

**Application Ref:** 14/00536/OUT

**Proposal:** Demolition of existing buildings, remediation and earthworks, removal of trees and redevelopment to provide residential development of up to 350 residential units (Use Class C3) of up to 4 storeys with a total gross external area of up to 33,820sqm, including the retention and residential use of The Gables and 60-62 Thorpe Road, means of access, formal and informal open space, a new Community Primary School including the retention and use of part of the Memorial Wing building, associated landscaping, footpaths, secondary access roads and drainage works, with access from Thorpe Road, Midland Road and Alderman's Drive

**Site:** Former Site Of, Peterborough District Hospital, Thorpe Road, Peterborough

**Applicant:** Lands Improvement Holdings Peterborough Sarl

**Agent:** Indigo Planning

**Site visit:** 30.04.2014

**Case officer:** Miss V Hurrell

**Telephone No.** 01733 453480

**E-Mail:** victoria.hurrell@peterborough.gov.uk

**Recommendation:** **Grant** subject to conditions and completion of a S106 Agreement

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

### **The Site and Surroundings**

The application site is the former Peterborough District Hospital which is located approximately 1km to the west of the city centre. Comprising a total area of some 9.25 hectares the existing hospital buildings are located on several sites and of varying architectural styles.

The former hospital site has been sold by the Peterborough and Stamford Hospital Trust and purchased by the applicant, Land Improvement Holdings for redevelopment. The buildings within the site are now largely vacant apart from the nursing block and the Lucille Van Geest Centre which are due to be vacated by the end of the year.

The first site, which is some 3.63 hectares in size, is bounded by Midland Road to the east and Alderman's Drive to the west. To the south is Thorpe Road which is mainly residential in character with one or two commercial buildings including a solicitor's office and Sessions House which is a Listed Building. To the north are the rear of existing properties on Kent Road. The site is dominated by an eight storey block. It also contains the Memorial Wing which fronts onto Midland Road which is designated as a building of local importance (under policy PP17 of the adopted Planning Policies DPD). The building was constructed from local donations to commemorate those who died in the First World War.

The second site which is some 0.25 hectares in size is located at the junction of Alderman's Drive (which is to the east) and Thorpe Road. To the north are residential properties on Alderman's Drive, some of which are designated as buildings of local importance, as is the doctor's surgery to the west. The site contains a building known as 60-62 Thorpe Road also a building of local importance.

The third site which is some 0.94 hectares in size is accessed from St John's Close, a private road,

which lies to the west of the doctor's surgery. On the western side of St John's Close is the City Care Centre and its associated car park. To the south is Thorpe Road whilst to the east is the rear of properties on Alderman's Drive. To the north is Sovereign Place. The site contains an area formally used as a car park (adjacent to Thorpe Road) and several buildings including the St John's Hospital building.

The last site area is some 4.45 hectares in size. Access is from Alderman's Drive, St John's Close and the Gables which is also a private road. There are a number of buildings within the site along with several car parking areas including an accommodation block for nurses which is some 8 storeys in height. The site also contains the Gables which is a Listed Building. To the north of this site is South Parade and Greenwood House which is now vacant. To the west is Peterborough Highway School and to the south Thorpe Road. Part of the site to the east is adjacent to Vawser Lodge where 14 detached houses are being constructed and the City Care Centre. The remaining part of the site extends further east and adjoins properties on Sovereign Place and Alderman's Drive.

There are a number of mature trees across all of the sites which are covered by Tree Preservation Orders.

### **The Proposal**

This application seeks outline planning permission for up to 350 dwellings (with a maximum floor area across all of the sites of 33 820 square metres) including the retention and conversion of the Gables (to residential), 60-62 Thorpe Road (to residential) and the administrative block of the Memorial Wing (as part of the school- see below). Access is being committed at this stage with all other matters being reserved for detailed assessment at a later stage, known as the 'reserved matters'.

Whilst all matters other than access are being reserved until a later stage, the parameter plan which has been submitted with the application is being considered. This divides the site up into a number of development zones and sets maximum building heights and a maximum amount of floor space which could be built out within each area to achieve the 350 dwellings overall.

On the first site between Midland Road and Alderman's Drive permission is sought for a new 3 form of entry primary school with a land take of 0.84 hectares and housing equating to zones A and B on the parameter plan. The school which would be a replacement and expansion of the existing West Town School would be located at the junction of Midland Road and Thorpe Road. It would utilise the existing access onto Midland Road and be a maximum of 3 storeys high.

The school site includes the Memorial Wing. It is proposed to keep the administration block and to demolish the remaining building. If outline planning permission is granted for the redevelopment of the hospital site then it is proposed to hand over a cleared and remediated site to the Council which will be responsible for submitting a detailed application for the new school buildings. A separate prior approval application has been submitted to the Council for the demolition of the Memorial Wing in order to enable the early demolition of the building (see application reference 14/00606/PRIOR). It is anticipated that this will be approved in advance of Committee,

It is envisaged that the housing within zone B would comprise a mix of dwellings of different sizes and flats. The flats and houses would be up to 3 storeys in height. The parameter plan sets out a maximum building footprint for the site of 12 680 square metres. Four new access points would be created, two from Alderman's Drive and two from Midland Road.

The second site is focused around 60-62 Thorpe Road and identified as zone C on the parameter plan. It is proposed to retain number 60-62 Thorpe Road and to construct additional dwellings adjacent to the existing properties on Alderman's Drive. Access into the site would be from Alderman's Drive. The new buildings would be a maximum of three storeys in height with a maximum building footprint for the zone of 1 110 square metres.

The third site is to the west of St John's Close and identified as zone D on the parameter plan. Residential development is proposed up to three storeys in height (four storeys was originally proposed but the height has been reduced) with a maximum building footprint of 4 920 square metres with access from St John's Close.

The remaining site has been split into zones E and F on the parameter plan. Residential development is proposed. It is proposed to retain the Gables which falls within zone F, and to convert it into flats with the later additions being demolished. Listed Building Consent has been obtained for these works (application reference 14/00650/LBC). Access into this area will be from the current routes namely Alderman's Drive, St John's Close and the Gables. The maximum building height would be three storeys and the total building footprint 7 220 square metres for zone E and 7 890 square metres for zone F.

The application is supported by a range of associated documents and technical reports including a Transport Assessment and Safety Audit, Flood Risk Assessment and Drainage Strategy, Tree Survey and Arboricultural Impact Assessment, Ecological Report, Ground Conditions Report, Noise Assessment, Air Quality Assessment and Heritage Report.

## **2 Planning History**

There is an extensive planning history for the site but this is not relevant to the current application. The following applications are of relevance:-

14/00606/PRIOR re Demolition of the former Peterborough Hospital buildings. Under consideration.

14/00650/LBC- Demolition of modern extensions to the east and south elevations and to the east of the building, including the single storey service wing, an electricity sub-station to the south, and the removal of the lift shaft and motor housing from the north elevation at Nurses Home (The Gables), Thorpe Road, Peterborough. Approved 12 June 2014.

## **3 Planning Policy**

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

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

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

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

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

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

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

#### **Section 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 10 - Development and Flood Risk**

New development should be planned to avoid increased vulnerability to the impacts of climate change. Inappropriate development in areas of flood risk should be avoided by directing it away from areas at higher risk. Where development is necessary it shall be made safe without increasing flood risk elsewhere. Applications should be supported as appropriate by a site-specific Flood Risk Assessment, a Sequential Test and, if required, the Exception Test.

### **Section 11 - Biodiversity**

Development resulting in significant harm to biodiversity or in the loss of/deterioration of irreplaceable habitats should be refused if the impact cannot be adequately mitigated, or compensated. Proposals to conserve or enhance biodiversity should be permitted and opportunities to incorporate biodiversity into new development encouraged.

Development within or outside a Site of Special Scientific Interest or other specified sites should not normally be permitted where an adverse effect on the site's notified special interest features is likely. An exception should only be made where the benefits clearly outweigh the impacts.

The presumption in favour of sustainable development does not apply where development requiring Appropriate Assessment under the Birds or Habitats Directives is being considered or determined.

### **Section 11 - Contamination**

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

### **Section 11 - Noise**

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

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

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

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

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

### **CS01 - Settlement Hierarchy and the Countryside**

The location/ scale of new development should accord with the settlement hierarchy. Development in the countryside will be permitted only where key criteria are met.

### **CS02 - Spatial Strategy for the Location of Residential Development**

Provision will be made for an additional 25 500 dwellings from April 2009 to March 2026 in

strategic areas/allocations.

#### **CS04 - The City Centre**

Promotes the enhancement of the city centre through additional comparison retail floor space especially in North Westgate, new residential development, major new cultural and leisure developments and public realm improvements, as well as protecting its historic environment.

#### **CS08 - Meeting Housing Needs**

Promotes a mix of housing the provision of 30% affordable on sites of 15 or more dwellings (70% social rented and 30% intermediate housing), 20% life time homes and 2% wheelchair housing.

#### **CS10 - Environment Capital**

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

#### **CS12 - Infrastructure**

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

#### **CS13 - Development Contributions to Infrastructure Provision**

Contributions should be secured in accordance with the Planning Obligations Implementation Scheme SPD (POIS).

#### **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, 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.

**PP04 - Amenity Provision in New Residential Development**

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

**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.

**PP17 - Heritage Assets**

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

**Peterborough Local Plan (First Replacement) (2005)****CC13 - Hospital Opportunity Area**

Permission will be granted for comprehensive redevelopment. The site is suitable for an educational facility/mixed use with housing on the western part.

**Peterborough City Centre DPD (Submission Version)**

This plan has not yet been through formal examination by the Planning Inspectorate. It therefore carries limited weight in the decision making process at this stage. The following policies within the plan are of relevance to the current application:-

**CC1- Presumption in Favour of Sustainable Development**

Development should contribute to the Council's Environment Capital agenda and take steps to address the principles of sustainable development.

**CC4 Railway Station Policy Area**

High quality mixed used developments which create an attractive and legible gateway into the city centre will be encouraged. All development should ensure sustainability with regard to on site drainage and flood risk. Within the hospital opportunity area approximately 350 dwellings are envisaged. Proposals for this site should generally confirm with the adopted Peterborough District Hospital SPD.

## **Other Relevant Documents**

### **The Peterborough District Hospital Site Supplementary Planning Document Adopted June 2010**

This document was prepared by King Sturge on behalf of the Peterborough and Stamford Hospital Trust and sets out the planning policy context, the site constraints and the broad development opportunities/principles for the site. It promotes a mixed use development including residential development (350-550 dwellings) including 30% affordable housing, retail provision (a local convenience shop of 500 square metres) and community facilities (within the core of the Memorial Wing), good design and environmental standards to a minimum of code for sustainable homes 4.

### **Community Infrastructure Levy (CIL) Regulations 2010**

#### **Paragraphs 203-205 of the National Planning Policy Framework: Planning Conditions and Obligations:**

Requests for planning obligations whether CIL is in place or not, are only lawful where they meet the following tests:-

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In addition obligations should be:

- (i) relevant to planning;
- (ii) reasonable in all other respects.

Planning permissions may not be bought or sold. Unacceptable development cannot be permitted because of benefits/inducements offered by a developer which are not necessary to make the development acceptable in planning terms. Neither can obligations be used purely as a means of securing for the local community a share in the profits of development.

## **4 Consultations/Representations**

### *Internal*

#### **Wildlife Officer (17.04.14)**

No objections to the granting of outline planning permission subject to the provision of further details at the relevant planning stage, to be secured by conditions.

#### **Drainage Team (15.04.14)**

No objections to the proposed development. Encouraged to see the inclusion of Sustainable Drainage System methods for managing surface water. A condition requiring the submission of further information at the detailed design stage is recommended.

#### **Waste Management (04.04.14)**

No objections. All roads need to be built to adoptable standards otherwise refuse vehicles will not access them. When appropriate the developer should provide a tracking drawing to show refuse vehicles can navigate the site. All houses need to have sufficient space for bins. The use of underground bins is recommended for the flats.

#### **Landscape Officer (17.04.14)**

No objections. The arboricultural detail provided has been prepared in accordance with the various sections of BS5837:2012 and I agree with the categories provided. There are no objections to the loss of the identified TPO trees in order to facilitate the redevelopment of the site. Have some concerns about the illustrative master plan and the relationship to trees 1529-1530. This needs to

be reconsidered. Recommend conditions to address the landscaping impacts.

#### **Education & Children's Department - Planning & Development**

No objections. The delivery of the school site is important for ensuring sufficient school places are available within the west school place planning area.

#### **Pollution Team (12.05.2014)**

No objections. Conditions should be imposed requiring further site investigation along with a remediation scheme and the reporting of any unsuspected contamination which maybe uncovered. Conditions should also be imposed in respect of Demolition/Construction Management and noise. Consideration in particular will need to be given to noise on the school site.

#### **Transport & Engineering Services**

No objections, the conclusions of the amended safety audit are acceptable. A number of conditions are recommended.

#### **Section 106 Major Group**

No comments received

#### **Senior Recreation Officer**

No comments received

#### **Travel Choice (21.05.2014)**

No objections. Householder Travel Packs should be secured as part of the S106 Agreement. Bus stops along Midland Road and Alderman's Drive should be improved.

#### **Archaeological Officer (24.04.14)**

No objections. Given the archaeological potential of the site would recommend a programme of archaeological investigation is implemented. This should consist of targeted evaluation by trial trenching and possible targeted area excavations to be secured by condition and watching briefs. A satisfactory desk top assessment has already been produced.

#### **Strategic Housing**

No objections, note what has been agreed in respect on and off site affordable housing provision. The on site affordable housing should be a 50/50 split shared ownership and rented.

#### **Childcare Market Facilitation Manager (T Laws)**

No comments received

#### **Conservation Officer (06.05.14)**

No objections. The redevelopment of this area of the city is supported. The beneficial reuse of a number of the heritage assets mainly the Gables, 60-62 Thorpe Road and the Memorial Wing are supported. These buildings have suffered from decay arising from the lack of use, vandalism and theft affecting their condition and appearance. There is also the opportunity to improve the setting of Sessions House (grade II listed) and to bring new architectural character to the area, particularly Thorpe Road. Have a number of detailed comments relating to the illustrative plan and sub division of the Gables. No objection to the demolition of St John's Hospital as the building is not worthy of retention.

#### *External*

#### **Natural England - Consultation Service (15.05.2014)**

No objections to the application. The site is approximately 1.7km from the Nene Washes site of Special Scientific Interest (SSSI) and the Nene Washes Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site. However, it is unlikely that development will have any adverse effect on the special interest features for which the site is statutorily designated. The site is within an area that Natural England considers could benefit from enhanced green



infrastructure provision. The application provides opportunities to incorporate features into the design which are beneficial to wildlife. If the developer is unable to deliver sufficient additional informal open space within the development Natural England would recommend that provision be made for suitable commuted sums to the Nene Park Trust to increase the resilience of existing green space. It has not assessed the application for impacts of protected species which Natural England has published standing advice in relation to.

**Anglian Water Services Ltd (16.04.14)**

No objections. The foul sewerage system has capacity. The surface water strategy/flood risk assessment submitted relevant to Anglian Water is acceptable in principle although it would wish to see that the surface water hierarchy has been adhered to. Recommend a condition requiring the submission and approved of a detailed drainage scheme.

**EDF Energy**

No comments received

**Peterborough Local Access Forum**

No comments received

**The Wildlife Trusts (Cambridgeshire)**

No comments received

**Peterborough Civic Society (29.04.14)**

*Urban Design*

- The 'Illustrative Plan' is a disappointment. It does not inspire confidence that meaningful urban spaces would be created.
- The Gables. The avenue has been retained but the setting of the front elevation appears to continue to be dominated by a large level area of hard standing car park. A more detailed sketch of this area should be requested.
- 61 Thorpe Road. This area should be used as a feature of the scheme.
- Sessions House. The area between this and 61 Thorpe Road could be laid out as a small landscaped park with a linking building facing south. The current layout plan turns it back on Sessions House.
- Memorial Wing. Its retention as part of the primary school will give it a meaningful function and is welcomed. Current architectural form and style is preferred to one based on the Neo-Classical style of the existing building. Notwithstanding this there are doubts about the wisdom of placing a large primary school in this location. The site is not large enough to accommodate outdoor sport and play requirements for 630 pupils. The main school buildings would be expected to be two storey, which is too low key in this location. Traffic is a potential problem also.

*Movement and Access*

- There is some confusion in respect of the road to the side of the Gables. Access should be limited to the Gables itself.
- Pedestrian and cycle routes do not have any obvious structure.
- The options in respect of Crescent Bridge are noted. Are they likely to be accepted?

*Residential Content*

- The Council is urged to maximise the number of affordable units on site rather than any element being covered by a commuted sum.

*Demolition*

- The disposal of surplus material is a concern and not explained in the application. The method statement on 'demolition' does not make it plain how all the tall structures are to be demolished, the number of HGV trips, access routes etc.

**Police Architectural Liaison Officer (22.04.14)**

No objections to the outline application.

**Nene Valley Nature Improvement Area (NIA) (29.04.14)**

Most of the site lies within the Nene Valley Nature Improvement Area (NIA). Have two concerns regarding this application related to ecological enhancement and accessible natural green space. The illustrative master plan shows little habitat creation outside of the SUDs areas. The play areas/formal green spaces will result in minimal biodiversity gain for the site. Any development should take into account a range of ways to promote biodiversity. The planting schedule should incorporate native species where possible. Second concern relates to the availability of accessible natural green space. The catchment for Thorpe Meadows extends only as far as Thorpe Road. Appreciate that it is not feasible to create 2ha of accessible green space on a 9ha site. Nor are there any nearby green spaces to extend. Recommend therefore, should planning permission be granted, that S106 money be secured to contribute towards the resilience of the existing green space through additional visitor pressure.

**Network Rail - Eastern (25.04.14)**

No objection in principle. However, with safety being paramount, the additional traffic generated across Crescent Bridge must not have any adverse impact on this structure over the railway. If new levels of traffic require the structure to have remedial works method statements may need to be submitted to Network Rail's Asset Manager prior to works commencing on site. Where appropriate an asset protection agreement will have to be entered into. Given the size and proximity of the development in relation to the railway it is considered appropriate that a contribution is sought from the developer toward station facility improvements at Peterborough. With the potential increase in pedestrians and cyclists using the station we would like to have additional cycle stands and passenger facilities on the new platforms.

**Environment Agency (30.05.2014)**

Withdraw objection following the submission of further information subject to the imposition of the specified conditions on any planning approval requiring the development to be carried out in accordance with the approved Flood Risk Assessment including the mitigation measures detailed therein, the submission and approval of a foul drainage scheme and measures to deal with site contamination.

**Cambridgeshire Fire and Rescue (13.05.2014)**

Adequate provision should be made for fire hydrants by way of a S106 Agreement or condition.

*Councillors***Councillor N Arculus**

No comments received

**Councillor M J Dalton**

No comments received

**Councillor Y Maqbool**

No comments received

**Other Interested Parties**

A letter of representation has been received from the NHS Property Services. This raises a 'holding objection' to the application on the basis that the development will give rise to additional pressures on healthcare services within the area which should be met via a S106 payment. It sets out an analysis based on the number of additional GP spaces available within local surgeries and equates this to a requirement for new floor space which it attaches a cost to. It puts forward a request for a S106 contribution of £109 200. Subject to this being secured it would have no objection to the proposal.

A letter of objection has been received from Lawson Planning Partnership on behalf of the NHS

Property Services (who are responsible for the City Care Centre). It objects to the application on the following grounds:-

- It is not currently demonstrated that the proposed level of development can be satisfactorily accommodated on the site;-
- It is not currently demonstrate that the proposed access and highway arrangements are adequate or can be made satisfactory;
- It is not currently demonstrated that the construction phase impacts have been assessed or appropriate mitigation can be made;
- The proposed S106 Heads of Terms are deficient.

The letter goes on to set out concerns that the proposal will compromise the effective function and operations of the City Care Centre which is reliant upon St John's Close. It refers to the safety audit and the designer's response and the issues raised within this in respect of St John's Close. It advises that the points raised by the Safety Audit should be addressed and the following specifically incorporated into the scheme in order to protect the City Care Centre :-

- The width of St John's Close should be increased to 6 metres with a two metre wide footway (to the north side) and to allow for the potential resumption of the former 2 way bus route.
- The provision of a two metre wide footway on the south side to meet the needs of pedestrians and vulnerable road users accessing the City Care Centre and adjoining offices.
- The provision of an additional 2-2.5 metre wide road margin to accommodate the demand for/existence of existing on street parking along St John's Close.
- The preparation of a Construction Management Plan (including a route management and parking strategy) to mitigate and manage the construction phase period for zones D and E to ensure that the City Care Centre's interests are not prejudiced.

### **Local Residents**

Initial consultations: 1811

Total number of responses: 19

Total number of objections: 16

Total number in support: 3

19 letters of public representation have been received. Of these three have been sent by the same neighbour. The letters raise the following issues (for ease of reference they have been grouped into topic areas):-

#### *Layout*

\* Object to the proposed four storey development in zone D. It would be totally inappropriate for this location where the majority of dwellings are only 2 storey and would result in the loss of sunlight, privacy and adversely affect security. The site section in the Design and Access Statement is totally misleading, especially given the change in ground levels proposed. 4 storeys would be higher than the City Care Centre (which is approximately 14m to the top of the plant) not lower as shown on the section.

\* The section in the Design and Access Statement also shows a 40 metre gap with Alderman's Drive. No 17 has the longest garden and the footprint of this property is much smaller. Therefore, the gap between the 4 storey blocks and the rear of properties on Alderman's Drive will be lot less.

\* Ask whether residents will be compensated for the impact of four storey development in zone D.

\* The 40 metre gap should also be applied to properties on Sovereign Place.

\* Currently there are leylandii trees running along the north east boundary of zone E with Alderman's Drive. These were planted by the Hospitals Trust and have grown very high. As such they need to be regularly cut back. Concerned that if they become the responsibility of individual householders that the trees may not be cut back and instead will become a nuisance. Would it be possible for these to be removed?

\* The existing mature trees to the rear of 49-63 Alderman's Drive act as a shield against development and help prevent overlooking. They also have an ecological value and help improve

air quality. Concerned that their removal will adversely affect amenity. Consider natural greenery to be a necessity rather than a luxury.

\* Ask what the proposals are for the long stretch of mature conifer hedging bordering near the Maltings site. These form a site/sound buffer and are used by nesting birds each year.

\* Question who would be responsible for the maintenance of boundaries with Alderman's Drive in the future.

\* Object to any compromise to privacy as a result in any CCTV cameras in zone E. Street lighting and any cameras should be sensitively placed to ensure that they do not become intrusive.

\* Concerned about increases in air pollution as a result in the development.

\* Traffic calming measures should they be considered necessary, should not include sleeping policemen or speed cushions.

\* The mature trees on site should be kept or if any are removed these should be replaced by similar planting.

\* Believe that the whole area will be improved for the future but not simply by adding extra numbers of houses at the expense of gardens and green areas. The residents have several years of disturbance ahead of them and the least they can expect is that the immediate area will be substantially improved and enhanced.

\* Will the Council reserve the right to use the strip of land along the site frontages with Thorpe Road as a roadway?

\* The area around Mayors Walk is poor public realm and it would be nice to think that residents in this area will see benefit from a major development of a neighbouring site as opposed to all the benefits taking place within the boundaries of the site.

### *Traffic*

\* The parking provision for zone D as shown on the illustrative master plan is insufficient. From the plan there would appear to be parking spaces for some 40 cars. For the proposed 34 one and two bedroom apartments the Peterborough Planning Policies DPD would require 72 spaces plus visitor parking. In order to accommodate this number of spaces practically the whole area behind the flat blocks would need to be given over to car parking.

\* No provision has been made for managing the increased traffic volume that the development will undoubtedly create on Thorpe Road, Alderman's Drive and Midland Road.

\* At peak times it can get grid locked and is very unsafe. With the introduction of new properties on Midland Road the problems are going to get worse. Parking is already a major problem in the area. Buses are likely to be delayed making the services worse.

\* Generally supportive of the application but concerned about the traffic chaos which will be created in Thorpe Road and Midland Road dropping off/collecting children from the school. Can envisage Thorpe Road becoming totally grid locked twice a day for extended periods.

\* Question whether the Council has considered the impact on roads and traffic with a school being built on the site. Will a 20mph limit be imposed on Thorpe Road and Midland Road for safety reasons. Has drop off/pick up been considered.

\* Vehicles serving the new primary school should only have access away from Thorpe Road to prevent future bottlenecks.

\* Access to the school should be as far from the corner of Midland Road and Thorpe Road as possible, preferably beyond the Memorial Wing buildings.

\* The site should be considered in the context of other major development opportunities nearby to provide cohesion and proper linkages especially for pedestrians and cyclists.

\* Traffic flows generated from this development are likely to cause congestion and safety issues if not supported by an effective traffic management plan and selective improvements in the area. The development should fund and pay tangible off site benefits for established communities in the local area.

\* There is no information about how the roads within the development will link into the existing and what work will be done on the existing roads.

\* Currently on weekdays there are approximately 50 cars parked on St John's Close. The proposed development makes no provision to accommodate these cars. During construction they will probably spill over onto surrounding roads. When construction is complete they will probably encroach on parking provided for residents and cause obstruction to the traffic in general. Given the difficulty of enforcing on private land foresee a real problem with this.

\* Concern about the traffic on Midland Road. At present this is used as a rat run between Crescent Bridge and Mayors Walk and the majority of drivers ignore the speed limit. An adequate scheme of traffic calming is needed for Midland Road which should be implemented prior to the commencement of development.

\* A traffic solution all the way from River Lane/Midland Road/Alderman's Drive to Crescent Bridge should be looked at.

\* Assume that some common sense will be applied to the Midland Road junction to allow traffic joining Thorpe Road to turn right into it legally.

\* Hope that the one way traffic control system which has been in place along Alderman's Drive and Percival Street for nearly 40 years will be retained.

#### *Demolition of Buildings/Construction Impacts*

\* Concern about the demolition of the buildings, that the working hours are too long and noise is likely to be created which will be detrimental to residential amenity. The hours should be limited to 8am to 5pm on Mondays to Fridays with additional constraints on the use of noisier machinery. Many of the neighbours work as taxi drivers and are often sleeping during the day.

\* Demolition should be limited to 8.30am to 4pm to reduce noise pollution associated with the development. Concerned that noise levels will be greater than usual with the removal of asbestos. It was incredibly loud when the chimney was demolished. Site work should be kept to an absolute minimum at weekends.

\* The Demolition Method Statement refers to site working hours of 07.30 to 18.00 Monday to Friday and 07.30 to 13.00 on Saturdays. It seems incompatible to have an early start in a residential area.

\* Concerned about the decision to demolish all but the central element of the Memorial Hospital. The loss of substantial elements of the historic hospital is irrational in light of the embodied energy within the original building as well as its significance to the local environment particularly with the centenary of the Great War. The section relating to the heritage assessment of the Memorial Hospital is light and does not provide an adequate understanding of the significance of different sections of the complex so that decisions regarding demolition can be made without challenge.

\* The design of the primary school is to be determined at the reserved matters stage. Decisions about the Memorial Hospital should therefore be left to this stage. Chapter 12 of the NPPF and recent decisions by the Inspectorate indicate that the substantial harm caused by the demolition of a locally listed building with no detailed plans for the reuse of the site would not be warranted.

\* The Memorial block is a listed building. The application states that only part of this block will be used within the school. What is going to happen to the rest?

\* Concerned to read of asbestos and other toxic substances in the soil. Trust that this will be appropriately dealt with.

#### *Drainage*

\* Concerned that the creation of a new sewer and drainage developments along with general land disturbance will create more rodent activity. The Pest Control Officer was brought in to control rats in zone E.

Following discussion with the applicant the maximum building height on zone D has been reduced from four storeys to three. A further 14 day reconsultation has been carried out with the residents living on the lower section of Alderman's Drive and Sovereign Place (i.e. those directly adjacent to the site) to advise them of the change in the maximum building height. No further representations have been received.

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

The main considerations are:-

1. The Principle of Development, including demolition and location of the school site.
2. Traffic Impacts
3. Design and Layout including impact upon Heritage Assets
4. Landscape Impacts and Open Space Provision

5. Ecological Implications
6. Drainage
7. Contamination
8. Archaeology
9. S106
10. Other Matters-Air Quality, Construction Management

## **1. The Principle of Development**

### *Policy Context*

The hospital site was identified as an 'opportunity area' for redevelopment (with the relocation of hospital facilities to the city hospital in Bretton) under policy CC13 of the adopted Peterborough Local Plan (First Replacement). Policy CC13 sets out that the site would be suitable for an educational/university facility and/or mixed use development including housing, hotels, offices and other small scale employment uses as well as small scale leisure uses and shops to meet local needs and community facilities. Although the Local Plan policies have largely been superseded by the Core Strategy, Site Allocations DPD and Planning Policies DPD this policy remains relevant until such time as the City Centre DPD is adopted.

The adopted Peterborough Core Strategy sets out that 25 500 dwellings are required for the plan period of 2009 to 2026, at a rate of 1500 dwellings per annum. The residual requirement for the rest of the plan period (13 years) is calculated as 22 171 which equates to 1705 dwellings per annum, 8 525 over five years. The Council's Five Year Land Supply sets out that the Council has an overall land supply of 9447 dwellings and the hospital site is identified as a housing site within this supply. The redevelopment of this site is therefore important in meeting the identified housing need in accordance with policies CS1 and CS2 of the adopted Core Strategy.

As set out under section 3 above the submission version of the City Centre DPD has been prepared. It is due to be examined by the Planning Inspectorate in July 2014 (the examination will be on going when the application is reported to members). As it is not yet an adopted document it carries limited weight within the decision making process. The main policy which is relevant to this application is policy CC4 in respect of the 'Railway Station Policy Area'. This policy covers the former hospital opportunity area as well as the station opportunity areas which are located either side of the railway. With regard to the hospital site the policy envisages some 350 dwellings and a proposal which is broadly in keeping with the adopted Peterborough District Hospital Site SPD.

The Peterborough District Hospital Site Supplementary Planning Document was adopted in June 2010. It was prepared by King Sturge on behalf of the Peterborough and Stamford Hospital NHS Trust which then owned the site, the aim being to provide more detailed guidance on the redevelopment of the site, within the context of policy CC13.

It sets out that some of the land uses which are referred to in policy CC13 are no longer being promoted including a hotel and office space. The SPD states that there is no demand for a hotel given the proximity of the Great Northern Hotel and the Park Inn on Wentworth Street. Similarly office floor space is not promoted in light of the amount available elsewhere within the city. The SPD goes on to say that the position in respect of educational facilities is less clear. It outlines the need for additional educational provision within the area but that the location of these facilities has not yet been determined. As such there is no specific requirement within the SPD to provide educational facilities and it envisages a contribution towards education being sought through the Council's Planning Obligation Implementation Strategy (POIS).

The elements of policy CC13 which the SPD seeks to take forward are:-

- Residential development of 350-550 dwellings for both general market and affordable (30% to be required) in a mix of family housing and apartments of varying heights, the tallest buildings and height density are envisaged as 3 to 4 storey on the Midland Road/Alderman's Drive site (site 1/ zone B). The lowest density is envisaged on site 4 (zone F) (where the Gables is located). It is also envisaged that the scheme would achieve code for sustainable homes level 4.
- Retail provision in the form of small scale retail facilities consisting of a local convenience shop

and possibly other commercial shops, not more than 500 square metres in total.  
-Community facilities to be provided within the retained core of the Memorial Hospital.

The SPD remains a relevant consideration to the current applicant albeit that the policy context is now different from that set out therein. It also has to be acknowledged that market conditions are quite different from those when the SPD was adopted and this has to be taken into consideration in assessing the application.

#### *The Proposed Land Uses*

This application proposes a residential led scheme of 350 dwellings with a new three form of entry primary school. The number of houses proposed is in keeping with the housing number envisaged by the SPD albeit at the lower end. However, in light of the further assessment which has been carried out on the site it is considered that 550 could not be achieved without a high number of taller apartments which is not desirable given the character of the area and the site constraints. The building heights on the parameter plan are broadly in accordance with those envisaged within the SPD albeit that the building heights on zone B would be limited to three rather than four storeys. However, from a design /amenity perspective this is considered to be appropriate (see sections below).

#### *School Provision*

The application includes a proposal for a new primary school. Whilst the SPD did not envisage a requirement for a school it did set out that the position was not completely clear. Since the SPD was adopted it has become apparent that there is a shortfall of primary school places across the city, this area being no exception, and most primary schools either have been or are in the process of being expanded.

The nearest primary school to the site, West Town, cannot be expanded to meet the requirement for additional school places as it is on a constrained site and there is no room for expansion. In addition, the current buildings are in a poor state of repair and do not provide modern teaching spaces given their age (early 19<sup>th</sup> century). The school has been added to the Priority Schools Building Programme in recognition of its current condition and the fact that it requires rebuilding rather than refurbishment.

Children's Services have advised that the new school is important in ensuring sufficient school places within the west school place planning area to accommodate both the existing demand and that arising from the new development. If the new school is not built, thereby creating an additional 54 places per year, then there will be a significant shortfall of school places within this area.

In order to address these matters it is proposed to build a new three form of entry school to accommodate the existing West Town pupils and additional pupils from the development. The school will also incorporate the retained administration block of the Memorial Wing with opportunities for community use as envisaged in the SPD (see further comments under section 3 below). The National Planning Policy Framework gives great weight to the provision and extension of schools where they are required. As such the principle of a new primary school on the site is considered to be acceptable. The developer is providing the land, with all remediation carried out for the school with minimal cost to the Council as a key part of the S106 package (see further comments under section 9 below). It has been agreed with the Council that the school site will be transferred to it in early 2015. It is anticipated that a reserved matters application will follow shortly thereafter with the aim of opening the school for September 2016.

#### *Affordable Housing & Life Time Homes*

With regard to affordable housing, policy CS8 of the Adopted Core Strategy which is now the relevant policy, seeks a provision of 30% unless viability demonstrates that this level of affordable housing is not deliverable. This is also the standard referred to in the SPD. The application proposes 15% affordable housing on site and 15% off site via a contribution in lieu. Given that the Council will receive a school site and in light of the demolition/remediation costs associated with this (upward of £650k) the delivery of 15% affordable housing off site is considered to be

reasonable in this instance. With regard to the on site affordable housing a 50/50 split between affordable rented and shared ownership has been proposed and agreed in principle with the Council's Strategic Housing Section. Delivery will be phased to take into account the early delivery of the school site and the high associated remediation costs.

The Civic Society has commented that the amount of on site affordable housing should be maximised. For the reasons set out above, namely the benefit to the Council of a school site, a percentage off site delivery is considered appropriate in this instance.

Policy CS8 also seeks the provision of 20% life times and 2% wheelchair housing. Again this is the standard referred to in the SPD. A condition requiring the provision of life time homes and wheelchair housing in accordance with the policy is recommended should planning permission be granted.

### *Sustainability*

In terms of environmental sustainability the application proposes compliance with the Building Regulation Standards. The SPD refers to Code for Sustainable Homes level 4. Since the SPD was adopted there has been a move away from the Code for Sustainable Homes. Policy CS10 of the adopted Core Strategy seeks to ensure that development makes a contribution towards the Council's Environment Capital objectives and planning permissions generally require the developer to achieve an energy efficiency level equivalent to 10% above the Building Regulation standard (unless the development can achieve this in another way). The Building Regulation Standards were amended in April 2014. These now require new homes to be built to a more efficient standard. In light of this change, the costs associated with redeveloping this site in particular those associated with remediation and the delivery of a school site to the Council, the proposal to build in accordance with the Building Regulation Standards is considered to be acceptable.

### *Retail Provision*

The application does not include retail development as envisaged in the SPD. There are small shops in close proximity to the site and Mayor's Walk local centre is located to the north. In addition a range of retail facilities are available within the city centre and planning permission has been granted for a new Waitrose to the north of the station. As such the application is considered to be acceptable without retail development.

### *Summary*

The principle of redeveloping this site is established through policy and will help meet the housing needs for the city in accordance with policies CS1 and CS2 of the adopted Core Strategy. It will also regenerate this brownfield site. The proposed land uses are broadly in accordance with the SPD and, therefore, considered to be acceptable in policy terms. The detailed impacts are discussed below.

## **2. Traffic Impacts**

The application is supported by a Transport Assessment (TA). As indicated above approval of the accesses into the site is sought as part of this outline application and a stage 1 safety audit of these access points has been carried out.

### *Traffic Impacts*

The starting point for assessing the traffic impact of this development has to be the level of traffic associated with its former use as a hospital which was not insubstantial. The TA concludes that the overall level of traffic from the development would not be greater than that from the hospital use albeit that the flows are slightly different. The Local Highway Authority has confirmed that figures used in the Transport Assessment are appropriate and therefore that it agrees with the conclusions set out therein.

A number of concerns have been raised about additional traffic on Thorpe Road and the associated impact on Crescent Bridge. The Transport Assessment concludes that there would be no significant impact which the Local Highway Authority is in agreement with, in light of the traffic



flows which were associated with use of the site as a hospital. The applicant has looked at potential options for the Crescent Bridge roundabout and the footpath over the bridge itself to see if there is scope to increase capacity of these in light of the concerns which have been raised. Notwithstanding this the Council is proposing to carry out works to this roundabout as part of its longer term transport improvement works which it can secure funding for. Given that this proposal does not adversely impact upon Crescent Bridge there is no requirement for the developer to carry out works or to make a contribution towards the Council's scheme. S106 funding which is available is being prioritised on other improvement works in the vicinity of the site (see paragraphs below).

The Civic Society has asked whether the options for Crescent Bridge suggested by the applicant are likely to be acceptable. The Council is still looking at options and no final decision has yet been reached.

Network Rail has commented that any additional traffic must not adversely impact upon the Bridge structure and that if remedial works are required these will need to be agreed with Network Rail. As set out above it is not considered that this development will give rise to additional traffic levels over and above those associated with the former use of the site as a hospital which attracted people from all over the city. It is not therefore considered that any remedial works would be required.

Comments have been made about the provision of a new pedestrian/cycle link across the railway. This remains one of the Council's long term objectives, albeit that agreement from Network Rail would be required to take it forward. This development does not give rise directly to this requirement nor is it unacceptable without it. As such the requirement is not considered further.

#### *Access Arrangements*

Following submission of the Safety Audit and Designer's Response there has been detailed discussion with the Local Highway Authority regarding junction designs and improvements. Revised designs have been submitted following this discussion along with an amended Designer's Response. The Local Highway Authority has confirmed that it is in agreement with the revised Designer's Response and therefore has no objections to the access arrangements being proposed.

Works are proposed to the Midland Road junction to amend the radii of the junction along with a change of surfacing material to mark the entrance to the road. Traffic calming measures will also be included further along the road to replicate those which already exist. All of these measures are aimed at changing the character of the road and reducing speeds. The junction works would need to be carried out before the new school opens. It is proposed that S106 funding be used towards the implementation of this scheme (see details under section 9 below).

It is proposed to signalise the junction of Thorpe Road and Thorpe Lea Road, including a pedestrianised light controlled crossing. Given that the crossing would be used by the school it would need to be in place when the school opens. The Safety Audit demonstrates that a crossing can be safely installed. It is proposed that S106 funding be used towards this (see section 9 below).

It is also proposed to signalise the junction of Thorpe Road with Alderman's Drive in conjunction with making Alderman's Drive two way. The appropriateness of making Alderman's Drive two way is currently being considered by the Council. The Safety Audit/Designer's Response demonstrates that a crossing can be safely installed. It is proposed that S106 funding be used towards this (see section 9 below).

A number of points were raised within the Safety Audit regarding St John's Close. It is proposed to retain the existing access and to bring it up to adoptable standards along with the associated footway, with some localised widening at the junction. The Local Highway Authority has raised no issues with the amended Designer's Response. The applicant has advised that it is proposed to bring the whole road up to adoptable standards. This will be reviewed further at the detailed design stage to see if it is feasible, although the initial work carried out indicates that it will be. In

the event that St John's Close cannot be brought up to adoptable standards (within the site itself) there may have some knock on impacts upon the layout at the detailed design stage.

Upon reviewing the Safety Audit the Local Highway Authority has raised no issues with the proposed access into zone F from Thorpe Road, via the Gables Road which will remain private, that into zone C or the new accesses indicated into zone B. The school would utilise the existing access point from Midland Road. At the detailed design stage the scope for a further access point into the site maybe investigated. It is not envisaged that the school will have a designated drop off/pick up area given the size of the site and this is not a highways requirement. A significant proportion of children walk to the existing West Town School and it is envisaged that they will do so to this school.

Notwithstanding, a condition requiring the school to prepare an updated Travel Plan and Parking Management Plan is recommended to help minimise the impacts upon highway network.

The Civic Society has recommend that the Gables access road should serve a limited number of dwellings rather than the whole of zone F. The parameter plan indicates that a road adjacent to the Gables will only be installed if it is required for emergency access, otherwise it will be a footpath/cycleway link. This approach is supported in terms of the impact upon the setting of the Listed Building. The road to the Gables will remain private as given the constraints formed by the trees on each side which are protected and cannot be brought up to adoptable standards. There are no issues with this approach in principle.

The Civic Society's comments regarding pedestrian and cycle routes are noted. As this is an outline application this will be considered in more detail at the reserved matters stage.

#### *Other Highway Matters*

The Council's Travel Choice section has commented that householder information packs should be provided as part of the S106 along with bus stop improvements. These are commented on under section 9 below.

#### *Representation from Lawson Planning*

The letter of representation which has been received from Lawson Planning on behalf of the NHS Property Trust refers to a number of points within the Safety Audit. As set out above the Local Highway Authority considers the amended Designer's Response to be acceptable and that a satisfactory access can be delivered. As such the access principles are considered to be acceptable.

The letter comments that the width of St John's Close should be increased to 6 metres with a two metre wide footway (to the north side) and to allow for the potential resumption of the former 2 way bus route. The width of the road proposed (5m) is considered by the Local Highway Authority to be acceptable and the applicant has confirmed that the access will be brought up to adoptable standards. However, it should be noted that there has never been a two way bus route through the site. A bus service was originally required when the new hospital was opened to provide a connection between it and the City Care Centre. This used to run through the site in one direction only. The route was altered by Stagecoach a number of years ago. There is no requirement as part of this development to have a bus service through the site. Therefore the road does not need to be 6m.

The letter comments that a two metre wide footway should be provided on the south side to meet the needs of pedestrians and vulnerable road users accessing the City Care Centre and adjoining offices. The scope for inclusion of a footway on the City Care Centre side of St John's Close was investigated when the building was constructed. However, it is not feasible given the presence of the trees along the edge of the car park which are protected. This is not, therefore, an option and it is not considered necessary to make the current application acceptable.

The letter comments that provision should be made for a 2-2.5 metre wide road margin to

accommodate the demand for/existence of existing on street parking along St John's Close. Whilst this comment is noted it is not for the applicant to sort out an existing parking problem and such a provision is not required to make the current application acceptable. The NHS Property Trust needs to look at other potential solutions which may include utilising other parking areas or reviewing its on site parking arrangements. A discussion has taken place with representatives from NHS Property Services so they are aware that this cannot be required as part of the planning process.

Finally the letter comments that a Construction Management Plan (including a route management and parking strategy) should be prepared to mitigate and manage the construction phase period for zones D and E to ensure that the City Care Centre's interests are not prejudiced. This is not unreasonable and a condition requiring the submission and approval of demolition and construction management plans associated with each zone of the development is recommended.

### *Public Representations*

A number of the public representations received raise traffic/parking issues. These are responded to below.

*\* The parking provision for zone D as shown on the illustrative master plan is insufficient. From the plan there would appear to be parking spaces for some 40 cars. For the proposed 34 one and two bedroom apartments the Peterborough Planning Policies DPD would require 72 spaces plus visitor parking. In order to accommodate this number of spaces practically the whole area behind the flat blocks would need to be given over to car parking.* The illustrative plan is indicative and will not be approved. The detailed layout for each tranche will need to make sure sufficient parking is available whilst ensuring that there is no unacceptable amenity impact. This is an outline application for up to 350 units so if the number of dwellings cannot be satisfactorily accommodated on the site this the number will need to be reduced.

*\* No provision has been made for managing the increased traffic volume that the development will undoubtedly create on Thorpe Road, Alderman's Drive and Midland Road.* As indicated above schemes for Midland Road and Alderman's Drive have been put forward. The development would not have any unacceptable impact upon Thorpe Road.

*\* At peak times it can get grid locked and is very unsafe. With the introduction of new properties on Midland Road and this site the problems are going to get worse. Parking is already a major problem in the area. Buses are likely to be delayed making the services worse.* This site used to have a large number of trips associated with its use as a hospital. The development does not give rise to any significant increase in trips. The Local Highway Authority has not raised any highway safety concerns.

*\* Generally supportive of the application but concerned about the traffic chaos which will be created in Thorpe Road and Midland Road dropping off/collecting children from the school. Can envisage Thorpe Road becoming totally gridlocked twice a day for extended periods.* As set out above the Local Highway Authority has no objections to the location of the school site. Given the position of the school a significant number of children should be able to walk to it.

*\* Question whether the Council has considered the impact on roads and traffic with a school being built on the site. Will a 20mph limit be imposed on Thorpe Road and Midland Road for safety reasons. Has drop off/pick up been considered.* As set out above the application proposes traffic calming to Midland Road which will help reduce vehicle speeds. It will be for the Local Highway Authority to look at whether it is then appropriate to reduce the vehicle speed to 20mph. It is not anticipated that the school site would include drop off and pick up as this would be difficult to accommodate given its size. Neither, in this location where a high proportion of the catchment can walk to the school, is it considered necessary.

*\* Vehicles serving the new primary school should only have access away from Thorpe Road to prevent future bottlenecks.* It is not considered appropriate to change the access arrangements albeit that works to the Midland Road junction are proposed to reduce vehicle speeds.

*\* Access to the school should be as far from the corner of Midland Road and Thorpe Road as possible, preferably beyond the Memorial Wing buildings.* It is not feasible to move the accesses further north and the Local Highway Authority has raised no objection to the proposal.

*\* The site should be considered in the context of other major development opportunities nearby to provide cohesion and proper linkages especially for pedestrians and cyclists.* This point is covered

above. The Council is looking at the wider linkages but they are not necessary to make the current application acceptable.

*\* Traffic flows generated from this development are likely to cause congestion and safety issues if not supported by an effective traffic management plan and selective improvements in the area. The development should fund and pay tangible off site benefits for established communities in the local area.* The text above outlines the road improvement measures which are being sought. It should be noted, however, that the overall level of traffic created is comparable to the hospital development.

*\* There is no information about how the roads within the development will link into the existing and what work will be done on the existing roads.* The text above sets out what is proposed. The internal road layout will be designed at the reserved matters stage.

*\* Currently on weekdays there are approximately 50 cars parked on St John's Close. The proposed development makes no provision to accommodate these cars. During construction they will probably spill over onto surrounding roads. When construction is complete they will probably encroach on parking provided for residents and cause obstruction to the traffic in general. Given the difficulty of enforcing on private land foresee a real problem with this.* As indicated above it is not for this development to provide parking for this use. The NHS Property Trust will need to look at alternative parking solutions and options.

*\* Concern about the traffic on Midland Road. At present this is used as a rat run between Crescent Bridge and Mayors Walk and the majority of drivers ignore the speed limit. An adequate scheme of traffic calming is needed for Midland Road which should be implemented prior to the commencement of development.* As set out above a scheme of traffic calming measures will be required to Midland Road. The works to the junction will be linked to the opening of the school. The other measures cannot be designed until the detailed layout of the adjacent tranches is known.

*\* A traffic solution all the way from River Lane/Midland Road/Alderman's Drive to Crescent Bridge should be looked at.* The traffic measures proposed are set out above.

*\* Assume that some common sense will be applied to the Midland Road junction to allow traffic joining Thorpe Road to turn right into it legally.* It is not proposed to facilitate this movement as to do so raises a number of highway safety issues.

### **3. Design and Layout**

As outlined under Section 1 it is proposed to convert the Gables which is a Listed Building into flats and to remove the modern elements, to retain 60-62 Thorpe Road which is a building of local importance and to convert this into flats to and retain the administrative core of the Memorial Wing building and to incorporate this into the new school. The remaining building will be demolished. All of the other existing buildings within the site are also to be demolished.

#### *Impact upon Heritage Assets*

The proposal to convert the Gables into flats has been discussed with the Council's Conservation Officer who has raised no objections in principle as it will allow the preservation of this Listed Building by bringing in back into active use (it is currently vacant). The conversion provides the opportunity to remove the modern and functional additions to the building such as a lift shaft which detract from its appearance and the wider site redevelopment provides the opportunity to enhance and improve its setting. It is currently surrounded by functional hospital buildings which do not make a positive contribution to its setting.

As indicated under section 2 Listed Building consent has been granted for demolition works to remove the modern additions.

Detailed discussion will be needed at the detailed design stage to agree the number of flats which can be accommodated within the Gables although some initial discussion has already taken place. An indicative number of flats (8) is given within the Design and Access Statement but as an outline application this does not need to be agreed at this stage. Similarly initial discussion has also taken place regarding the setting of the building and the applicant provided with some detailed conservation comments. The parameter plan which will be approved shows the retention of the tree lined avenue leading to the Gables which is an important part of its setting and the creation of new open space around the building. The parameter plan also shows a possible road link for

emergency purposes to the remainder of zone F but if not required this will be a footpath/cycleway link which is more desirable. A small play area is likely to be positioned within the vicinity of the Gables but provided that adequate separation space exists it is not considered that this would detract from its setting. Low density housing is envisaged and will be sort in front of the Gables to ensure that its setting is not compromised. There may be scope for a couple of houses to the west of the Gables (as per the illustrative master plan) but only if this is appropriately located and of a high quality suitable design.

The comment from the Civic Society regarding the setting of the Gables is noted. As this is only an outline application, however, the indicative layout is not approved. Further discussion will be required that the detailed design stage. It is therefore considered that this matter can be addressed.

The conversion of 60-62 Thorpe Road, a building of local importance, to flats is supported by the Conservation Officer as it will retain this heritage asset and bring it back into active use. As with the Gables, the precise number of flats will be determined at the detailed design stage. Initial sketches provided indicate its conversion into 6 units which would in principle seem appropriate.

The Conservation Officer has been involved from the outset in relation to discussions on the Memorial Wing. The possibility of retaining the whole building was looked into but it is not suitable for conversion into a new school which needs to provide modern teaching spaces (which is one of the issues with the existing West Town School) nor is this considered necessary from a heritage perspective. The building is not listed so it is not afforded the same protection in planning terms as the Gables and a balance has to be reached on retaining the asset but facilitating development. It has therefore been agreed with the Conservation Officer that the wings of the building can be demolished and the administrative core, which is the architecturally the most interesting part of the building, retained. This way a heritage asset is retained and safeguarded for the future by being brought back into active use. The Civic Society is also supportive of the approach being taken.

As indicated under section 1 a separate prior approval application has been submitted for the demolition of the Memorial Wing building. It is anticipate that this will be approved in advance of this application being tabled to members. A prior approval application has been submitted in order for the demolition to get underway at an early stage, in advance of the S106 Agreement being signed and therefore the planning permission being granted, provided that members resolve to approve the application. This is to allow the handover of the site to Children's Services as soon as possible. The applicant has, however, confirmed that they do not propose to commence development until there is a Committee resolution.

When the wings are demolished the remaining administration building will be left in a watertight condition so as to ensure that it does not deteriorate. Plaster work from the adjoining rooms etc will be visible for a period of time until work starts of the new school when it will be renovated and its appearance improved. This approach has been agreed with the Conservation Officer.

Some concerns have been raised by the public regarding the loss of the Memorial Wing on the grounds of the embodied energy contained within it and on the basis that the submitted assessment is not robust enough. It has further been commented that decisions about demolition should be left to the reserved matters stage as a result of the harm which would be caused by demolishing it now with no detailed plans for reuse which would be contrary to the National Planning Policy Framework.

With regard to the comment about embodied energy whilst this is noted, it is not a reason upon which the demolition of the building or any other building on the site could be resisted. The feasibility of retaining more of the building has been considered but it is not a viable option as new modern teaching space needs to be created. Basic design options for the site have been considered outside of the scope of this formal outline application and discussed with Children's Services so the demolition is not being considered in isolation. As indicated the Conservation Officer has raised no objection to the proposal and early hand over of this site to Children's

Services is required to ensure the delivery of the new school which is important to the city in meeting the demand for school places. The proposal is not, therefore, considered to be contrary to the National Planning Policy Framework.

There are a number of other heritage assets in the vicinity of the site including Sessions House which is a listed building, the Railway Sheds on the corner of Midland Road and Thorpe Road (opposite the proposed school site) which are also listed and other buildings of local importance on Thorpe Road and Alderman's Drive.

It is considered that the proposed redevelopment of the site presents a good opportunity to improve the setting of Sessions House which is currently dominated by an eight storey hospital building. It is not considered that the proposal would adversely impact upon the setting of the Railway Sheds given their position in relation to the proposed school site and presence of the protected trees around the edge of the site. The relationships with the listed buildings/ buildings of local importance shown on the indicative layout are not necessarily acceptable or desirable but as this is an outline application do not require further assessment at this stage. The comments from the Civic Society regarding the setting of Sessions House are noted and will be considered further at the reserved matters stage although it is not considered necessary for a green space to be created as has been indicated.

The Conservation Officer has raised no objection to the demolition of the remaining buildings within the site as these are not protected nor are they considered to be worthy of retention from a heritage perspective.

At this outline stage, therefore the proposal is considered to comply with Section 12 of the National Planning Policy Framework, Section 66 of the Planning (Listed Building and Conservation Areas) Act, policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

#### *Location of the School Site*

As indicated above there is a requirement for additional school places within the area which is served by the existing West Town School and to accommodate children from the development. The school site therefore needs to be capable of early delivery and to have independent access. Although the school site could physically fit within some of the other development zones as identified by the parameter plan these sites are not necessarily capable of early delivery as they would involve the demolition of a number of buildings or part thereof (for instance the demolition of the eight storey main hospital building is a substantial engineering operation) and as indicated some of the buildings are still occupied and will be until at least until the end of the year. Other possible sites are not capable of independent access or would raise other issues such as an impact upon neighbour amenity or impact upon the setting of a Listed Building. The site which is proposed, therefore, is considered to be the most appropriate location for the new school. In addition this location has the benefit of being able to incorporate the retained administrative block of the Memorial Wing thereby bringing this building back into active use with the restoration works paid for which is substantial heritage benefit. The National Planning Policy Framework places great emphasis upon the delivery of new schools and new school places.

The Civic Society has commented that the site is not large enough to accommodate the outdoor play and sports requirement for a three form of entry primary school. It is acknowledged that the scope for on site play provision will be limited. It is, therefore, proposed to utilise land at Thorpe Meadows as playing field to meet this requirement. Children's Services are currently investigating this requirement. This is being done outside the scope of the current application and does not impact upon its determination. The current West Town School has almost no hard play area and its detached playing fields are a walk away. In this respect the current arrangement will not alter. As discussed under the traffic impacts section above, a new crossing over Thorpe Road will be provided to ensure that the road can be safely crossed.

A number of concerns about the potential location of the school site have been raised by the public

and the Civic Society (those relating to traffic are discussed above). For the reasons set out above, however, the location is considered to be acceptable.

#### *Amount of Development and Building Heights*

As indicated this is an outline application. With the exception of access all other matters are reserved for consideration at the detailed design stage (the reserved matters). Outline consent is being sought for up to 350 dwellings and a maximum floor space of 33 820 square metres which is spilt between the various zones. The applicant is, however, seeking the agreement of maximum building heights as indicated on the parameter plan. An indicative layout has been submitted in support of the application but this is for illustrative purposes only and not for approval. Having reviewed the illustrative layout Officers do not consider this to be wholly acceptable and would not therefore support a detailed layout which looked like this. That said it is considered that it provides a sufficient level of comfort for Officers to recommend approval of this outline application for up to 350 units as other design solutions are possible and the mix of units is not set. The supporting technical documents are based on 350 units in the interests of robustness. If the detailed layouts at reserved matter stage do adequately show that 350 units cannot be accommodated then the site will have to be developed for less units. The final mix of houses and flats will be influenced by market conditions which will undoubtedly change over the course of this redevelopment which will take a number of years.

A letter of objection has been submitted by the Lawson Partnership on behalf of the NHS Property Trust. This letter comments that the application does not adequately demonstrate that the site can accommodate 350 units but it does not set out why this is the case. For the reasons set out above, the principle of 350 units is considered to be acceptable.

The Civic Society has commented that the illustrative plan is a 'disappointment' and does not inspire confidence that meaningful urban spaces would be created. This comment is not disagreed with and as indicated Officers would not support a detailed layout if it were submitted on this basis. However, as set out, the principle of development which is all that is being considered at this stage is considered to be acceptable.

Maximum building heights would be 3 storeys across all the sites. 4 storeys were originally proposed on zone D but in light of the concerns raised by neighbouring residents and the assessment by Officers this has been dropped to three storeys. No further neighbour representations have been received in relation to this. A maximum of three storeys is considered to be acceptable in this location in principle as it would be comparable in height with the existing buildings and the City Care Centre. The detailed design will need to ensure that any buildings are appropriately positioned within the site to ensure that they would not have any unacceptable adverse impact upon neighbour amenity.

With regard to the primary school the Civic Society has commented that the main school buildings are expected to be a maximum of two storeys which is too low key for this central location close to the city centre. The school design will be determined at the reserved matters stage but the parameter plan does allow for three storeys and it is anticipated that at least parts of the school will be this high.

#### *Amenity Impacts*

In principle it is considered that the detailed layout of the site can be designed to ensure no adverse impact upon the adjacent residents. It will be for individual developers at the reserved matters stage to demonstrate that their proposals would not have an overbearing impact or comprise other aspects of neighbour amenity such as loss of sunlight and daylight in accordance with policy PP3 of the adopted Planning Policies DPD.

Similarly at the detailed layout stage the developer's will need to ensure that an acceptable level of amenity can be provided to the new occupiers in accordance with policy PP4 of the adopted Planning Policies DPD. This will need to include rear access to gardens and bin storage. An initial Noise Assessment has been submitted with the application. This recommends noise

mitigation measures for properties within noisier areas around the site such as along Thorpe Road. A condition requiring the submission of noise mitigation measures as each detailed layout comes forward for consideration is recommended.

The Council's Waste Management Team has commented that all roads will need to be built to adoptable standards otherwise refuse vehicles will not access them and that tracking should be provided. This is a matter of detail which will be dealt with at the reserved matters stage. As indicated above the junctions into the site are acceptable in highway terms.

#### *Neighbour Representations*

A number of the neighbour representations have been addressed in the above sections. Those that are not are responded to below:-

*\*The public realm around Mayors Walk is poor and it is nice to this that residents in this area will see benefit from a major development of a neighbouring site as opposed to all the benefits taking place within the boundaries of the site-* Under the planning process a developer only has to mitigate the impacts of their development and cannot be required to carry out improvements within a wider area. The redevelopment of this site may however, naturally result in some benefits to the wider area.

*\*Currently there are leylandii trees along the boundary with Alderman's Drive which are maintained by the Trust. If they are put into private gardens they may not be maintained. They should, therefore, be reviewed.* – This matter will be reviewed at the detailed design stage as it is not an issue for this outline application. Even if the trees are retained in private gardens the new occupiers will have a duty to maintain them.

*\*The existing trees to the rear of Alderman's Drive act as a shield and help prevent overlooking. They also have an ecological value. They should, therefore, be retained.*- As indicated this issue will be reviewed when detailed layouts for the site are considered.

*\*Question what the proposals are for the long stretch of mature hedging near the Maltings. This forms a site buffer and is used by nesting birds* – Response as above.

*\*Question who would be responsible for the maintenance of boundaries with Alderman's Drive-* This is a legal matter and not a planning consideration.

*\*Object to any compromise to privacy as a result of any CCTV cameras in zone E-* As zone E will be developed for residential development it is not anticipated that this will be a requirement.

*\*Concern that the creation of new sewers and ground disturbance will result in more rodent activities-* It is not anticipated that this will be an issue. However it is a matter for the landowner outside the scope of the planning system.

*\*Residents have several years of disturbance ahead of them. The least they can expect is that the immediate area will be improved and enhanced.* – Comment noted, this is one of the objectives of the redevelopment of the site.

*\*Question whether the Council will reserve the right to use the strip of land along the length of the site frontage with Thorpe Road as a roadway.* – It is not clear what is being referred to here. However, the pattern of roads within the site will be determined at the reserved matters stage.

At this outline stage therefore the proposal is considered to comply with policies PP3 and PP4 of the adopted Planning Policies DPD.

#### **4. Landscape Impacts**

##### *Impact upon Existing Trees*

There are a number of existing trees within the site which are covered by several Tree Preservation Orders (TPOs) and the application is supported by a Tree Survey and Arboricultural Impact Assessment. A total of 382 trees and 29 groups of trees/hedges have been surveyed. Of these the Arboricultural Impact Assessment identifies 30 as being category A, 185 and 6 groups as being category B, 155 and 23 groups as being category C and 13 as category U. Category A trees are classed as those of high quality and amenity value and should not, therefore, be removed to enable development. Category B trees are of moderate quality and amenity value and again should be a development constraint. Category C trees are of low quality and value and can be removed whilst category U trees are recommended for removal due to their condition. The Council's Landscape Officer has reviewed the arboricultural detail which has been provided and



agreed with the categories which have been provided.

Of these it is proposed to remove 93 individual trees and nine groups comprising 10 category U trees, 23 category B trees and 60 category C trees. These removals have all been discussed and agreed with the Council's Landscape Officer who has raised no objections. In addition, the Landscape Officer has recommended the removal of the Yews in the area to the south of the Gables as if retained these trees will become an isolated feature. An amended tree removal and retention plan has been submitted to reflect this.

Conditions relating to tree protection measures during demolition and construction are recommended along with conditions requiring that the development be carried out in accordance with the approved tree protection and removals plan and a further arboricultural impact assessment with regard to any development proposed within the vicinity of the retained trees. This includes agreement of the route of services to ensure that they do not put protected trees at risk.

The Landscape Officer has commented on the relationship between some of the houses shown on the illustrative layout and retained trees (1529-1530 on site B). These comments are noted and have been forwarded to the applicant but an outline application does not require further consideration at this stage. As indicated above it will be for individual developers to show a satisfactory relationship with retained trees, including consideration of their future grow potential at the detailed design stage.

The applicant has submitted an illustrative landscaping plan in support of this application. This plan is illustrative only however, and has not therefore been reviewed in detail at this stage. Landscaping is one of the reserved matters and will therefore come forward at the detailed design stage. Conditions requiring the submission of landscaping information including landscaping management and maintenance plans, along with replacement planting for any landscaping within public areas which fails are, therefore, recommended.

The proposal is therefore considered to comply with policy PP16 of the adopted Planning Policies DPD.

#### *Open Space Provision*

Policy PP14 of the adopted Planning Policies DPD requires the provision of on site open space. Under this policy 3.85 hectares of open space is required per 1000 people which equates to approximately 95 sq metres per dwelling (assuming an average household size of 2.46 people as per the latest census information). For 350 houses this equates to 33 259 sq metres (or 3.3 hectares). This outline application proposes 1.02 hectares of open space. Whilst this is an under provision against the policy it would be unrealistic to require the entire provision on site as it would significantly reduce the number of dwellings which could be provided thereby making the development unviable or put at risk the ability of the developer to deliver a school site which is a priority of the Council. Given these site specific circumstances the amount of on site open space proposed is considered to be acceptable. The location of the open space is set out on the parameter plan and again is considered to be acceptable in principle. As indicated above the detailed design will come forward at the reserved matters stage.

As part of the development two new areas of play are proposed a LAP for children under the age of 5 and a LEAP for 6-11 year olds. The play areas are likely to be located within zone E (adjacent to the Gables) and on zone B (between the proposed school site and Sessions House). Given the site constraints these locations are considered acceptable in principle. As indicated above there are no objections in principle from a conservation perspective. Details of the play equipment will come forward at the next stage and the trigger for delivery agreed albeit that it is anticipated that the play area will come forward as part of the development of the zone in which they are located.

Comments have been received from the Development Officer for the Nene Valley Nature Improvement Area and Natural England regarding off site contributions to enhance existing open space given the limited amount on site. These requests are dealt with under section 9 below.

## **5. Ecological Impacts**

The application is supported by an Ecological Assessment (dated March 2014) and Bat Report (November 2013).

The Council's Wildlife Officer is satisfied with the Bat Report which concludes that there are no bats roosting in the buildings identified as having the potential to support them (namely The Gables, 60/62 Thorpe Road and the Memorial Wing). He has advised that the recommendations in the report should be adhered to. These relate to the provision of bat roosting features, roofing works to the Gables, lighting and the situation should bats be found. This can be done via conditions on any planning permission.

In order to enhance the biodiversity potential of the site the Wildlife Officer has advised that provision should be made for nesting boxes for a range of species such as house sparrows, starlings, swallows and swifts to be secured. A condition requiring the detailed scheme to include measures to promote biodiversity is recommended.

The Wildlife Officer has also recommended that opportunities to enhance the open spaces be explored. Biodiversity within SUDs areas can be encouraged through measures such as the use of native wild-flowers, species rich mixes, native marginal wetland planting and use of a range of native tree, shrub and hedgerow species. A detailed landscaping scheme will be submitted at the reserved matters stage and an informative to the applicant is, therefore, recommended.

The representation from the Development Officer for the Nene Valley Nature Improvement Area (NIA) comments that the illustrative master plan shows little potential for habitat creation outside the small SUDs areas and recommends a number of measures which could be included to enhance biodiversity such as bird and bat boxes, living roofs, pollen and nectar rich species and native species. These comments are noted and as set out above measures will come forward at the detailed design stage and can be secured via a condition.

Natural England has raised no objection to the proposal in terms of the impact on the Nene Washes a site of significant ecological interest. It has not commented on protected species referring to its standing advice but as set out above the Council's Wildlife Officer has confirmed that the submitted information is acceptable to ensure their protection. Measures to promote the biodiversity of the site can be secured at the detailed design stage.

The proposal is therefore considered to comply with policy PP16 of the adopted Planning Policies DPD.

## **6. Drainage**

The outline application is supported by a Flood Risk Assessment and draft Drainage Strategy which were discussed at the pre-application stage with the Council's Drainage Team and Anglian Water. The site is located within flood zone 1. As such the main consideration is the disposal of foul and surface water.

Scope for infiltration is limited given the ground conditions. The draft Surface Water Drainage Strategy therefore divides the site into 6 catchment areas with 6 outfalls. On site attenuation features will be provided in the locations indicated on the parameters plan and connections made into the existing drainage network. Discharge rates have been agreed in principle with Anglian Water.

No objections to the scheme have been received from the Council's Drainage Section or Anglian Water. The Environment Agency (EA) originally objected to the application on the grounds that the Flood Risk Assessment had not been carried out in accordance with the methodology which it requires. Further calculations have been done as required by the EA. Having considered this the EA has removed its objection. Conditions requiring that the development be carried out in accordance with the principles set out in the Flood Risk Assessment and mitigation measures

outlined therein are recommended.

With regard to foul water it is proposed to extend and connect into the existing system. The connections have been discussed and agreed in principle with Anglian Water. A condition requiring the submission and approval of a detailed scheme of foul drainage is recommended.

The proposal is therefore considered to comply with policy CS22 of the adopted Planning Policies DPD.

## **7. Contamination**

The outline application is supported by a Land Contamination Assessment. This concludes that there are no major constraints to development but that further ground investigation is requirement prior to the commencement of development the results of which will be incorporated into an updated Contaminated Land Assessment and a Remediation Strategy. The Council's Environmental Health Section has raised no objection to the application and recommended that the further assessment and submission of the remediation strategy be secured by conditions. The Environment Agency has also recommended conditions to this effect. A condition requiring the reporting of any unsuspected contamination which may be uncovered is also recommended.

One of the neighbours has raised a concern about asbestos and other toxic substances. Removal of such materials will need to be carried out in accordance with the appropriate legislation.

## **8. Archaeology**

The application is supported by a Heritage Report which includes a Desk Based Archaeological Assessment. The site is located within an area of archaeological interest particularly with reference to the medieval leper hospital of St Leonards. Although there is not a record of its precise location it is known to have been within the vicinity of the hospital site. Although the area has been developed there is the potential for archaeology to have survived. The Council's Archaeologist has therefore recommended that if planning permission is granted a condition be imposed requiring a programme of archaeological investigation including targeted trial trenching.

The proposal will therefore comply with policy CS17 of the adopted Planning Policies DPD.

## **9. S106**

S106 provision on a site of this nature would usually be based upon the Council's Planning Obligations Implementation Strategy (POIS). In this instance early discussion took place with applicant regarding the Council's requirements for a school site to meet the needs of this development and to provide a new school to replace the existing West Town. Pursuant to these discussions the applicant has agreed to clear and transfer a part of the application site (zone A) to the Council to accommodate a new school. This is a significant community benefit. The terms of this arrangement including the remediation costs have, therefore, been taken into account when considering the nature and extent of the other obligations that can be secured by way of the S106 Agreement.

On this basis, a S106 pot of £447 390 has been agreed along the provision of 30% affordable housing, 15% of which is to be on site (with a 50/50 tenure split) and 15% off site (with an equivalent value of £23, 000 per dwelling) to be spent on affordable housing provision elsewhere in the city.

Following detailed assessment of the application spending on highway improvements have been identified as a priority for the S106 funding available. Three key projects have been identified:- works to the Midland Road junction and associated traffic calming, signalisation of the Thorpe Lea Road junction (including a pedestrian crossing to allow access to Thorpe Meadows) and the signalisation of Alderman's Drive. A Highways pot of £373 000 has been agreed. In the event that this amount is not sufficient to cover the costs of the off site highway works which will be carried out by the Council then money from surrounding schemes already secure under POIS will be put towards these works.

A request has been made from Travel Choice for the provision of Householder Travel Packs (with a cycle voucher) and for bus stop improvements. Given the limited amount of money available and the location of the site in proximity of the city centre, the railway station and bus station the delivery of off site highway infrastructure has been prioritised. There will be a requirement for a residential Travel Plan under the S106 and a contribution towards the monitoring of this. A travel plan for the school will be required by condition.

Contributions of £27 195 will also be made toward each of the community and leisure and environment pots of the POIS scheme.

A representation has been received from the Development Officer for the Nene Valley Nature Improvement Area (NIA) which was designated in March 2012. The objectives includes achieving a net gain in biodiversity, ecological connectivity and green infrastructure provision. The Officer has commented on the availability of accessible green space in relation to the site. The nearest available natural green space is located at Thorpe Meadows. The site is more than 300 metres from this which is the standard applied by Natural England. Whilst the officer acknowledges that it would not be feasible to meet this standard on site it is recommended that a financial contribution be made to ensure improvements to existing green space so that it is more robust in order to accommodate additional visitor pressure. Natural England has similarly commented that if the developer is unable to delivery sufficient open space on site that a contribution should be made to the Nene Park Trust to increase the resilience of existing green space. Whilst these comments and requests are noted this application will deliver a new school site which will have a wider community benefit. The S106 money which is available has had to be prioritised and in this instance the bulk of it will go to toward highway improvements in the vicinity of the site. The development is not rendered unacceptable without such a contribution. It may be feasible for money from the Environment pot to be used towards specific projects if a successful bid is made and S106 funding is also available from other development in the vicinity of the site.

Network Rail has commented that given the size and proximity of the development it is appropriate that a contribution is sought towards station facility improvements at Peterborough. With the potential increase of pedestrian and cyclists using the station it is seeking contributions towards the provision of additional cycle stands and passenger facilities on the new platforms. No evidence has been provided to justify this request or the level of facilities which the development could be considered to give rise to. Notwithstanding this, given the delivery of the school site only limited POIS funding is available and Officers are of the view that the funding of local highway improvements should be prioritised. No contribution is therefore being sought.

A letter has been received from the NHS Property Services requesting a contribution of £109 200 be made towards the capital costs to the NHS of providing additional healthcare services arising as a result of the development (based on an additional floor space requirement of 802 sq metres). Such a request has not been received in relation to other development where funding under POIS is not being secured. In this instance the land which is the subject to this application was sold by the NHS (albeit a different arm). As an organisation therefore it has had every opportunity to build such a demand into the sale price and to adjust the land values accordingly. With regard to the justification provided this is not convincing as the Thorpe Road surgery is indicated as having spare capacity which would help meet the needs of the development. Some of the other surgery locations quoted are unlikely to be used by the new occupiers given their distance and physical separation from the site. In addition a new GP surgery is in the process of being delivered on Craig Street. As such it is not considered that this request is justified and for the reasons set out above S106 funding is being prioritised elsewhere.

The proposal is therefore considered to comply with policy CS13 of the adopted Core Strategy.

## **10. Other Matters**

### *Air Quality*

An Air Quality Assessment has been submitted in support of the application. This concludes that potential impact of traffic upon air quality is negligible and therefore at no specific mitigation measures are required. This conclusion is accepted by the Council's Environmental Health Section.

The potential impacts during construction are also considered. The potential impacts are as a result of dust and associated particulates. The assessment concludes that these impacts are unlikely to be significant and can be reduced through appropriate mitigation measures. These can be secured via conditions as part of the demolition and construction management plans.

One of the neighbours has raised a concern about air quality but as set out above the development is not considered to have any unacceptable impact.

#### *Construction Management*

A draft Demolition Statement has been submitted in support of the application. A condition requiring the submission and approval of a final statement once a contractor has been appointed is recommended as is a condition requiring the submission and approval of a Construction Management Plan for each phase. These plans will include measures relating to haul routes, working hours, the control of noise and dust and contractor compounds.

A number of the neighbour representations refer to the fact that working hours should be limited, 8am to 5pm Monday to Friday and 8.30am to 4pm have been suggested with weekend working either not being allowed or very limited. The demolition and construction management plans would seek to limit working hours to the industry standard namely 7am to 6pm Monday to Friday and 7am to 1pm on Saturdays. Standard working hours are not considered unreasonable for the site albeit that the contractors should seek to carry out noisier activities after 9am.

The Civic Society has commented that no details have been included as to how the tall structures are to be demolished, the number of HGV trips, access routes etc. The precise mechanics of the demolition works is not a concern for the planning system which seeks to protect the amenity of residents and ensure there is no adverse impact upon highway safety. As indicated above this will be addressed via requirements for a Demolition Management Plan.

#### *Fire Hydrants*

A request has been received from the Cambridgeshire Fire and Rescue Service asking that adequate provision be secured for fire hydrants by way of a S106 or a condition. Whilst this request is noted the provision of fire hydrants will be dealt with under the Building Regulations as each zone is developed. It is not, therefore, considered necessary to control this matter under the planning process.

## **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 application site is the Hospital Opportunity Area and policy CC13 of the adopted Peterborough Local Plan (First Replacement) promotes the complete redevelopment of this area. The proposed land uses are broadly in accordance with the adopted SPD albeit that it reflects the current market conditions and the requirement of the Council for additional school places. The proposal will therefore facilitate the redevelopment of this area and help to meet housing demand. As such the scheme is considered to comply with policies CS1 and CS8 of the adopted Core Strategy, policy CC13 of the adopted Peterborough Local Plan (First Replacement), policy CC4 of the City Centre DPD (Submission Version) and the provisions of the National Planning Policy Framework.

It is not considered that the proposal would have any adverse impact upon highway safety. The new access points are acceptable and contributions toward off-site highway improvements are

being secured. The site is also a sustainable location close to the city centre. The proposal therefore accords with policy PP12 of the adopted Planning Policies DPD.

The application allows for the retention and conservation of the Gables a Listed Building, the conservation of 60-62 Thorpe Road a building of local importance and the retention of the administrative core of the Memorial Wing. The application therefore seeks to bring these heritage assets back into active use which will help preserve them in the longer term. It is also considered that the proposed demolition of the hospital block will improve the setting of Sessions House. The proposal is therefore considered to comply with section 12 of the National Planning Policy Framework, section 66 of the Planning (Listed Building and Conservation Areas) Act, policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

In principle it is considered that the site can be developed without any unacceptable adverse impact upon neighbour amenity and that it can afford the new occupiers a satisfactory level of amenity. The proposal therefore accords with policies PP3 and PP4 of the adopted Planning Policies DPD.

Subject to conditions the site can be adequately drained and mitigation measures secured to deal with ground contamination. The development therefore accords with policy CS22 of the adopted Core Strategy DPD and the NPPF.

The application seeks to retain the key protected trees within the site and there would not be any significant ecological impacts. The proposal therefore accords with policy PP16 of the adopted Planning Policies DPD.

The proposal will deliver a new school site which will be key to meeting the need for additional school places in the west place planning area. In addition S106 funding will be secured for off site highway works, along with contributions toward community and leisure and the environment. The proposal therefore accords with policy CS13 of the adopted Core Strategy.

## **7 Recommendation**

The case officer recommends that planning permission is Granted subject to the following conditions and the completion of a S106 Agreement:-

It is anticipated that all the off site highway works (Midland Road, the signalisation of the Thorpe Lea Road junction and the signalisation of Alderman's Drive) will be covered under the S106 Agreement. In the event that it is considered appropriate to deal with any or part of these works via a condition then Officer's ask that authority be delegated to the Director of Growth and Regeneration to amend the conditions as appropriate. Similarly it maybe appropriate to deal with the provision of play equipment in the S1906 in which case condition 31 would not be necessary.

C1 Application for approval of reserved matters namely appearance, landscaping, layout and scale (hereinafter called 'the reserved matters') for each zone or part thereof shall be obtained from the Local Planning Authority in writing before any development (excluding demolition, investigations for the purposes of ground work, ground works, contamination assessment and remediation, archaeological investigation and site clearance works) within each zone or part thereof is commenced and the development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

- C 2 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.  
Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).
- C3 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.  
Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).
- C4 The development hereby approved shall be carried out in accordance with the following approved details:-
- Site Location Plan (15097 TP-01 Rev B)
  - Parameters Plan (15097 TP02 Rev C)
  - Highways Access Context Plan (10263/HL001 Rev B)
  - Thorpe Road Highway Access No 1 (10263/HL/002)
  - Thorpe Road Highways Access No 2 (10263/HL/003 Rev B)
  - Alderman's Drive Highway Access No 3, 4 and 5 (10263/HL/004)
  - Alderman's Drive Highway Access No 6 (10263/HL/005 Rev A)
  - Midland Road Highway Access No 7 (10263/HL/006 Rev A)
  - Midland Road Highway Access No 9 (10263/HL/007 Rev A)
  - St John's Close Assess (10263/HL/008 Rev A)- access arrangements only
  - Flood Risk Assessment dated 31 March 2014 (as amended)
  - Land Contamination Assessment 28 March 2014
  - Ecological Assessment and Biodiversity Report March 2014
  - Noise Assessment March 2014
  - Air Quality Assessment March 2014
  - Transport Assessment March 2014
  - Safety Audit and Designer's Responses (as amended)
  - Heritage Impact Assessment March 2014
  - Arboriculture Impact Assessment March 2014
  - Tree Removal and Retention Plans FT963/TRR/300 Rev A, 301 Rev A, 302 Rev A and 303 Rev A.

Reason: For the avoidance of doubt to ensure that the development complies with the information which it has been assessed on the basis of.

- C5. The development hereby approved shall be carried out in accordance with parameter plan reference TP 02 Rev C. No more than 350 dwellings or a maximum floor area of 33 820 square metres shall be built out under this consent (whichever is reached first). The maximum floor space permitted within each individual zone shall not exceed that specified by the parameter plan. The plans and particulars to be submitted under condition 1 for each housing application shall include a statement confirming the amount of floor space to be created.  
Reason: In order to ensure that development accords with the parameters on which it has been assessed.
- C6. 20% of all dwellings shall be constructed as life time homes and 2% as wheel chair housing. Prior to the submission of the first reserved matters application for housing a plan identifying which zones the life time homes and wheel chair houses will be located within shall be submitted to and approved in writing by the Local Planning Authority. The plans and particulars submitted under condition 1 for housing applications within a zone where life time homes/ wheel chair housing has been identified shall confirm how this standard will be complied with.

Reason: In order to meet housing needs in accordance with policy CS8 of the adopted Core Strategy.

- C7. No works other than demolition within each zone or part thereof shall commence until an assessment of the nature and extent of contamination within that zone or part of has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:
- (i) a survey of the extent, scale and nature of contamination;
  - (ii) an assessment of the potential risks to: human health,
    - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
    - adjoining land,
    - groundwater's and surface waters,
    - ecological systems,
    - archaeological sites and ancient monuments;
- C8 No works other than demolition, within each zone or part thereof shall commence until a detailed remediation scheme to bring that zone or part thereof to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- C9 Any remediation works which are required shall be implemented in accordance with the approved timetable of works. Within 2 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority and approved.
- C10 In the event that contamination is found at any time in any zone or part thereof when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site.
- An assessment must be undertaken in accordance with the requirements of condition 7, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of condition.
- The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority in accordance with condition 9.
- C11 The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) reference 50600383 Rev 3 dated 24 March (pages 14 and 15 revised 15 May 2014) and the surface water run-off generated by the 1% (1 in 100) critical storm limited so that it will not exceed the run off from the existing site and does not increase the risk of flooding as set out in the agreed FRA and shown on drawing number D-001 Rev F.



The plans and particulars to be submitted in respect of condition 1 shall set out what mitigation will be included. These measures shall thereafter be implemented before the area of development which they will serve is occupied or brought into use.

Reason: In order to ensure that there is no risk of flooding in accordance with policy CS21 of the adopted Core Strategy.

C12 . Prior to the commencement of development (excluding demolition, investigations for the purposes of ground work, ground works, contamination assessment and remediation, archaeological investigation and site clearance works) within any zone or part thereof a detailed scheme of surface drainage for that zone or part thereof shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Full and up to date design details of the proposed drainage systems for this development should be forwarded for approval
- Confirmation that it complies with the approved Flood Risk Assessment (FRA) reference 50600383 Rev 3 dated 24 March(pages 14 and 15 revised 15 May 2014)
- Detailed specifications of any drainage elements including any proposed attenuation or infiltration
- Calculations demonstrating the attenuation requirements according to the given discharge rate
- Details of ownership/ maintenance for the lifetime of the development including any information relating to asset adoption
- Overland flood flow routes in the event of exceedance, in particular to demonstrate that the neighbouring properties will not be impacted

The development shall thereafter be carried out in accordance with the approved details before the area of development which it will serve is occupied or brought into use.

C13 Prior to the commencement of development (excluding demolition, investigations for the purposes of ground work, ground works, contamination assessment and remediation, archaeological investigation and site clearance works) within any zone or part thereof a detailed scheme of foul drainage for that zone or part thereof including the details of any phasing or off site connections/infrastructure improvements shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details before the building or dwelling to which it relates is first occupied.

Reason: In order to ensure that the site can be adequately drained in accordance with policy CS21 of the adopted Core Strategy.

C14 No demolition/development shall take place/commence within any zone or part thereof, except for demolition within zone A which is covered by condition 35 until a programme of archaeological work including a Written Scheme of Investigation for that zone or part thereof has been submitted to and approved in writing by the Local Planning Authority. This should include targeted evaluation by trial trenching and possible targeted area excavations. No demolition/development within the zone or part thereof shall thereafter take place except 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 paragraphs 128 and 141 of the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

C15 The plans and particularly to be submitted under condition 1 shall include details of existing and proposed site levels including the finished floor levels of all new dwellings and buildings and any associated parking. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests visual and neighbour amenity, and to ensure a satisfactory relationship with retained trees in accordance with policy CS16 of the adopted Core Strategy and policy PP3 and PP16 of the adopted Planning Policies DPD.

C16 Notwithstanding the submitted information no demolition shall take place within any zone or part thereof, except for zone A which is covered by condition 35, until a Demolition Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition Management Plan shall include but not be limited to the following:-

- a) A scheme for the monitoring, reporting and control of construction noise and vibration including hours of working and scope for remedial action
- b) A scheme for the control dust and scope including remedial action in the event that dust is identified as an issue or any complaints are received.
- c) A scheme for ensuring that no mud or other debris is tracked onto the public highway
- d) Haul routes to the site and hours of delivery.
- e) Measures to ensure that vehicles can access the site upon arrival to ensure that there is no queuing on the public highway.
- f) Details of site compounds and storage areas.
- g) Details of contractors parking.
- h) Confirmation that tree protection measures are in place.
- i) Confirmation that the demolition will be carried out in accordance with the ecological assessment.
- j) Details of the measures of enclosure of the site or part thereof.
- k) A scheme for dealing with complaints.

The demolition shall thereafter take place in accordance with the approved plan.

Reason: In the interests of residential amenity, highways safety and to protect the ecological interest within the site/retained trees in accordance with policies PP3, PP12 and PP16 of the adopted Planning Policies DPD.

C17 No demolition shall take place within any phase or part thereof until a scheme of tree protection measures in accordance with BS5837:2012 shall be submitted to and approved in writing by the Local Planning Authority. The tree protection measures shall thereafter be implemented prior to the commencement of demolition and thereafter retained until demolition works within that zone or part thereof are complete.

Reason: In order to ensure that the retained trees are protected in accordance with policy PP16 of the adopted Planning Policies DPD.

C18 No development shall take place within any zone or part thereof until a Construction Management Plan for that zone or part thereof has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following:-

- a) A scheme for the monitoring, reporting and control of construction noise and vibration including hours of working and scope for remedial action.
- b) A scheme for the control dust and scope for remedial action in the event that dust is identified as an issue or any complaints are received.
- c) A scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways.
- d) A contingency plan including if necessary the temporary cessation of all construction operations to be implemented in the event that the approved vehicle cleaning scheme fails to be effective for any reason
- e) Haul routes to the site and hours of delivery.

- f) Measures to ensure that vehicles can access the site upon arrival to ensure that there is no queuing on the public highway.
- g) Details of site compounds and storage area.
- h) Details of contractors parking.
- i) Detail of the site enclosure or part thereof.
- j) Confirmation that tree protection measures are in place.
- k) Confirmation that the demolition will be carried out in accordance with the ecological assessment.
- l) A scheme for dealing with complaints.
- m) Details of any temporary lighting

The development shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: In the interests of residential amenity, highways safety and to protect the ecological interest within the site/retained trees in accordance with policies PP3, PP12 and PP16 of the adopted Planning Policies DPD.

C19. The hard and soft landscaping scheme to be submitted for each zone or part thereof as plans and particulars under condition 1 shall include the following details

- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments)
  - Hard surface materials
  - Boundary treatments
  - Refuse areas
  - Cycle parking provision for any flatted schemes

The development within that zone or part thereof shall thereafter be carried out in accordance with the approved details prior to the first occupation or use of the area or building to which they relate. In the case of soft landscaping this shall be carried out no later than first planting/seeding season following first occupation or use of the area or building to which they relate.

Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die are removed, become diseased or unfit for purpose [in the opinion of the LPA] within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the Developers, or their successors in title with an equivalent size, number and species being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species...

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and TD1 of the Trees & Woodlands Strategy 2012.

C20 The plans and particulars to be submitted for each zone or part thereof shall include a Landscape Management Plan. The management plan shall thereafter be implemented in accordance with a timetable contained therein.

The Plan shall include the following details:

- Long term design objectives
- Management responsibilities
- Maintenance schedules

The development in each zone or part thereof shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and TD1 of the Trees & Woodlands Strategy 2012.

C21 No tree or group thereof shown as being retained on drawing numbers TF963/TRR/300 A, 301A, 302A and 303A shall be felled, lopped, topped or grubbed in anyway during demolition or construction. If any retained tree is damaged or removed during a development phase then a revised scheme and implementation timetable to be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter take place in accordance with the approved details.

Reason: To secure the retention of retained trees in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Core Strategy.

C22. The plans and particulars to be submitted under condition 1 for any zone or part thereof which contains retained trees shall include the following based upon BS5837;2012 or any modification/update to this document as maybe published:-

- An Arboricultural Impact Assessment (to be carried out in accordance with section 5.4)
- A tree protection plan (to be carried out in accordance with section 5.1). If tree protection measures need to be relocate between the demolition and construction phases then this shall be set out on the submitted scheme.
- An aboricultural method statement (to be carried out in accordance with section 6.1)

The above shall include an assessment of the impact of the buildings, hard standings, drainage infrastructure and shading.

The development shall thereafter be carried out in accordance with the approved details. The tree protection measures within each zone or part thereof shall be erected prior to the commencement of development and thereafter retained until the development around them is completed.

Reason: In order to ensure the long term retention of retained trees in accordance with policy PP16 of the adopted Planning Policies DPD.

C23 Prior to the commencement of development within any zone or part thereof which contains retained trees details of the route of all proposed underground services for that zone or part thereof shall be shown accurately on a site plan along with a statement regarding the method of excavation shall be submitted to and approved in writing with the Local Planning Authority. No development within that zone or part thereof shall be carried out except in accordance with the agreed routes.

Reason: In the interests of safeguarding the health of the trees to be retained in accordance with policy PP16 of the adopted Planning Policy DPD.

C24. The plans and particulars to be submitted under condition 1 shall include a detailed noise assessment and associated mitigation measures. The development shall thereafter be carried out in accordance with the approved details before the dwelling or building to which they relate is first occupied.

Reason: In the interests of residential amenity in accordance with policy PP3 of the adopted Planning Policies DPD.

C25. The plans and particulars to be submitted under condition 1 shall include measures to promote and enhance biodiversity including the provisions of bird and bat boxes. The development shall thereafter be implemented in accordance with the approved details before the area, building or dwelling to which they relate is first brought into use.

Reason: In the interests of enhancing the biodiversity potential of the site in accordance with policy PP16 of the adopted Planning Policies DPD.

C26. Demolition and conversion works to the Gables, 60-62 Thorpe Road and the Memorial Wing

hospital shall take place in accordance with the conclusions of the submitted bat survey, in particular:-

- In the unlikely event that any bats are found during the demolition of the Memorial Wing or 60/62 Thorpe Road, then works should cease immediately and a licensed bat worker contacted.
- All roofing works to the Gables House shall to be carried out between November and March and all potential bat access points shall be maintained by incorporating raised bat access tiles (as per section 5.18 of the Bat Report).

Reason: In order to ensure no harm is caused to a protected species in accordance with policy pp16 of the adopted Planning Policies DPD.

C27 In the event that the demolition and conversion works to the Gables, 60-62 Thorpe and the Memorial Wing have not been carried out within 2 years from the date of this permission then an amended bat survey shall be submitted to and approved in writing, including any additional mitigation measures, prior to the commencement of any works on any of these building.

Reason: In order to ensure no harm is caused to a protected species in accordance with policy pp16 of the adopted Planning Policies DPD.

C28. Within 1 year of the submission of the plans and particulars under condition 1 for zone F detailed plans for the conversation of the Gables and the layout out of its grounds shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to ensure that proposals come forward at the same time as the surrounding area to protect this heritage asset in accordance with policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

C29 The plans and particulars to be submitted under condition 1 for zone A shall include details of the external appearance and treatment of the retained part of the Memorial Wing. The development shall thereafter be carried in accordance with the approved details.

Reason: In order to ensure that proposals come forward at the same time as the surrounding area to protect this heritage asset in accordance with policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

C30. Prior to the first opening of the new school a School Travel Plan and a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall contain SMART targets to encourage the use of non-car modes of transport to access the school including proposed measures to be implemented to achieve the targets and also hard/soft measures to mitigate the effects of the additional pupils/staff and to reduce car mode share. The Travel Plan shall thereafter be implemented and monitored as agreed. The Parking Management Plan shall set out in detail the methodology which the school will use to control and manage staff parking within the site and also to control parent parking in the vicinity of the site. The development shall thereafter operate in accordance with the approved plans.

Reason: In the interests of encouraging travel by sustainable modes in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

C31. The plans and particulars to be submitted for zones B and F respectively shall include a provision to be made for play equipment including a detailed specification and timetable for implementation. The development shall thereafter be carried out in accordance with the approved details and implementation timetable.

Reason: In order to ensure adequate provision for play in accordance with policy PP14 of the adopted Planning Policies DPD.

C32. Prior to the first occupation of the new school a scheme for the ventilation and extraction of cooking fumes shall be submitted to and approved in writing by the Local Planning Authority. The

equipment shall thereafter be carried out in accordance with the approved scheme before the first use of the new school.

Reason: In the interests of residential amenity in accordance with policy PP3 of the adopted Planning Policies DPD.

C33 Prior to the first occupation of any part of the development, the access to that part of the development from the public highway shall be implemented in accordance with the principles shown on the relevant access plans (as referred to under C2).

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

C34 The roads and footways linking each dwelling with the public highway shall be constructed to a minimum of base course level prior to the occupation of the dwelling.

Reason: Reason: In the interests of the safety of all users of the public highway in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

C35 Prior to the commencement of demolition within Zone A, a Demolition Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. This shall cover all the items set out under condition 16, A Construction Traffic Management Plan, Tree Protection Measures as required by condition 17, a scheme of archaeological investigation, and details of the measures to be used to leave the building in a water tight condition. The demolition works shall thereafter take place in accordance with the approved details.

Reason: In order to ensure that demolition is carried out in a proper manner and does not put at risk the retained trees or the heritage asset in accordance with policies PP3, PP12, PP16 and PP17 of the adopted Planning Policies DPD.

#### Informatives

1. This permission should be read in conjunction with, and the development is subject to, the Planning Obligation under Section 106 of the Town and Country Planning Act 1990 and associated legislation between ^IN; and Peterborough City Council dated ^IN;.
2. The application is advised that the details landscaping scheme should include measures to enhance biodiversity especially in relation to the SUDs features.

#### 3. **Numbering and Naming**

Public Health Act 1925 S17-18

The development will result in the creation of new street(s) and/or new dwelling(s) and/or new premises and it will be necessary for the Council, as Street Naming Authority, to allocate appropriate street names and property numbers.

Before development is commenced, you should contact the Technical Support Team Manager - Highway Infrastructure Group on (01733) 453461 for details of the procedure to be followed and information required.

This procedure is applicable to the sub-division of premises, which will provide multiple occupancy for both residential and commercial buildings. Please note this is not a function covered by your planning application but is a statutory obligation of the Local Authority, and is not chargeable and must be dealt with as a separate matter.

#### 4. **Vehicular Crossings S184 Access Works**

Highways Act 1980 - Section 184, Sub-Sections (3)(4)(9)

This development involves the construction of a new or alteration of an existing vehicular crossing within a public highway. These works **MUST** be carried out in accordance with details specified by Peterborough City Council.

Prior to commencing any works within the public highway, a Road Opening Permit must be obtained from the Council on payment of the appropriate fee.

Contact is to be made with the Transport & Engineering - Development Team on 01733 453421 who will supply the relevant application form, provide a preliminary indication of the

fee payable and specify the construction details and drawing(s) required.

**5. NR&SWA 1991**

The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licensed under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering – Street Works Co-Ordinator on 01733 453467.

**6. Off-site Highway Works S278 highway works agreements**

The development involves extensive works within the public highway. Such works must be the subject of an agreement under Section 278 of the Highways Act 1980. **It is essential that prior to the commencement of the highway works**, adequate time is allowed in the development programme for; approval by the council of the designer, main contractor and sub-contractors, technical vetting, safety audits, approval of temporary traffic management, booking of road space for off-site highway and service works and the completion of the legal agreement. Application forms for S278 agreements are available from Transport & Engineering - Development Team on 01733 453421.

**7. New Adoptable Highways S38 road adoption agreements**

The attention of the applicant is drawn to the need to make a formal application to the council for an agreement under Section 38 of the Highways Act 1980 if it is the intention that any of the highways proposed as part of this development are to be adopted. Prior to the commencement of the construction of these highways, adequate time must be allowed in the development programme for technical vetting, approval of temporary traffic management, booking of road space for any off-site highway and service works and the completion of the Section 38 agreement. Application forms for Section 38 agreements are available from Transport & Engineering - Development Team on 01733 453421.

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