

Application Ref: 14/01060/R3FUL

Proposal: Partial infill of existing courtyard, single storey rear extension and erection of detached single storey teaching block. Associated alterations to the car park at the front of the site and an extension of the car park to the rear

Site: Thorpe Primary School, Atherstone Avenue, Netherton, Peterborough
Applicant: Peterborough City Council

Agent: Frank Shaw Associates

Referred by: Councillors Arculus, Fitzgerald and Maqbool
Reason: Concern about increased traffic

Site visit: 25.06.2014

Case officer: Miss V Hurrell
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Recommendation: **GRANT** subject to relevant conditions

1 Update

This application was tabled to members of the Planning and Environmental Protection Committee on 2 September 2014. Following consideration members voted to defer the application in order to allow a more detailed exploration of traffic mitigation measures to address their concerns about additional traffic congestion following expansion of the school.

Following this deferment Children’s Services and the contractor for the school works, Carillion, have looked at a range of options seeking to address these concerns. A meeting was held at the school on 23 September attended by Children’s Services, Councillor Holditch, representatives from the contractor Carillion and architects, Frank Sure Associates, representatives from the school including the Head Teacher, Chair of Governors and Councillor Fitzgerald in his capacity of ward councillor. The other ward members were unable to attend the meeting due to its timing. Planning Officers were also in attendance.

At this meeting it was confirmed that the increase in pupil numbers would be phased, with 30 additional pupils being added to the school each year from September 2015 until the additional capacity of 210 pupils is reached.

Four options setting out potential mitigations proposals were tabled along with a basic analysis of the associated risks including costs. The options were as follows:-

Option 1 - A single layby at the front of the school site within the highway, with space for two cars. This option does not result in any change to the onsite parking arrangements. There could potentially be some impact on a couple of the trees at the front of the site.

Option 2 - A reconfiguration of the front car parking area to create a drop off zone within the school site. This option would result in the loss of some trees but would allow the retention of the majority of them. There would be no change to the rear car park from that currently proposed.

Option 3 - A reconfiguration of the parking area at the front of the school site, removing the existing entrance. The existing secondary access would become the primary access and would be

widened. Parking at the front would be for staff and the rear car park reconfigured to create a managed drop off system. This option allows the majority of trees at the front of the site to be kept. In addition option 3 proposes a new parking area for staff (to replace the parking spaces lost with the creation of the drop off/pick up) on the site of the former caretakers house, with access from Ledbury Road.

Option 4 – This option removes all of the existing parking at the front of the site to create a large area for drop off and pick up. All the principal trees would have to be removed. In addition, the existing secondary access would be widened and an enlarged car park created at the rear of the school on existing playing field to accommodate all the staff parking (as this has been removed from the front). Utilisation of the care takers house would not be required.

Councillor Holditch and Jonathan Lewis (Head of Corporate Property and Children’s Resources) advised that the initial cost estimates for these options range from £50 000 for option A, to £75 000 for option B to £225 000 for options C and D. In addition option C would result in the loss of the care takers bungalow and a capital receipt for the Council as it is seeking to sell this property after the building works have been carried out. They confirmed that no funding is currently available for these works the school. Carillion confirmed that the cost of each option could not be finalised until further investigation had been carried out and that all of the options would have an impact on the build programme given the risks and uncertainties at this stage.

Nick Guest, Head Teacher of the School advised that several of the options raised issues for the school in respect of child safety as they would result in parents being allowed onto the school site to drop off and pick up. He also advised that the school could not agree to any option which resulted in the loss of more playing field, so options C and D.

From a planning perspective, Options C and D would require reconsultation with Sport England. If Sport England objected and Members resolved to approve the application then it would need to be referred to the Secretary of State to determine whether he wishes to call the application in for his own determination. Until a decision is received from the Secretary of State work could not progress on site. Children’s Services advised that they were also unlikely to get approval for options C and D under Section 77 of the School Standards and Framework Act 1998. This is the legal process which they have to go through in order to change the use of the playing field.

In addition these options impact upon the trees at the front of the site which, as previously indicated, are worthy of retention.

In light of the discussion around the options especially the feedback from the school and the fact that the expansion of the school would be phased it was agreed that it would be appropriate to monitor the situation and if in the view of the Local Planning Authority there is an identified issue implement a remediation option based in the first instance on the principles of option B which avoids any impact upon the playing field to the rear. This option also does not include the use of the caretakers house. If there is a fundamental issue then a more radical solution will need to be put forward. The Local Highway Authority has confirmed it is agreeable to this approach as it will allow the situation to be monitored and provide an opportunity for the school to take positive management steps in terms of travel planning and parking management which, as members will recall, was their preferred option in this instance.

A new condition, condition 18, is therefore recommended (the conditions have been renumbered to take into account the recommendations in the Update Report from the 2 September meeting).

C18 Prior to the first expansion of the school it shall carry out a review of the existing parking congestion/drop off arrangements in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The results of this survey shall thereafter be provided to the Local Planning Authority.

Six months after the first expansion of the school to accommodate an extra 30 pupils the

school shall carry out a further review of the parking congestion/drop off arrangements in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The results of this survey shall thereafter be submitted to the Local Planning Authority for approval. If in the view of the Local Planning Authority there has been a significant increase in traffic congestion as a result of the first expansion then a mitigation scheme based upon the principles of option B shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include a detailed Arboricultural Impact Assessment, details of tree protection measures and a timetable for implementation. If, in the view of the Local Planning Authority, the additional congestion is such that option B would not address it then an amended scheme shall be submitted for approval.

If in the view of the Local Planning Authority following the first review no mitigation measures are required then monitoring shall be carried out at yearly intervals until such time as the school has been expanded by an additional 210 pupils. If, following any of these further reviews, the Local Planning Authority is of the view that there has been a significant increase in congestion as a result of the school expansion then a mitigation scheme based upon the principles of option B shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include a detailed Arboricultural Impact Assessment, details of tree protection measures and a timetable for implementation. If in the view of the Local Planning Authority the additional congestion is such that option B would not address this then an amended scheme shall be submitted for approval including an implementation timetable.

Reason: In order to mitigate the traffic impacts arising from the extension of the school in accordance with policy CS14 of the adopted Core Strategy and Policy PP12 of the adopted Planning Policies DPD.

In light of the approach agreed at the meeting no further consultation has been carried out with members of the public.

The rest of the report remains unchanged although Section 6 Part 4 (Landscape Impacts) has been updated to reflect the comments in the Update Report to the 2 September 2014 meeting.

2 Description of the site and surroundings and Summary of the Proposal

The Site and Surroundings

The application site is the Thorpe Primary School which is located in the Netherton area approximately 2 km from the city centre.

The school buildings which are predominately single storey, front onto Atherstone Avenue. There are two vehicular accesses into the school site. The first leads to a car parking area in front of the school buildings with 24 spaces including two disabled spaces and the second to a rear car park with approximately 20 spaces, although these are not formally laid out.

There is a large area of playing field to the rear (south) and west of the school buildings. Also to the south of the main school buildings, located within the separate building adjacent to the rear of properties on Ledbury Road, is a nursery.

There are a number of mature trees at the front of the site which are worthy of a Tree Preservation Order (TPO) and within the school grounds, especially along the boundaries.

The surrounding area is predominately residential in character. There is a church to the south east corner of the site on Ledbury Road. On the south side of Ledbury Road is the Jack Hunt School.

There is a pedestrian link (Breamore Gardens) along the eastern boundary of the school which is enclosed by chain link fencing. This connects with Atherstone Avenue and Ledbury Road and there are a number of bungalows fronting onto this footpath.

The Proposal

This application seeks consent for various extensions to enable the capacity of the school to be increased by 210 places from 470 (including 52 nursery places). The number of staff would increase by 15 to 92.

Two new single storey detached teaching blocks are proposed to the rear of the existing school buildings on the existing hard play area. A small in fill extension to the central courtyard is also proposed along with some associated refurbishment of the interior of the existing school buildings. Associated with these extensions are an additional area of hard play, an expansion to the car park to the rear west side of the building to increase its capacity to 30 spaces (from 20) and a reconfiguration of the car parking at the front to accommodate 28 car parking spaces (from 24).

There is a vacant property to the rear of the school site accessed from Ledbury Road which used to be the care takers house. It is proposed to use this house as the construction office and to bring the majority of construction traffic in via Ledbury Road.

3 Planning History

Reference	Proposal	Decision	Date
10/01367/FUL	Provision of overspill car park and relocation of cycle racks	Permitted	21/01/2011
09/00425/FUL	Single storey extension and associated replacement of part of roof, and installation of security gates	Permitted	17/06/2009
07/00089/FUL	Erection of single storey entrance lobby with canopy	Permitted	19/03/2007
04/00490/R3FUL	Erection of fence and gates	Permitted	12/05/2004
03/01177/R3FUL	Extension to create library and staff room facility and upgrading of existing security fencing	Permitted	01/10/2003

4 Planning Policy

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

National Planning Policy Framework (2012)

Section 8 - School Development

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

Peterborough Core Strategy DPD (2011)

CS10 - Environment Capital

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

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS19 - Open Space and Green Infrastructure

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

Peterborough Planning Policies DPD (2012)

PP02 - Design Quality

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

PP03 - Impacts of New Development

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

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

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.

5 Consultations/Representations

Transport & Engineering Services (16.07.14)

No objections. It is noted that the number of car trips to the site are high compared to other primary schools which is a concern as this would mean that should the modal share remain at current levels then the impact of additional traffic would be significant. The high level of trips would suggest the existing travel plan is not having the desired effect. The Local Highway Authority would require a new Travel Plan to be submitted along with a Parking Management Plan.

The Construction Management Plan is acceptable subject to a condition requiring the provision of temporary cross overs at the accesses before construction vehicles start using them.

Property Services

No comments received

Police Architectural Liaison Officer (30.06.14)

No objections, recommendations or further observations

Archaeological Officer (02.07.14)

No objections. The site is within an area of low archaeological potential. As such there is no need to secure a programme of archaeological work.

Landscape Officer (14.08.14)

No objections. The trees at the front of the site form a very strong landscape feature and are worthy of protection. The pruning works to the trees needs to be agreed to ensure that it is appropriate and further detail is required in respect of the drainage works within the root protection areas. These matters can be addressed via conditions.

Travel Choice

No comments received

Building Control Manager (03.07.14)

No objections. A Building Regulations application has been submitted.

Sport England (07.07.14)

No objections. The proposal is considered to comply with exception criteria E3 of its policy. Requests conditions requiring the layout of the new pitches before the new teaching block/car park are brought into use.

Wildlife Officer (18.07.14)

No objections subject to a condition requiring that the works are carried out in accordance with the Phase 1 Habitat Survey including the provision of bird and bat boxes.

Pollution Team (14.08.2014)

No objections. Recommend a condition in respect of unsuspected contamination.

Drainage Section

No objections, the submitted information is acceptable.

Local Residents/Interested Parties

Initial consultations: 92

Total number of responses: 10

Total number of objections: 10

Total number in support: 0

10 letters of objection have been received. These raise the following issues:-

- The School is of sufficient size to meet the needs of the local community. This means pupils are coming from further afield. It is a retrograde step to segregate children from where their home is.
- The vast majority of pupils will be taken to school by car. The additional unnecessary pollution from up to 210 additional cars will contradict the Council's own policy of being a city with a good environment policy.
- The additional traffic will exacerbate an already hazardous situation where there have been a number of accidents and countless near misses regarding cars and children. It would be totally irresponsible to increase the vehicle movements in the Ledbury Road area at school start and finish times.
- The Transport Assessment is fundamentally flawed as it has not recorded two accidents in Ledbury Road involving children at the end of 2013 and it has not included either cars stopping on zig-zag lines at crossing or the riding of cycles on footpaths. Also the assumptions in table 4 are beyond comprehension as all the additional pupils will not be walking to school.
- Fail to see how these issues can be resolved if the proposal goes ahead and anyone with any common sense will reject the proposal for additional classrooms as then it will only be a matter of time before there is a fatal accident and the Planning Committee will be responsible.
- Once the children get to secondary school does the Council consider extending that school too. Already Jack Hunt teachers park in front of the school in Ledbury Road on what was open grass area between trees despite having extra parking spaces added in the parking areas. Parents park across our drives now despite the white lines, with extra children where

- will they park.
- Atherstone Avenue is already reduced to a single lane in places due to cars parked on both sides of the road.
- Cars are often left parked all day partly on the footpath. People turn around in our drive also. The increase in traffic volumes will only serve to exacerbate these problems.

6 Assessment of the planning issues

The main considerations are as follows:-

1. The Principle of Development
2. Highways Impacts and Car Parking
3. Design and Layout
4. Landscape Impacts
5. Ecological Issues
6. Construction Management
7. Other Matters

1. The Principle of Development

Children's Services have advised that the expansion of Thorpe Primary School is required as part of the Council's School Organisation Plan which sets out how school place demand will be met. The Council has a statutory duty to ensure that sufficient school places are available within the city. The figures within the plan show that there has been an increase not only in the number of people living within the city but also an increase in the number of children under the age of 4. This is resulting in a rapidly expanding primary school age population.

The Plan divides the city into a number of areas and Thorpe Primary School falls within the West Planning Area. The Organisational Plan sets out that within this area, even with the expansion of Thorpe Primary School, Ravensthorpe and the new West Town School (to be delivered as part of the hospital redevelopment), there will only be a slight (15 place) surplus in school places by 2016. If the expansion of Thorpe Primary School were not to proceed then there would be a significant shortfall of primary school places within the West Planning Area. In terms of identifying the schools for the expansion within each area the Council has to look at expanding the most popular schools where there is the highest demand for school places and Thorpe Primary School is currently oversubscribed.

In planning policy terms the National Planning Framework places great emphasis upon supporting the building of new schools or the expansion of existing schools. Given this policy stance and the requirement for school places as set out in the School Organisational Plan there would have to be very strong justification for the current application to be resisted.

Neighbour Representations.

A number of the representations have set out that the expansion of Thorpe Primary School is not required to meet local school place demand and will result in children attending the school from further afield which is not desirable.

Whilst this comment is noted, as set out above the school places are required to meet demand within the West Planning Area. Ideally children would be able to attend their nearest primary school but the demand for places is currently such that this cannot happen in every case and the Council has to ensure sufficient school places are available for all children within the unitary area as a whole and at the most popular schools. By dividing the city into areas the Organisational Plan does try to locate new school places across the city to minimise the distance which children have to travel.

2. Highways Impacts and Car Parking

Traffic Impacts

A Transport Assessment has been submitted with the application. The car borne modal share

indicated in the plan is higher than typically associated with primary schools so it is anticipated that the impact of additional traffic would be significant.

The Transport Assessment does suggest that the impact of the traffic would be lessened due to parking restrictions being enforced around the school and the staggered start time because of the breakfast club. This being the case the Local Highway Authority has advised that travel planning must be the main focus for reducing car borne trips to the site.

The Local Highway Authority has advised that a new Travel Plan should be produced as part of this development with a primary focus on identifying why so many children travel to school by car and why other modes are either not practical or perceived as not practical. Once this has been established SMART targets would need to be set out and measures identified to reduce car borne trips. This data should be collected as soon as possible.

In addition the submission of a Parking Management Plan is recommended, to be secured by condition as per the Travel Plan, as a way of exercising control over picking and dropping off outside schools by the Local Highway Authority.

The Local Highway Authority has advised that in its view the above are the most appropriate measures to try and reduce the traffic impacts of the scheme. Although the proposal will be likely to result in additional traffic at drop of and pick up times the Local Highway Authority does not have any highway safety concerns. Neither is there a scheme of physical measures which could be implemented to help address the issue.

The Ward Councillors have called the application into Planning and Environmental Protection Committee on the grounds of potential traffic impacts and have asked that the scope for a drop off and pick up facility be investigated.

In response to this request an informal sketch plan has been prepared. This shows three potential drop off and pick up options along Atherstone Avenue. The first shows space for a single coach or two cars, the second a longer layby with space for 6 cars and the third a large layby with space for 7 cars and a passing lane. Options 2 and 3 would be likely to result in the loss of the majority of the trees at the front of the site.

Having reviewed the sketches the Local Highway Authority has advised that it would not support the provision of a drop off and pick up facility in this location.

The proposal would result in the removal of the existing zig-zag lines in front of the school. The purpose of these lines is to limit parking and therefore the potential conflict between children and drivers in the interests of highway safety. The creation of a drop off/pick up point in front of the school would be at odds with this as it would draw cars to the site.

In addition the number of parking bays which would be created would be limited (a maximum of 7) and would not be sufficient to meet the demand. In order for such a facility to be effective at least 50 parking spaces would probably be required. At the moment drop off and pick up is spread over the surrounding streets and therefore less concentrated. If a drop off and pick up point is provided then this would concentrate traffic outside of the school. More highway congestion is therefore likely to result along with an increased risk of conflict either between vehicles or vehicles and children. In addition it is likely that parents would park at odd angles and reverse into the road which is further likely to increase the risk of collision. This raises highway safety concerns.

In light of the advice from the Local Highway Authority the current application has not been amended to include a drop off and pick up point and the drop off/pick options have not therefore been publically consulted upon although they have been forwarded to the Ward Councillors for their information along with an explanation as to why the options are not considered acceptable.

Neighbour Representations

Traffic concerns relating to the development have been raised by neighbours. These are responded to below.

- *The vast majority of pupils will be taken to school by car. The additional unnecessary pollution from up to 210 additional cars will contradict the Council's own policy of being a city with a good environment policy*

Whilst this comment is noted the Council has to meet the demand for school places and Thorpe Primary School is already over subscribed. As set out above a condition would be imposed seeking the imposition of a Travel Plan which will seek to reduce as far as possible the number of children arriving by car to the site.

- *The additional traffic will exacerbate an already hazardous situation where there have been a number of accidents and countless near misses regarding cars and children. It would be totally irresponsible to increase the vehicle movements in the Ledbury Road area at school start and finish times*

As set out the Council has to meet school place demand in the area. There is not a suite of physical measures which can be secured to reduce the traffic impacts although conditions requiring the submission of a Travel Plan and a Parking Management Plan are recommended to try and reduce the number of vehicle trips and to encourage responsible parking.

- *The Transport Assessment is fundamentally flawed as it has not recorded two accidents in Ledbury Road involving children at the end of 2013 and it has not included wither the cars stopping on zig-zag lines at crossing or the riding of cycles on footpaths. Also the assumptions in table 4 are beyond comprehension as all the additional pupils will not be walking to school. Fail to see how these issues can be resolved in the proposal goes ahead and anyone with any common sense will reject the proposal for additional classrooms as then it will only be a matter of time before there is a fatal accident and the Planning Committee will be responsible.*

The Transport Assessment is not considered to be fundamentally flawed and the Local Highway Authority has raised no objections to it. With regard to accidents they can only be reported if there is a record of them.

- *Once the children get to secondary school does the Council consider extending that school too. Already Jack Hunt teachers park in front of the school in Ledbury Road on what was open grass area between trees despite having extra parking spaces added in the parking areas. Parents park across our drives now despite the white lines, with extra children where will they park.*

This application relates to Thorpe Primary School only and issues relating to parking at Jack Hunt School cannot be taken into consideration. As set out the Council has to meet school place demand in the area. There is not a suite of physical measures which can be secured to reduce the traffic impacts although conditions requiring the submission of a Travel Plan and a Parking Management Plan are recommended to try and reduce the number of vehicle trips and to encourage responsible parking.

- *Atherstone Avenue is already reduced to a single lane in places due to cars parked on both sides of the road.*

As set out the Council has to meet school place demand in the area. There is not a suite of physical measures which can be secured to reduce the traffic impacts although conditions requiring the submission of a Travel Plan and a Parking Management Plan are recommended to try and reduce the number of vehicle trips and to encourage responsible parking.

- *Cars are often left parked all day partly on the footpath. People turn around in our drive also. The increase in traffic volumes will only serve to exacerbate these problems.*

With regard to parking on footways this is an enforcement issue. A condition requiring the submission and approval of a Parking Management Plan is recommended to encourage

responsible parent behaviour.

Summary

It is acknowledged that this proposal would result in additional traffic. There is not a scheme of physical measures which could be implemented to help mitigate the traffic impacts including the provision of a drop off or pick up facility. The most appropriate method of reducing car trips and ensuring safe parking is via the imposition of conditions in respect of the production of a Travel Plan and a Parking Management Plan. As set out above the Council has to provide the extra school places and in the view of Officers this need outweighs the traffic impacts which are limited to drop off and pick up times, especially given that the Local Highway Authority has not raised any highway safety concerns.

Car Parking

At present there are 24 car parking spaces in the front car park and 20 in the one to the rear although these are not marked out. It is proposed to rationalise the front car park in order to make it more efficient with a slight increase in the number of spaces to 28 including two disabled spaces and to install a barrier to control access to it. It is also proposed to increase the number of spaces in the rear car park to 30 which will be marked out (there is room for further expansion if this is needed in the future).

Under policy PP13 of the adopted Planning Policies DPD a maximum of 77 spaces would be acceptable (based on full time equivalents). 60 spaces are proposed on site. The Local Highway Authority has raised no objection in principle to the number of spaces proposed.

The Local Highway Authority has commented that the car parks should have an in and out arrangement and that the access to the rear car parking be widened.

In this instance the creation of an in and out arrangement is not possible because of the constraint formed by the trees at the front of the site. Given the limited number of parking spaces at the front of the site such an arrangement is also not considered necessary and the school functions without one at present. The barrier will also help control parking at the front of the site.

With regard to the access to the rear parking area it is not considered necessary to widen this as use of this area is tightly controlled by the school. It is only available until 8.15am when the gates are closed and they are only reopened again once the school day has finished. As such vehicle movements are limited and are in the same direction. The Local Highway Authority has been made aware of this arrangement.

Cycle Parking

40 cycle parking spaces are currently available on site. As part of this application an additional 40 spaces are proposed along with 10 spaces for staff towards the front of the school. Although this is below the standard set out in the Planning Policies DPD (one space per six children) the proposed provision is considered to be acceptable. There is scope within the site to add additional cycle parking if there is the demand.

Having considered the above the proposed parking provision is considered to be acceptable in accordance with policy PP13 of the adopted Planning Policies DPD.

3. Design and Layout

Design

The application proposes two new single storey extensions to the existing building and a small infill extension within the existing courtyard. The design of the two new extensions is considered to be appropriate and in keeping with the character of the existing school buildings. A condition requiring the submission and approval of materials is recommended. There are no issues with the infill extension as this would not be visible from outside the site.

The proposal is, therefore, considered to comply with policies CS16 of the adopted Core Strategy and policy PP2 of the adopted Planning Policies DPD.

Sustainability

It is proposed to make the building envelope of the new extensions thermally efficient, to use natural ventilation and to incorporate a number of PV panels. In addition the project is seeking to use materials which include recycled/reused products up to value of 10% of the total value of the materials. Although no formal assessment has been carried out under the BREEAM regulations an initial assessment indicates that the extensions would achieve a good to very good standard.

As such it is considered that the proposal would make a contribution towards the Council's Environment Capital agenda in accordance with policy CS10 of the adopted Core Strategy.

Impact on Playing Fields

The application would impact upon existing playing field provision and as such Sport England is a statutory consultee and will object to any development which would lead to the loss of or prejudice the use of playing field unless certain specific circumstances exist.

The car park extension would result in the loss of a small area of playing field necessitating the relocation of a mini soccer pitch. The submitted plans show the location of this pitch. The site is not large enough to accommodate a third pitch. Given this Sport England has advised that it would be unreasonable for it to object to the application on the grounds of loss of playing field. It has requested a condition be imposed requiring the laying out this pitch before the extensions are brought into use.

The proposed extensions themselves would not result in the loss of any playing field although they would impact upon the existing area of hard play. It is proposed to re-mark out this court. Subject to this being secured via a condition Sport England has confirmed that it has no objection.

As such the application is considered to accord with policy CS19 of the adopted Core Strategy.

Impact on Neighbour Amenity

The extensions would be located well away from the boundary of the school site. There would be some 21 metres between the nearest new teaching block and the boundaries of the neighbouring properties on Ledbury Road and some 44 metres at the nearest point to the front of the neighbouring bungalows on Breamore Gardens. The second teaching block would be located even further from neighbouring properties (36 metres and 88 metres respectively). It is not therefore considered that these extensions would have any adverse impact upon neighbour amenity.

Although the proposal would result in hard standing closer to the boundary with the neighbouring properties on Lebury Road the relationship is still considered to be acceptable.

No neighbour objections to the proposal have been received on amenity grounds.

The proposal is therefore considered to comply with policy PP3 of the adopted Planning Policies DPD.

4. Landscape Impacts

As indicated under section 1 above there are a number of trees within the site. The trees at the front of site are worthy of a Tree Preservation Order. The application is supported by an Arboricultural Impact Assessment. The application would result in the loss of five individual trees and a group of Birch and Maple.

The Council's Landscape Officer has raised no objections to the loss of a birch tree at the front of the site in light of its condition and in order to facilitate the rationalisation of the car park.

Some pruning of the trees at the front of the site will be needed to facilitate the car parking. The height suggested in the Arboricultural Impact Assessment is excessive and would unacceptably damage the form of the trees especially the Willow. A condition requiring the agreement of pruning

works is therefore recommended.

The remaining trees to be removed are at the rear of the site to accommodate the new extensions. The Landscape Officer has raised no objections to their removal given their condition and limited amenity value from the public realm (there are only limited views of them from Breamore Gardens).

The Landscape Officer has also viewed the drop off and pick up options tabled and advised that he would not support them because of the impact on the trees at the front of the site which as indicated are worthy of retention. They also form an important and integral part of the character of streetscene along this section of Atherstone Avenue.

Subject to the conditions referred to the current proposal is therefore considered to comply with policy PP16 of the adopted Planning Policies DPD.

5. Ecological Issues

The application is accompanied by a Phase 1 Habitat Survey. The report indicates that there may be Great Crested Newts/ reptiles within the wildlife garden which is located to the west of the school buildings on the edge of the playing field adjacent to the boundary of the site with the rear of the residential properties on Atherstone Avenue. It considers that the potential for them to be present is low but as a precautionary approach there should be no development within 50m. The wildlife garden is located more than 50m from the proposed car park extension, the new extensions are much further away. A condition requiring that the works be carried out in accordance with the recommendations of the report is advised for the avoidance of doubt.

The report recommends the inclusion of the bird and bat roosting features. These can be secured by condition.

In light of the above the Council's Wildlife Officer has raised no objections to the scheme. As such the proposal is considered to comply with policy PP16 of the adopted Planning Policies DPD.

6. Construction Management

The applicant has submitted a Construction Management Plan with the application in order to seek agreement to it at this stage. It is proposed to construct the new car park and carry out some refurbishment works by taking construction access from Atherstone Avenue but the main construction access for the new extensions would be from Ledbury Road. It is proposed to use the former care takers office as the main site offices.

Having reviewed submitted information the Local Highway Authority has confirmed that the details are acceptable subject to a condition requiring the creation of temporary vehicle crossings in order to protect the existing footways and accesses from damage. Conditions in respect of this and requiring compliance with the Construction Management Plan are recommended.

7. Other Matters

Archaeology

The Council's Archaeologist has advised that the application is within an area of low archaeological potential. Given that it is unlikely to impact on important remains there is no need to secure a programme of archaeological work via a condition.

Drainage

A drainage scheme along with supporting calculations has been submitted in support of the application. The Council's Drainage Team have confirmed that this is acceptable. A compliance condition is, therefore, recommended.

Contamination

A Phase II Environmental Assessment has been submitted with the application. This concludes that the risk of contamination is low. A condition requiring the reporting of any unsuspected contamination is recommended.

7 Conclusions

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

- The development will help address the shortage of school places within the West Planning Area and the expansion of schools is supported by the National Planning Policy Framework. No objection to the proposal has been received from Sport England subject to the attached conditions. The principle of development is, therefore, considered to be acceptable.
- The development would result in additional traffic on the local highway network. This impact can be partly mitigated by a Parking Management Plan and Travel Plan in accordance with policy CS14 of the adopted Core Strategy. There would, however, be an impact on the local network. This impact has to be balanced with the need to provide additional school places in the local area, which in this instance is considered to outweigh the potential highway congestion particularly as there are no highway safety concerns. Additional car and cycle parking will be provided in accordance with policy PP13 of the adopted Planning Policies DPD.
- The design of the proposed extensions is considered to be acceptable, and there would not be any unacceptable adverse impact upon neighbour amenity. The proposal therefore accords with policy CS16 of the adopted Core Strategy and policies PP2 and PP3 of the adopted Planning Policies DPD.
- -The tree removals proposed by this application are considered to be acceptable in light of the condition of the trees and their limited amenity value. Neither would any significant ecological impacts result. Subject to conditions therefore, the proposal is, therefore, considered to comply with policy PP16 of the adopted Planning Policies DPD.

8 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission (Regulation 3) is **GRANTED** subject to the following conditions:

C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

C 2 The development hereby approved shall be carried out in accordance with the following approved plans and details:

- 01 Rev A Location Plan
- 0002 Rev B Existing Site Plan
- 1000 Rev C Proposed Site Plan
- 0050 Existing Site Plan
- 0060 Existing Elevations
- PL 401 Proposed GA Plan
- PL 402 Proposed Elevations
- PL 411 Refurbishment Area
- PL 410 Proposed Teaching Plan
- 4030 Rev F Infill Extension

- L-1325- PRP -001 Rev 05 Landscape Site Plan
- L-1325-PPP-001 Rev 01 Landscape Planting Plan
- L-1325-GAS-001 Rev 01 Landscape Sections
- Phase 1 Habitat Survey
- Phase II Geo Environmental Survey
- Transport Assessment Rev B
- External Noise Survey
- Desk Based Archaeological Assessment
- C1894-101 Car Park Tracking
- Arboricultural Impact Assessment dated August 2014
- Tree Condition Survey May 2014
- Construction Management Plan June 2014
- Updated Logistics Plan
- Site Compound Area drawing
- Traffic Management Plan Rev B
- Site Logistics and Traffic Management Plan 001 Rev A
- Drainage Calculations August 2014
- C1894-202 Rev A Preliminary Drainage Layout

Reason: To clarify the approved details and to ensure that the development accords with the reasoning and justification for granting permission as set out above.

- C 3 Prior to the commencement of the new extensions details/samples of the finishes to be used in the external surfaces of the new extensions 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:-

Walls (samples)

Roofing materials, doors, and windows (details).

Reason: In order to ensure a satisfactory external appearance in accordance with policy PP2 of the adopted Planning Policies DPD and policy CS16 of the adopted Core Strategy.

- C4 With the exception of the requirements of condition 5 the development hereby approved shall be carried out in accordance with the approved Arboricultural Impact Assessment dated August 2014, Tree Protection Drawings, Arboricultural Method Statement submitted on 26 August 2014 and the Surfacing Plan reference C1894-205. The tree protection measures shall be erected prior to the commencement of development and shall thereafter be retained until the development is complete.

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

- C5 Prior to the commencement of the laying out of the new/reconfigured spaces within the car park at the front of the site or the erection of any site hoardings in this location any specific pruning works which may be required to the retained trees shall be agreed on site with the Local Planning Authority and thereafter confirmed in writing. The pruning works shall thereafter be carried out in strict accordance with the approved details and carried out by a competent tree surgeon in accordance with BS3998:2010

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

- C6 Soft landscaping works shall be carried out in accordance with drawing numbers L-1325-PRP-001 Rev 05 and L-1325-PPP-001 Rev 01 before the new extensions are brought into use.

Any new trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed, become diseased or unfit for purpose [in the opinion of the Local

Planning Authority) 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 order to ensure replacement planting for the trees to be lost in accordance with policy PP16 of the adopted Planning Policies DPD.

C7 Within 1 month of the commencement of development an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall thereafter be installed in accordance with the approved details before the new classrooms/ parking areas are brought into use.

Reason: In the interests of community safety and residential amenity in accordance with policy CS16 of the adopted Core Strategy.

C8 The development hereby approved shall be undertaken in accordance with the provisions of sections 4.09 to 4.14 of the approved Habitat Survey.

Reason: In order to ensure that no harm is caused to protected species in accordance with policy PP16 of the adopted Core Strategy.

C9 Within 1 month of the commencement of development a scheme of biodiversity enhancement measures including the bird and bat boxes shall be submitted to and approved in writing by the Local Planning Authority in accordance with the recommendations contained within section 4.20 of the approved Habitat Survey. The scheme shall include details of the number, design and locations of the enhancement features. These works shall thereafter be carried out in accordance with the approved scheme before the new extensions are brought into use.

Reason: In order to enhance the biodiversity of the site in accordance with policy PP16 of the adopted Planning Policies DPD.

C10 The drainage works shall be carried out in accordance with drawing number C1894-202 Rev A and the supporting calculations (August 2014) before the new extensions/ expanded parking area/ relaid front parking area are brought into use. If any revisions to the drainage strategy are subsequently required an amended scheme should be submitted to and approved in writing by the Local Planning Authority before the works are carried out. The development shall thereafter be carried out in accordance with the approved details before the parking areas and extensions are brought into use.

Reason: In order to ensure that the site can be adequately drained in accordance with policy CS22 of the adopted Core Strategy.

C11 Notwithstanding the submitted information, the new extensions and the car park extension hereby approved shall not be brought into use until the additional mini soccer pitch and hard pitch shown drawing number L-1325-PRP-001 Rev 05 have been laid out. These pitches shall thereafter be maintained and retained unless the express approval of the Local Planning Authority for an alternative arranging is given.

Reason: In order to ensure that sufficient space is available for play in accordance with policy CS19 of the adopted Core Strategy.

C12 The new extensions shall not be brought into use until the new cycle parking has been provided in accordance with the locations shown on drawing number L-1325-PRP-001 Rev 05. Prior to the implementation of the cycle parking the design of the stands and shelters 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 sufficient cycle parking in accordance with policy CS14 of the adopted Core Strategy.

- C13 Prior to the new extensions being brought into use 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 including pick up/drop off. 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.
- C14 Prior to the reconfigured car park at the front of the site being brought into use details of the barrier 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 the interests of parking management and highway safety in accordance with policy CS14 of the adopted Core Strategy and polices PP12 and PP13 of the adopted Planning Polices DPD.
- C15 Prior to the commencement of construction, temporary heavy duty vehicle crossings shall be provided at the access points in accordance with the details shown on the Temporary Heavy Duty Vehicle Crossing Details. These crossings shall thereafter be retained until construction works are complete.
Reason: In order to protect the existing highway in the interests of highway safety in accordance with policy PP12 of the adopted Planning Policies DPD.
- C16 Construction works including deliveries to the site and hours of working shall be in accordance with the approved construction details including the Site compound Drawing (received August 2014), Site Logistics and Management Plan 001 Rev A, Traffic Management Plan revision B, the Updated Logistics Plan and Construction Management Plan (June 2014 as relevant).
Reason: In the interests of highway safety and residential amenity in accordance with policies PP3, PP12 and PP13 of the adopted Planning Policies DPD.
- C17 If during development contamination not previously identified is found to be present at the site, then no further development shall be carried out within the affected area until a Method Statement detailing how this unsuspected contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Method Statement.
Reason: To ensure all contamination within the site is dealt with in accordance with the NPPF in particular paragraphs 120 and 121.

Copy to Councillors N Arculus and Y Maqbool