toward the south eastern end of the site and would be mainly single storey with shallow roof pitch to a maximum height of 4.6m. The new hall would have a flat roof to a maximum height of 6m.

The building would have a contemporary design with a mixture of materials comprising predominantly white render, with narrow coloured render panels for relief, and there is a combination of vertical metal cladding and full height curtain walling. The design of the building is modern, clean and simple in form. Due to the characteristics of the site being enclosed by existing development there would only be glimpses of the building from the street scene. It is considered that the building would be inviting, clearly legible from the footpath/cycle path from Burns Close.

The site also incorporates hard and soft external play areas, a habitat study area, class gardens and landscaped boundaries.

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. Outdoor spaces have been created immediately adjacent to the teaching and learning areas.

It is considered that the proposed development would make effective and efficient use of the site, can be adequately accommodated within the site and design and scale would not detract from the character of the immediate setting. 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. Hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

Site 2: The new classroom would be situated within a recessed area between two existing classrooms. The height of the new classroom will respect the height of the existing adjacent classrooms and the brickwork will match the existing. The two adjacent existing classrooms to the new infill classroom will also have new windows and doors put into the existing solid walls of the existing classrooms. The new windows and doors will match the existing. The classrooms are internal to the site and would not be visible from any public vantage point.

Two other minor changes are being made to the existing school; a. new external glazed fire door and glazed side screen to classroom facing link from internal courtyard to playing fields, b. new glazed door with glazing above replacing existing window to classroom located adjacent to the main entrance. Both new doors are to match existing doors.

The proposal alterations are acceptable and the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

d) Impact on the amenity of neighbours

Site 1: The site is enclosed by residential development and consideration is given to the amenity of the neighbouring occupiers. The neighbouring properties are afforded long rear gardens;

properties in Keeton Road have gardens of at least 24m in length, properties in Thistlemoor Road have gardens of at least 12m in length, properties in Burns Close have gardens of at least 10m in length and properties in Eaglesthorpe have gardens of at least 10m in length. The building is also positioned off the boundaries by at least 12m and the higher hall/studio element is positioned 14m from the south west and south east boundaries and 20m from the north east boundary. Given that the main footprint of the building would be single storey and the offset from the shared boundaries with adjacent development, the proposal would not unduly impact upon the amenity of neighbouring occupiers in terms of overlooking or overbearing impact. The school hall/studio would have a maximum height of 6m and would include windows/curtain walling high in the elevations. The higher level windows could give the perception of overlooking however, they will not be accessible from the floor level of the hall and therefore no overlooking would result. In addition, given the distance from the boundaries it is considered that there would not be any unacceptable impact on the neighbouring occupiers.

It is acknowledged that the school use of the site would be significantly different to its former use as a Bowling Green. There would be noise resulting from the general comings and goings to the site and indeed to some degree, noise from the external spaces. However, the building would have an institutional function which would operate primarily during school hours.

The access to the site from Eaglesthorpe would be close to the neighbouring Accent Nene Sheltered Housing and the landscaped area serving the western wing of the scheme would be reduced through the formation of the access road. Staff vehicles accessing and exiting the site in the morning and late afternoon would cause some disturbance to the occupiers of this wing of the sheltered housing. However, this would be for short periods by few members of staff accessing/exiting the site and it is considered that this impact would not be unacceptable. The impact would be further reduced by an appropriate boundary treatment to the access road which would be secured by condition.

An objection has been received from a neighbouring occupier adjacent to the west of the Access Road, also raising concerns regarding noise and disturbance caused by vehicles accessing the site. It is acknowledged that hitherto this occupier has been afforded little disturbance to his garden area as this has backed on to the amenity area of the sheltered housing scheme. Again it is likely that there would be some disturbance caused during the morning and afternoon periods and again this would be reduced by an appropriate boundary treatment.

It is considered that the need for the additional school building and the classrooms it would provide outweighs the impact likely to be caused by the neighbouring occupiers in Eaglesthorpe particularly as this would be for a very small proportion of the day.

Concern has also been raised regarding parents dropping children off in Eaglesthorpe in anticipation that they would gain pedestrian access to the school from this point. It is likely that initially some parents would attempt to do this, however, there will be a controlled access to this entrance which would be limited to staff only and there would be no pedestrian access to the school. Therefore if children are dropped off here they would have to walk back to St Pauls Road and along the public footpath to the school entrance. This would discourage parents from using Eaglesthorpe as a drop off point.

The proposal would result in some impact on the amenity of the occupiers of the neighbouring properties to the south east and south west of the site however, given the limited number of vehicles which would access the site and the limited time period this would take place the impact is not considered to be unacceptable. The proposal therefore accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD.

Site 2: The location of the new classroom between two existing classrooms along with the changes to the windows and doors within the existing school building would all be integral to the school site and therefore would not unduly impact on the amenity of the adjacent neighbouring

residential properties. The additional classroom would result in additional pupils however this is an existing school site and the character of the site would be unchanged as a result on the development. Thus the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP3 of the Adopted Peterborough Planning Policies DPD.

e) Loss of sports/playing field provision

The main part of the proposed development would require the relocation of the existing Bowls Club. Sport England Planning Manager has been consulted on the application along with the application for the relocation of the Bowling Club to the Peterborough Town Sports Club at Bretton Gate. Sport England Planning Manager has advised that the Bowling Club does not constitute a playing field under the Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), therefore Sport England has considered this a non-statutory consultation. Specifically, bowling greens do not fall within the definition of a playing field (unless they are located within a larger site also containing playing pitches).

Sport England Planning Manager's views are that whilst Sport England would normally object to the loss of an existing sports facility, this application is linked to an application to construct a replacement bowling green and clubhouse at Peterborough Town Sports Club (PTSC), which is situated approximately 1.2 miles (1.9 km) south-west of the existing bowls club. Whilst the proposal will reduce the number of greens from two to one, there are a number of benefits identified in relocating the club to the PTSC site including the existing site off Lincoln Road is difficult to access; has suffered from anti-social behaviour and vandalism and is in poor condition; The move to the PTSC will allow the members of the club to access other sports and social facilities on the site; PTSC will benefit from additional use of their other sports and social facilities by members of the bowls club; and the new location will allow the club to grow and encourage new members from existing members of PTSC.

However, to ensure that there would be no break in the provision of the facility, Sport England urges that the two applications are tied and that a condition is appended to any grant of consent requiring the replacement facility to be completed within 12 months of development commencing on the existing bowls site. This would ensure the delivery of the replacement Bowls Club facility. The appending of such a condition is considered to be reasonable. In any event the two applications are inter-linked and there are currently numerous legal/financial arrangements being put in place for final approval to be given to enter into a contract with Carillion for the school build. This includes the approval of the replacement Bowls Club. Heads of Terms have been drawn up regarding Accent Nene land (for access) and the Bowls Club surrendering their lease and entering into a Tripartite Agreement with Peterborough City Council and PTSC regarding the new Bowls Club. A tripartite agreement is also being produced between the City Council, Peterborough Town Sports Club and Milton Estates to ensure that the Bowls Club is provided. A letter has also been received from Milton Estates who own the land at PTSC confirming that they have allowed the Bowls Green to be laid. There is also agreement from PTSC confirming that they will constitute the Bowls Club into their constitution.

The Bowls Club are currently looking for an interim solution for the 2014 season as the new green at PTSC will not be ready in time. It is considered that as the City Council is involved in the agreement there is more certainty that the Bowls Club replacement would be realised.

An application is currently under consideration for the replacement Bowls Club on the PTSC site (13/01529FUL). It is likely that the application will be determined by delegated powers. However as the school application would be linked by condition to the replacement Bowls Club application, should members resolve to approve the school application, it will not be possible to issue planning permission until planning permission is granted for the replacement Bowls Club.

The views of the Millfield & New England Residents Assoc. are noted. However, as stated by Sport England, the Bowls Club is not defined as a 'playing field'; the development of such would be

strictly resisted as advised by both local and national planning policy. It should also be noted that this is a private membership Bowls Club and would not be available for the general community. As stated above the Bowls Club would be replaced and in the interim temporary provision is being sought.

Furthermore the Fulbridge Recreation Ground is located within some 200m of the site which provides ample provision for numerous sports and recreation facilities.

In respect of the Gladstone Park School this is not for consideration as part of this planning application.

The proposal would not result in the loss of sports facility and indeed would result in a new facility which is likely to generate additional interest in the sport as a whole. Hence the proposal accords with policy CS19 of the Adopted Peterborough Core Strategy DPD and policy PP14 of the Adopted Peterborough Planning Policies DPD.

f) Highway Implications

Access:

Site 1: The site currently takes its access from Lincoln Road through the car park of Thistlemoor Medical Centre. An access road, of approximately 3.5 metres in width and 284 metres in length, leads to the car park and serves only the bowls club. In order to reach the access road however vehicles are required to travel through the Thistlemoor Medical Centre car park which during the site visit was observed as congested and in a poor state of repair. The junction with Lincoln Road is slightly unsighted from both directions on Lincoln Road and vehicles tend to park on both sides of the minor road to visit the developments surrounding the junction.

Although the existing vehicular access to the site will be retained, it is proposed that it be gated and locked at all times such that all vehicles and pedestrians are required to use the new vehicular and pedestrian accesses provided as part of the development.

There will be no vehicular access to the site for parents or pedestrian from Eaglesthorpe or the existing vehicular access, therefore all parents will be required to drop their children off on the roads surrounding the existing school site. Pupils will then be required to walk along Burns Close, which leads off Shakespeare Avenue, and onto the existing shared footway / cycleway facility to a new pedestrian access to the site. The shared footway / cycleway linking Burns Close and St Paul's Road is provided along the northern boundary of the sheltered accommodation development located adjacent to the site. It is well lit and maintained and provides a traffic free link to the existing school site on Keeton Road. This would be the only access for cyclists.

Site 2: There would be no changes to the existing access arrangements post construction.

Parking:

Site 1 and Site 2: In accordance with the parking standards one space per full time member of staff is required. 20 spaces are provided within the site including one disabled parking space. These spaces will be available for use only by the staff working in the building, all other staff and visitors will be required to continue parking at the main school site.

Temporary Construction Access:

Site 1: The construction access for the new building would be from the proposed new access off Eaglesthorpe again through the sheltered housing development. This access would be used for construction traffic only during the construction of the building. The 6 parking spaces currently serving the sheltered housing scheme would be temporarily relocated to another area within the housing scheme. Vehicle swept path analysis has been provided demonstrating that a 12m

articulated vehicle can enter and exit the site, using a forward gear and can manoeuvre within the site without conflicting with other vehicles, the offices or the compound. The drawings also illustrate that a refuse vehicle can access the site. The proposed construction access for the new school build is acceptable.

Site 2: Access to the area under construction will be made via the existing double gates off Wilberforce Road. The LHA considers the proposed access for the existing school will need some upgrading to accommodate the construction vehicles. There may be a requirement to implement temporary traffic regulation order to prevent parking close to the accesses. A clear plan showing haul routes to the site will also be required.

Travel Plan:

Sites 1 and 2: A school Travel Plan has been submitted with the application. It is envisaged that the school would be promoting walking and cycling as a means to come to and from school. The design also allows for the children to walk from the main existing school to the new school building with a designated waiting area for parents located at the entrance to the pedestrian route to the existing school. The Travel Plan and Parking Management Plan are not yet acceptable to the LPA however, the details can be secured by condition.

Cycle Parking:

Site 1 and 2: Provision has been made for cycles in a safe and secure location within the school boundary. The proposed cycle parking levels are not acceptable to the LHA. The requirements in the PCC adopted Planning Policies DPD is one stand per six pupils. Whilst the modal share predictions would not require this the point of Travel Planning is to increase modal share and therefore adequate provision for non-car modes must be made. It is noted that space is reserved for future cycle parking however the LHA would like to see more provide sooner. The exact number needed will not be known until a robust Travel plan is submitted however it is recommended that 10 stands should initially be provided and this would be dealt with via a condition.

A Transport Assessment has been submitted with the application and has been reviewed by the LHA. The following observations are made:

Existing Traffic conditions: It is noted that the observed traffic volumes picking up and dropping off children do not accord with the modal shares supplied by the school however the mode share data has been used as a robust case which is acceptable.

Road safety: The accident statistics do not seem to suggest that there is any specific existing safety issues in the vicinity of the school and thus LHA would agree with the conclusions of the TA in this respect. With respect to the future scenario with additional traffic and pupils, it would not necessarily be the case that this accident rate would not rise. Whilst highway improvements may well not be the answer management of parking and pedestrian movements will be required.

Access: The access to the site as shown on plan L-1194-GAP-001 is technically substandard. Whilst this is acceptable for the portion beyond the existing car park the initial dropped crossing will need to be widened to cater for the additional traffic. Given that this will need to be widened to be used as part of the construction and there is sufficient space to accommodate this within the site red line, this can be conditioned.

Visibility: The TA recognises that the vehicle visibility from Eaglesthorpe does not meet the requirements for a 30mph road however also notes that observed car speeds are not high along this stretch of road thus the requirements could be lowered. Unfortunately the actual speeds of vehicles have not been measured and thus the requirements for visibility are not known.

Observations have shown that vehicle speeds are more likely to be around 20mph along this road, this is due to the presence of parked cars along the length of Eaglesthorpe between St Paul's

Road and the proposed entrance. Also there are two bends in the road which again serve to reduce speeds

Trip generation/Impact: The LHA would not necessarily agree with the TA that the traffic generated by the school would not be significant although it is agreed that there will be no specific junction capacity issues. It is however the case that the impact will be on several roads however, with a robust Travel Plan to further reduce car borne trips and a Parking Management Plan to manage parent's parking this would be reduced.

Mitigation measures: The TA does not propose any 'hard' highways mitigation measures to cater for the increase in pupils to the site. From the information in the TA it is difficult to identify any specific measures at this stage as no data showing future catchments has been included. One obvious area would be St Paul's Road where there does not appear to be a convenient crossing point that would allow pupils to access the new school. There also may be a possible need for a crossing on Fulbridge Road depending on the catchment areas.

With the implementation of conditions the proposal would not unduly impact upon the highway network and the proposal therefore accords with policy CS14 of the Adopted Peterborough Core Strategy DPD and policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

g) Landscape Implications

Site 1: An Arboricultural Implications Assessment and Arboricultural Method Statement has been undertaken and a report submitted in support of the application. The statement concluded that there were no trees of any merit on site however there are some on adjacent land which provide a good screen for nearby properties. The Landscape Officer confirms that the assessment has been carried out in line with BS5837:2012.

Trees T6 – Rowan and T7 and T8 – Pear and a section of shrubbery are to be removed in order to implement the development. The Landscape Officer considers that whilst the Rowan contributes to the overall greenery of this location, it is not worthy of a TPO. The loss of the Pear Tree to the east of the access (T7) is resisted by the Landscape Officer however, due to the geometry of the access route for the large construction vehicle whilst this is regrettable it is also unavoidable. It is considered that the loss of this tree would not significantly detract from the visual amenity of the area and replacement tree planting would mitigate against this loss. However, further information has been requested of the applicant to demonstrate that the access cannot be reconfigured to allow retention T7. This information would be provided to members in the update report. All other details contained within the Arboricultural Assessment would be secured by conditions. The proposal therefore accords with the requirements of policy PP16 of the Adopted Peterborough Planning Policies DPD.

Site 2: There are no landscaping implications resulting from this element of the application.

h) Ecology

Site 1: A Phase I Habitat Survey has been undertaken and a report has been submitted with the application. The report concluded that there are no protected species present on site. There were a number of birds present and an informative would be appended to the decision notice requiring the applicant to be mindful of the Wildlife and Countryside Act and the possibility of trees and shrubs likely to contain nesting birds between 1 March and 31 August. It is considered that the biodiversity within the site could be enhanced by the planting of native species, as proposed on the landscaping plan and provision of bird boxes etc, which would be required by condition. The proposal would enhance the biodiversity within the site and accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

Site 2: There are no ecological implications resulting from this element of the application.

i) Archaeology

Site 1 and Site 2: A desk based assessment has been submitted with the application in accordance with policy PP17 of the Adopted Peterborough Planning Policies DPD. The Archaeologist considers that the proposed development is unlikely to impact on important buried remains.

j) Flood Risk and Drainage

Site 1: The site is located in flood zone 1 however, as the site is greater than 1 hectare a Flood Risk Assessment (FRA) is required to be submitted. The FRA has concluded that soakaway tests show favourable results although the groundwater level is too shallow to make soakaways a viable option. It is proposed to form a new connection to the surface water sewer in Burns Close subject to approval by Anglian Water. The trafficked areas would discharge via permeable paving or porous asphalt in the parking bays. A surface water drainage scheme shall be required by condition prior to the commencement of development.

Site 2: To be dealt with under Building Regulations.

k) Community involvement

A separate comprehensive "Community Involvement Report" has been included in this planning application which gives detailed information on the process and strategy that was employed to fully engage the school, key stakeholders and the wider community. A consultation event was held at Fulbridge School on Monday 22nd July 2013 between 2.30 and 7.00 pm.

l) Environment Capital

The development incorporates a number of measures to achieve a reduction in carbon dioxide emissions including natural ventilation through the building, improved thermal building performance values, improved air tightness standards and high levels of daylight in the teaching spaces will minimise the use of artificial lighting. 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.

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 at the heart of a residential area and the proposal would enhance the educational capacity for the catchment area;
- this is a sustainable development which would make efficient and effective use of site;
- the proposal would result in the loss of a sports pitch however an enhanced Bowls Club facility on an alternative site can be provided;
- 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 new building would not detract from the character of the immediate context;
- the siting of the building provides an adequate separation distance to existing neighbouring residential properties and the proposed vehicular access would not result in any adverse effects on the amenity of the occupiers of these properties to an extent that the proposal is unacceptable; and
- the proposal would provide replacement planting and features to enhance the biodiversity within the site.

Hence the proposal accords with Policies CS14, CS16, CS19, 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 grant of planning permission for the application for the replacement Bowls Club at PTSC ref. 13/01529/FUL and 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 Lighting shall be arranged so that no adverse impact would be caused to the occupiers of neighbouring properties. 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: In order to protect neighbouring amenity and in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD (2011) and policy PP3 of the Peterborough Planning Policies DPD (2012).
- C4 The new 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 building. The parking area accessed from Eaglesthorpe shall not be used by anyone other than the staff and visitors of building.
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).
- C5 Notwithstanding the submitted details, prior to commencement of development full details of the measures to control pedestrian access from Eaglesthorpe 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 building is brought into use.
Reason: To discourage parents from dropping-off pupils on Eaglesthorpe, in the interest of Highway safety and neighbouring amenity and in accordance with Policies CS14 and CS16 of the Adopted Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C6 Prior to the commencement of any development hereby approved details of the construction access to the existing school site shall be submitted to and approved by the Local Planning Authority. The construction access shall be implemented in accordance with the approved details prior to the commencement of the construction phase.
Reason: In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Policies DPD.
- C7 Prior to the commencement of any development hereby approved details of widening of the access proposed school site (between the highway and the existing car park) shall be submitted to and approved by the Local Planning Authority. The access shall be implemented in accordance with the approved details prior to the occupation of the school.
Reason: In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Policies DPD.
- C8 Details showing 10 cycle parking stands for the new school shall be submitted to and approved by the Local Planning Authority. The cycle parking stands shall be covered, secure and overlooked and shall be provide prior to the occupation of the new school.
Reason: In the interests of promoting Travel to and from the school by non-car modes in accordance with Policies PP12 and PP13 of the adopted Peterborough Planning Policies DPD.
- C9 Prior to the commencement of any development hereby approved a revised Construction Management Plan (CMP) shall be submitted to and approved by the Local Planning Authority. The CMP shall include plans showing the proposed haul routes to the existing school site and the proposed school site. Any areas where temporary parking restrictions will be required shall also be identified and shown on a plan.
Reason: In the interests of highways safety in accordance with Policy PP12 of the adopted Peterborough Planning Policies DPD.
- C10 Prior to the occupation of the new school 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 encourage the reduction of car trips to the school site and promote the use of non-car modes instead. The Parking Management Plan shall contain details of how staff parking and deliveries within the site shall be managed and also how vehicles dropping off and picking up pupils will be managed.
Reason: In the interests of promoting Travel to and from the school by non-car modes and in the interests of highway safety in accordance with Policies PP12 and PP13 of the adopted Peterborough Planning Policies DPD.
- C11 The development shall be implemented in accordance with the approved Landscape Planting Plan L-1194-PPP-001 Rev 5. 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.
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).
- C12 No development or other operations shall commence on site until the approved details for tree protection in the Arboricultural Assessment dated 2nd September 2013 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 implemented. 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).

- C13 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).

- C14 Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to the local planning authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme. The following also needs to be submitted as part of any approved works/scheme:

- Full and up to date design details of the proposed drainage systems for this development should be forwarded for approval
- Results of ground tests to confirm possibility for infiltration of surface water
- Calculations to confirm runoff and attenuation volumes
- Confirmation of overland flood flow in the event of surface water system failure
- Details of the route of surface water disposal; if existing drains are to be used then these would need to be fully surveyed and made suitable for disposing of surface water.

Reason: To reduce the impact of flooding on the proposed development and future occupants and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

- C15 A scheme for the ventilation and air conditioning (including Sound Power Level data) shall be 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).

- C16 Details of the position, design, materials and type of boundary treatments and gates to be erect shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be completed before building 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).

- C17 Notwithstanding the details hereby approved 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. Development shall be implemented in accordance with the approved details prior to the building being brought into use. 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 and to safeguard the amenity of residents 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).

C18 Details for the provision of fire hydrants, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details prior to the building being brought into use.

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).

C19 Notwithstanding the details hereby approved the number of bird 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).

C20 The replacement Bowls Club facility shall be completed within 12 months of the commencement of the development hereby approved on the existing bowls site.

Reason: In order to ensure the delivery of the replacement Bowls Club facility in accordance with policy CS19 of the Adopted Peterborough Core Strategy DPD.

Copies to Councillors K F Sharp, C W Swift OBE