

Application Ref: 15/00692/FUL

Proposal: Construction of new community primary school including the retention of the Midland Road facade of the Memorial Hall building, and all associated landscaping, car parking and boundaries

Site: Memorial Wing, Peterborough District Hospital, Thorpe Road, Peterborough

Applicant: Kier Construction Limited

Agent: Frank Shaw Associates

Referred By Reason: Director of Growth and Regeneration
Major Application of Local Interest

Site visit: 22.06.2015

Case officer: Miss V Hurrell

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Recommendation: **GRANT** subject to relevant conditions

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

The Site and Surroundings

The application site is some 0.84 ha in size and forms part of the former Peterborough District Hospital. It is bounded to the east by Midland Road, to the south by Thorpe Road and to the west and north by adjacent parts of the hospital site. Beyond the hospital site to the west is Sessions House which is a Listed Building. Access into the site is from Midland Road.

There are a number of trees within the site, primarily around the edge of it, adjacent to Thorpe Road and Midland Road. These trees are protected by a Tree Preservation Order. Tree protection fencing is in place.

Within the site is the retained administrative core of the Memorial Hospital which is designated as a Building of Local Importance (under policy PP17 of the adopted Site Allocations DPD). This element has been made water tight following removal of the original 'wings' or pavilion elements of the building. Remediation work has also been carried out. The site is generally level and is covered by crushed brick.

The application site has now been handed over to the Children's Services under the terms of the legal agreement associated with the outline planning permission for the redevelopment of the hospital site.

The Proposal

This application seeks full planning permission for the construction of a new three form entry primary school which will have capacity for 630 pupils. The school will replace the existing West Town Primary School which currently has 300 pupil places.

Under this application it is proposed to demolish the remaining administrative core of the Memorial Hospital with the exception of the main façade and portico and to rebuild this element which will then be used for offices, a staff room, art room and technology room. Within the newly constructed Memorial Building space has been designed into the reception area to display the memorial plaques which were previously in the building and are currently in storage.

Coming off the rear of the building will be a new link element containing the school hall and to the rear of the site a new three storey block which will contain the main teaching space.

Thirty three car parking spaces are proposed at the front of the building along with cycle parking and a new pedestrian entrance. Pedestrian entrances have also been designed in at the rear of the site for use as and when the remaining hospital site is developed. A new sensory garden and area of hard play are also proposed. Three trees are intended for removal, the others will be retained.

New fencing will be installed around the edge of the site in the form of railings to Thorpe Road and the initial section of Midland Road to the vehicle access, a dwarf wall and railings in front of the Memorial Building and weldmesh to the remaining site.

Outline planning permission was granted last year, under application reference 14/00536/OUT, for the redevelopment of the hospital site for up to 350 houses and a new three form of entry primary school. Under this application it was proposed to retain the administrative core of the Memorial Hospital and to refurbish this. As indicated above it is now proposed to retain just the façade and portico of the original building, with the remainder being reconstructed. This application has therefore been submitted as a full rather than reserved matters application.

2 Planning History

14/00606/PRIOR Prior Approval for the Demolition of the Existing Memorial Hospital (Excluding the administrative core). Approved 21 July 2014.

14/00536/OUT 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 3 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 Aldermans Drive At the former site of Peterborough District Hospital, Thorpe Road, Peterborough. Conditional consent granted 31 October 2014.

Subsequent to the granting of the outline application there have been a number of discharge of condition applications. These are not relevant to the determination of the current application and so are not reported here.

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 8 - School Development

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

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 - Development Affecting Non-Designated Heritage Assets

A balanced judgement will be required having regard to the scale of any harm and the significance of the heritage asset. Where the assets is demonstrably of equivalent significance to a Scheduled Monuments it should be subject to the policies for designated heritage assets.

Section 12 - Conservation of Heritage Assets

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

to the asset's conservation.

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

Peterborough Core Strategy DPD (2011)

CS10 - Environment Capital

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

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.

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.

PP12 - The Transport Implications of Development

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

PP13 - Parking Standards

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

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

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

PP20 - Development on Land affected by Contamination

Development must take into account the potential environmental impacts arising from the development itself and any former use of the site. If it cannot be established that the site can be safely developed with no significant future impacts on users or ground/surface waters, permission will be refused.

Peterborough City Centre DPD (2014)

PCC01 - Presumption in Favour of Sustainable Development

Development should contribute to the City's Environment Capital ambition and take steps to address key principles of sustainable development.

PCC04A - Railway Station Policy Area (a) General principles

The Council will support high quality mixed-use developments which create an attractive and legible gateway into the rest of the City Centre. All development must ensure that on-site drainage and surface water flood risk is addressed.

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), retail provision, community facilities (within the core of the Memorial Wing), good design and environmental standards (code 4 of sustainable homes).

4 Consultations/Representations

PCC Tree Officer (09.07.2015)

No objections to the amended/updated information. This provides sufficient detail for me to be satisfied that if followed on site the trees will be adequately protected during the construction phase. Recommend a condition that the development be carried out in accordance with this detail subject to a pre-commencement meeting and also a condition requiring the submission of further details of the proposed fencing.

PCC Conservation Officer (09.06.15)

No objections. The Memorial Hospital is a building of significant local interest and included on the Council's list of 'Buildings of Local Importance'. The retention of the building and a beneficial reuse has been a key part of the redevelopment proposals for the hospital site. The development of a school to serve the new residential community by retaining the building with a new building is

supported. The core building which has high architectural value from its materials, detailing and symmetrical form and appearance was always envisaged to form the key feature of the new school complex. For this reason it was agreed that the north and south wings could be demolished as they were of lower historical significance and to accommodate new purpose built school accommodation.

Towards the end of the development of the scheme it was revised to demolish and rebuild the core element. The accompanying structural survey indicates that the building is sound so from a heritage consideration there is no justification for substantial demolition. The justification put forward for a partial demolition and facade retention arises from a view taken on the building regulations.

However, in retaining the facade there is opportunity to create a visually better building than the current one and one that remains faithful to the existing detailing. The proposed flank walls were proposed to be rendered as the best way to treat their plastered finish and openings. There is a significant visual benefit in re-building the gables in brick to match the frontage. Whilst the loss of original fabric is disappointing and consequentially there will be some loss of social history with faithful reconstruction and brick gables the building will appear as the original and not a reconstruction.

Conditions should be imposed requiring the submission and approval of more detailed information in respect of various aspects of the works before these commence to ensure faithful replication.

Nene Valley Nature Improvement Area (NIA)

No comments received

PCC Pollution Team (16.06.15)

No objections. The remediation and validation reports relating to contamination have been commented upon previously.

With regard to noise it is noted that the noise levels require either significant acoustically attenuated natural ventilation or a mechanical ventilation design in order to provide the occupants of the proposed building a satisfactory environment. The noise report states that mechanical ventilation has been adopted as the preferred approach. It is noted that the external play areas to the south of the proposed school (towards Thorpe Road) will experience noise levels that exceed the nominal generally-accepted guideline of 55 dBA. No mitigation is proposed in the acoustic report citing a planners' preference for railings at the site perimeter. Expected activity noise levels from the school external play areas, are considered acceptable with respect to the nearest existing and proposed residential properties. A condition in respect of plant noise is recommended.

Odour from cooking fumes will need to be suitably ventilated. A condition to this effect is recommended.

Lighting levels should accord with the guidance from the Institution of Lighting Engineers.

Environment Agency (04.06.15)

No objections. Recommend a condition requiring the reporting and remediation of any unsuspected contamination and also in respect of the provision of a scheme of foul drainage.

PCC Transport & Engineering Services (07.07.15)

No objections subject to conditions. Some of the agreed measures for the overall site are applicable to this application specifically the imposed access into the school site, a traffic management feature and slight alterations to the junction of Midland Road and Thorpe Road, parking bays/traffic management features along the length of Midland Road, a crossing point on Midland Road to allow safe access to the future playing fields. The amended Travel Plan and Parking Management Plan are considered to be acceptable.

Archaeological Officer (02.06.15)

No objections. An evaluation by trial trenching was carried out at the beginning of the year. No archaeology was revealed. As such there is no requirement for any further archaeological assessment as part of this application.

Lead Local Drainage Authority (08.07.15)

No objections in light of the amended/updated drainage information which has been submitted. A compliance condition is recommended.

Police Architectural Liaison Officer

No objections from a community safety perspective following a meeting with the Applicant. No specific conditions are required.

PCC Property Services

No comments received

Sport England (22.06.15)

No objections. Consultation is non-statutory in nature as the proposal does not affect existing playing fields or land last used as existing playing fields. However, the DCLG Planning Practice Guidance for Open Space, Sports and Recreation Facilities (March 2014) states that Sport England should be consulted on a wide range of non-statutory applications. The proposed site is fairly constrained in size and does not offer opportunities to provide formal playing fields due to the size constraints. However, there is an opportunity to provide improved facilities for indoor/outdoor games/PE lessons in the new indoor hall and proposed multi use games areas. In order to maximise the benefits to sport it is considered that the technical specification of the games area should comply with Sport England's guidance. Given the improvement in the sport/PE offer available at the new school Sport England does not wish to object to this application as it broadly meets the planning objective of ensuring that new facilities are provided which are fit for purpose to meet current and future needs.

PCC Travel Choice

No objections although have some comments on the Travel Plan which should be addressed.

Anglian Water Services Ltd (22.06.15)

No objections. The foul drainage from this development is in the catchment of Flag Fen Water Recycling Centre which currently does not have capacity to treat the flows from the site. Anglian Water are obligated to accept the foul flows from development with the benefit of planning consent and would, therefore, take the necessary steps to ensure that there is sufficient treatment capacity should planning permission be granted. The foul sewers network currently has capacity. If the developer wishes to connect to this they will need to make an application under Section 106 of the Water Industry Act 1991. The surface water strategy/flood risk assessment submitted with the application relevant to Anglian Water is acceptable based upon a maximum discharge rate of 61 l/s. Request that the agreed strategy is reflected in the planning approval. Recommend a condition specifying that no hard standing areas shall be constructed until the works have been carried out in accordance with the surface water strategy.

PCC Wildlife Officer (03.06.15)

No objections. The amended landscaping proposals are considered to be acceptable as are the proposals for bird and bat boxes. Compliance conditions are recommended.

Local Residents/Interested Parties

Initial consultations: 934

Total number of responses: 12

Total number of objections: 10

Total number in support: 1

Note- A limited reconsultation is being carried out with residents in respect of the proposed off site

highway works. Any further comments received will be set out to members in the update report.

Eight general neighbour letters have been received (one resident has responded twice). A specific objection has also been received from a local resident on heritage grounds, as have letters from Hunt and Coombs Solicitors and the owners of Register Officer. Finally a representation has been received from the Civic Society. The matters raised by these representations are set out below:-

General Representations:-

- Support the application as it will benefit the local community
- There are many primary schools in the area. The site can serve the public by constructing gardens, playground areas for children, cinema or theatre. Otherwise, houses can be built.
- Generally supportive of the application but have concerns about traffic and parking. Thorpe Road is one of the busiest roads, especially at peak times. As residents of Thorpe Lea Road a right turn onto Crescent Bridge can be particularly hazardous at such times. The proposal will result in increased traffic especially in the morning rush hour with pupils being dropped off. Traffic for the hospital site was spread over a wider period. We want to ensure that traffic flows and drop off points have been clearly thought through and catered for and that those bringing children to school will be obliged to strictly adhere to parking regulations.
- Would challenge the statement in the Transport Assessment that the Midland Road/Thorpe Road junction functions acceptably and that no alterations are required to it. Vehicles regularly turn right from Midland Road onto Thorpe Road and also some turn right into Midland Road. Illegal movements are commonplace and this needs to be addressed given the planning permission sought. A major redesign of this junction is required.
- Have concerns about the entrance to the River Lane access with Thorpe Road. This is quite a busy entrance with some public parking areas that are meter controlled. When vehicle turn left visibility is poor and hampered by parked cars. Maybe removing two of the parking spaces could improve viability to prevent children potentially being hit. This junction is also hampered by illegal turns into Midland Road.
- As a resident of Thorpe Lea Road vehicles existing from Thorpe Lea Road onto Thorpe Road is of particular concern. At peak times it is already very difficult to make this manoeuvre. The provisions of a traffic light controlled crossing is clearly an aid to pedestrians but unless traffic lights are installed for motor vehicles it is difficult to see how this situation can be ameliorated.
- Object to the application as it will reduce the value of my property and lead to a degradation of the area. Vandalism, crime and anti-social behaviour will undoubtedly increase if the project goes ahead.

Objection on Heritage Grounds

- Object to the proposal to demolish all of the administrative core of the Memorial Hospital with the exception of the front façade. This is contrary to national planning policy and international best practice and would set a highly dubious precedent for the rest of Peterborough's historic environment.
- The Memorial Hospital was constructed in the aftermath of the Great War as the city's first purpose built hospital and as a memorial for those who lost their lives in battle is of local historical significance. It is also a place where Peterborough's residents have for decades passed through its doors. The loss of all of the one surviving building but its front façade removes the vast majority of its historic fabric, including the original entrance rooms that are of major social and historical importance.
- Facadism is a policy that has long been obsolete in the UK as it leads to the loss of historic fabric and creates a 'theme park' approach to heritage management. That this is being suggested during the centenary of the First World War suggests that the applicants have no interest in local history, local memories and local people.
- Paragraph 135 of the National Planning Policy Framework should be applied to this application. Case law indicates that the proposal should be treated as the demolition of a locally listed building. The scale of harm is therefore total loss and the significance of the heritage asset high. PP17 requires that the applicant's provide a clear justification for the works especially if these would harm the asset or its setting so that the harm can be weighed against the public benefits. This has not happened here.

- The applicant's justification is that the building does not meet the latest building regulation standards. Most buildings in the city do not. The structural survey indicates that the building is sound and any risk of collapse unlikely. This is a weak and unjustifiable excuse for the loss of an historic building.
- An alternative approach should be taken and the building strengthened with an internal metal frame. This would guarantee its performance to modern standards.
- The argument about the treatment of the scarring on the retained building is facetious. The cost and trouble of rebuilding the majority of the Memorial Hospital would easily cover the careful repair of the most damaged parts of the building whilst retaining the physical evidence of the growth of the hospital and its expansion of services. Whilst render would appear out of place, other methods are available including the careful restoration of the original external brickwork hidden under plastering.
- We would not stand for the demolition of the Cathedral and its replacement with a replica no matter how structurally sound its replacement might be. This is because we accept that the value of the building does not lie solely in its appearance or form but also within its age of construction and memories/values.

Peterborough Civic Society

Has commended as follows:-

1. Given the poor quality of the exposed flank walls of the Memorial Hospital building we consider that the scheme to rebuild behind the retained front façade has the potential to give a better end result. However, the quality of details to be replicated, the brick bond (Flemish or other traditional form), how the chimneys will be built, etc., need to be carefully controlled and should require submission of precise architectural details and agreement by the Conservation Officer prior to development commencing. (For instance, the chimneys as shown on the drawings are exceedingly plain. They must be reconstructed accurately to replicate the existing ones.) It is important that this building looks as if it were original and the fact that it is largely a rebuild should not be immediately obvious.

2. Whilst the 3 storey teaching block could be argued to be utilitarian in character, it has the potential to work well as a modern counterpoint to the existing Hospital building. However the south elevation to Thorpe Road is poor and not well articulated. We strongly urge that the Applicant should be asked to review the treatment of this highly visible end of the building.

3. The principle of a 2 storey link block containing the school hall serves, appropriately, to maintain the dominance of the Memorial Hospital building.

4. We support the use of the Memorial Hospital for teaching space on the first floor, this will help it be properly integrated into the school.

5. We are disappointed that the setting of the retained historic façade has not been improved by the removal of the car parking spaces in front and their replacement with landscaping, far more fitting for what is in effect a war memorial.

6. Finally there will be many people in Peterborough who are expecting the entire building to be retained. Once demolition starts we urge that explanatory signs are displayed on the site to provide a measure of reassurance that the entire building is not to be demolished.

Hunt and Coombs Solicitors/Owners of the Register Office have made the following representations:-

Of the view that there are a number of significant issues arising as a consequence of the development which would have a serious detrimental impact on neighbouring properties and business for which inadequate consideration has been given. Concerns can be categorised as follows:-

1. Arrangement for the dropping off and collection of children.
Businesses like ours have start times for staff arriving from 8am with the main staff arriving at

8.45am. The school opening times are therefore going to be at a peak time for use when staff (approximately 80 personnel at Hunt and Coombs) arrive. There are many examples of plans for other schools where consideration has been given to parking and drop off areas for parents to use at these key times of day. There are currently no bays of any kind provided for the dropping off of children. This is a serious omission and will cause chaos on Thorpe Road. Consideration should be given to removing staff parking and allowing this area to be used for drop off and pick up.

Note that the parking bay on the north side of Thorpe Road is to be removed. As such there will be an absence of any drop off spaces for parents to use on Thorpe Road.

Finally, under the plans there is only a single file of traffic allowed for moving into Peterborough along Thorpe Road and there is therefore no opportunity for passing or a greater flow of traffic moving into town.

2. Traffic Volumes of Thorpe Road

There are three or four months a year when the bridge of Thorpe Road is blocked with traffic, extending up Thorpe Road beyond Thorpe Lea Road. This is a considerable problem to local businesses and the addition of further vehicles at peak times will make it impossible for local businesses to get their staff to work on time and for Hunt and Coombs staff to get to Court first thing. The highway plans for Thorpe Road appear to create greater restrictions to the flow of traffic by narrowing the road, together with higher traffic volumes creating grid lock. Parents are likely to stop on Thorpe Road whilst children are deposited on the pavement to make their own short way to the school (rather than turning into Midland Road).

They are also concerned about some traffic which has travelled westwards over Thorpe Bridge which then, presumably illegally, turns right into Midland Road. In their view once the school is open, numbers of cars doing this difficult turn will increase as car drivers wish to deliver their school children to the setting down area. It is suggested that the City Council should either: (a) make it impossible for this manoeuvre to take place by minor works or (b) alter the Midland Road entrance and install a right turning lane so that this can take place more safely. Any argument that this is a police matter to enforce is invalidated by their unwillingness and inability to stop the culprits at present – they have far more pressing matters requiring their attention.

3. Access

Hunt and Coombs have advised that their business has two entrances one off Thorpe Road (where the majority of staff and visitors park) and the other off Thorpe Lea Road. They currently use the chevron area to turn right into the car park without restricting the flow of traffic into Peterborough. This access is already at a dangerous level and there have been several near misses. They do not consider it appropriate to narrow the road or indeed to remove any of the central chevron for turning purposes. They have suggested that it would be more appropriate to reinforce the protection of the central area by widening the road to enable safe movement of traffic and space for vehicles to turn right into their front entrance.

Hunt and Coombs are also concerned about the potential of unauthorised parking in their car park as a result of parents looking for space to drop off and pick up children.

4. Pedestrian Crossing Arrangements

Both Hunt and Coombs and the Owners of the Register Office have commented that they have grave doubts about the appropriateness of the location of the light controlled junction which in their

view will create serious highway disadvantages. It will lead to the stacking of traffic approaching from Crescent Bridge thereby obstructing safe ingress and egress from River Lane and the business access at 33 and 35 Thorpe Road. It will also lead to traffic backing up along Thorpe to the entrance to Sessions House. There would also be confusion for drivers wishing to turn into or out of Thorpe Lea Road.

They are of the view that there would be considerable merit in moving the crossing further westwards, making use of the existing crossing on Thorpe Road. This would create a connection between the pedestrian approach to the new playground and the footpath alongside the flats at Grovewood and into Kirklands Close. This would mean children would not encounter moving vehicles and could walk more directly to and from the open space.

5 Assessment of the planning issues

The main considerations are:-

1. The Principle of Development
2. Highway Impacts and car parking
3. Impact upon the Heritage Asset
4. Other Layout Matters
5. Landscape/Ecological Impacts
6. Other matters including drainage, contamination, archaeology, air quality and construction management

1. The Principle of Development

The former District Hospital site which the current application area falls within was identified for redevelopment under policy CC13 of the old Local Plan (pending the relocation of medical facilities to the new hospital site in Bretton). The redevelopment of the site as a principle has been carried forward under policy CC4 of the new City Centre DPD.

In 2010 a Supplemental Planning Guidance document was prepared setting out the types of development envisaged on the site. It did not require the provision of a school site but outlined that the need for one was not clear.

By the time the outline application came forward last year it had become apparent that there is a shortfall of primary school places across the city, this area being no exception, with most primary schools either having been or in the process of expansion. Expansion of the existing West Town School (being the nearest school to the hospital site) was looked at but not considered to be feasible as it is on a very constrained site (more so than the current application site) with no room for expansion. In addition, its buildings are in a poor state of repair and do not provide modern teaching spaces given their age (early 19th century). Children's Services advised that without the inclusion of a new school there would be a shortfall of primary school places in the area moving forward. This would have put at risk the redevelopment of the hospital site as there would have been unmet infrastructure requirements. The National Planning Policy Framework also places great weight upon meeting school place requirements.

It was therefore agreed with the new owners of the hospital site to include land for a new primary school site as part of the hospital redevelopment. The outline application, along with new houses, therefore included the provision of a three form of entry primary school on the corner of Midland Road and Thorpe Road. The provision of this land for the school formed a pivotal part of the Section 106 Agreement for the site as a whole.

The outline planning application came before Planning and Environmental Protection Committee in July 2014 and Members resolved to grant planning permission recognising the need to ensure sufficient school places thereby establishing the principle of putting a school in the location/ site area which is the subject of this application. Following demolition and remediation work the school site was handed over to the Council earlier this year.

As indicated under section 1 above, this application has been submitted as a full application rather than reserved matters application because of issues relating to the retained administrative core of the Memorial Hospital which are discussed in detail under part 3 below. Notwithstanding this, the principle of development must be considered as established.

One of the objectors has commented that there are many primary schools in the area and that the site should therefore be used for some other purpose such as a garden or theatre or housing. The school is required for the reasons set out above, namely to meet school place demand in the area including that from the new development.

If planning permission is granted for the current detailed scheme Children's Services have confirmed that it is intended to open the school for September 2016, which is a very tight timescale. Works would need to commence on site in September 2015.

It is important to note, however, that it is not intended for the school to be full with 630 pupils upon its opening, especially given the intention that it will meet the school place needs of children moving into the newly developed hospital site. Children's Services have confirmed that all of the existing children from West Town School, some 300, would move across as of 2016 equating to approximately 45 within each year group. The reception year intake would be increased to 90 pupils. The pupil number will then be increased year on year until it reaches its capacity.

In light of the history of the site the principle of development must now be considered as established under the provisions of the National Planning Framework, policy CS12 of the adopted Core Strategy and the outline planning permission.

2. Highway Impacts

Traffic Impacts

The traffic impacts of redeveloping the hospital site as a whole were assessed as part of the outline planning application. As this is a full application the original Transport Assessment (TA) has been resubmitted.

The starting point for assessing the traffic impact of this development and that of the wider site, 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.

Also included within the scheme are two elements of off site highway works which formed part of the outline application, namely the signalisation of the Thorpe Road/Thorpe Lea Road junction including a new pedestrian crossing to school and works to Midland Road. The pedestrian crossing point will enable safe access by pupils to the land at Thorpe Meadows where it is anticipated that the school will relocate its playing fields to. In the short term it will continue to use its existing fields off West Arcade.

The works to Midland Road comprise changes to the alignment of the junction with Thorpe Road to make this tighter and the creation of a new raised table to the south of the school access. Also included are the creation of a number of new car parking bays, similar to those which exist further along the road. The Local Highway Authority has indicated that these bays will be able to accommodate in the region of 20 vehicles.

The aim of the junction works is to prevent illegal manoeuvres into and out of Midland Road and to reduce vehicles speeds along it as part of an overall change in character along the road as it becomes more residential in character.

No on site pick up or drop off facility is proposed given the size of the site, limited room available and nature of its catchment (see further comments below).

Having considered the traffic impacts the Local Highway Authority has raised no objections. Members also considered that the general traffic impacts of the development and the site as a whole were acceptable in approving the outline planning permission which set the location and size of the school site.

The Local Highway Authority has recommended the imposition of a number of conditions including requirements for the off site highway works, the provision of parking (vehicle and cycle- see below) and visibility splays.

Highway Objections

A number of objections to the application have been received on highway grounds, notably from Hunt and Coombs Solicitors and the owners of the Register Office who feel that insufficient consideration has been given to the impact upon existing businesses located close to the site.

Their first area of concern relates to the overall increase in traffic associated with the school and the scope for existing traffic congestion on Thorpe Road to be exacerbated, especially in the morning peak, which will impede staff getting into work. Linked to this they are concerned about proposals to remove the existing layby on Thorpe Road and the overall lack of parking provision for drop off and pick up.

These concerns are noted but as already set out the level of traffic is comparable with the hospital use. Also, looking at the catchment of the school the Local Highway Authority is of the view that Midland Road is more likely to be main route used by parents to access the school site than Thorpe Road.

As set out above the school will also not open with 630 pupils. There will be a gradual increase in pupil numbers hopefully in line with the build out of the hospital site. Children's Services predict that in the next year some 89% of pupils will be within walking distance to the school. The existing school has a very high percentage of children who walk to it and there is no reason why this should fundamentally change given that the new school will be located only a couple of hundred metres south of the existing. Notwithstanding this, as set out above, works are also proposed to Midland Road including the provision of new on-site parking bays. Whilst not specifically designed for drop off and pick up these bays will be available for this purpose.

The Local Highway Authority has looked at scope for additional drop off/pick up provision along Midland Road but is of the view that this is not practical as it would not wish to see the width of the road reduced further.

As indicated above, no on site drop off or pick up facility is proposed in light of the above and the fact that the site is small with limited play space for the children to use. It has been suggested that no staff parking should be provided and all of the parking area used for drop off and pick up. This is not considered to be an appropriate arrangement, especially given that a reduced parking

provision for staff is already being accepted (see further comments below). There also has to be a balance as existing travel patterns are established and there is a concern that if it is made too easy for people to drop off/pick by car then the modal share of pupils travelling to the school will change significantly in favour of car borne trips which would obviously not be desirable. The layby on Thorpe Road has to be removed given the proposed signalisation of the junction as otherwise people would effectively be able to by-pass the lights (see further comments below).

Works to the Midland Road junction should help address the concerns which have been raised about illegal manoeuvres. When the outline planning permission for the hospital was considered a range of options were assessed including the possibility of signalising the junction. However, options are very limited given the River Lane junction opposite (which means signalisation won't work). The proposals put forward are considered to be the most appropriate solution in light of the constraints. It has been suggested that a right turn filter lane should be provided into Midland Road. This has been considered by the Local Highway Authority but they have advised that in their view there would be no benefit from such arrangement.

With regard to the signalisation of the Thorpe Road/Thorpe Lea Road junction although this is included as part of the off site highway works for the hospital site the Corporate Director of Growth and Regeneration has confirmed that he would seek to implement this scheme anyway (The Local Highway Authority can carry out highway works without needing to submit a planning application) in light of concerns which have been raised with him regarding the difficulties of accessing Thorpe Lea Road especially at peak times. The only element needed to make the current scheme acceptable is the inclusion of a pedestrian crossing. As the outline application progressed a basic junction design including a crossing to the eastern side of the junction, was drawn up. This was presented to members at Planning and Environmental Protection Committee and approved as part of the outline application under the S106 Agreement.

It has been suggested that either the existing pedestrian crossing on Thorpe Road should be used or that a new pedestrian crossing should be provided further west. There is an informal crossing a short distance away near the entrance to the City Care Centre but this would not be appropriate for children to use. There is a formal pedestrian crossing to the west side of Alderman's Drive but this is considered to be too far away from the school and would be an unacceptable diversion given the age of a number of the children. The Local Highway Authority will take a view as to whether to retain this crossing once the Thorpe Lea Road junction is signalised. The Local Highway Authority has confirmed that it would not support the inclusion of an additional separate pedestrian crossing because of the potential impact on traffic flows. Incorporating the pedestrian crossing into the signalised junction is the most appropriate response.

In light of the concerns which have been raised, however, it is now proposed to put the pedestrian crossing to the west side of the new signalised junction (the original plans showed it on the eastern side) further way from the access into numbers 35 and 33 Thorpe Road. In addition, it is proposed to add in a designated right turn lane to Hunt and Coombs access. Keep clear markings could also be considered. The existing chevron area outside of their office cannot be retained in its entirety with the signalisation but it is hoped that the amended plans go some way toward addressing the concerns which have been raised. The amended junction plans have undergone a basic Safety Audit which concludes that scheme could in principle be safely implemented. Relocation of the pedestrian crossing to the west side of the traffic lights should also help address the concerns which Hunt and Coombs have expressed regarding the miss-use of their car park. It should be noted, however, that this is not a material planning consideration which members can take into account when considering the application.

A limited public reconsulation is being carried out on the off site highway works plans and any further comments/representations will be set out to members in the Update Report.

Notwithstanding the objections which have been raised, having considered all of the above issues

the proposal is considered to be acceptable in highway terms, especially given the approval of the outline application, in accordance with policy PP12 of the adopted Planning Policies DPD.

Travel Plan and Parking Management Plan

The application is also supported by a Travel Plan and Parking Management Plan which will help reduce car borne trips to the site and also help regulate the behaviour of parents dropping off and picking up. An amended Travel Plan has been submitted in light of further feedback from the Travel Choice Team on some of the detailed aspects. Both the Travel Choice Team and Local Highway Authority have confirmed that the amended plan is now acceptable. A compliance condition is, therefore, recommended.

Subject to the above the proposal is considered to comply with policy CS14 of the adopted Core Strategy.

Car Parking/ Loading Space

The application proposes 33 car parking spaces for staff. Under policy PP13 of the planning policies DPD one space per member of staff is allowed. The number of spaces proposed is below this standard. However, a lower provision is considered to be acceptable in this instance given the location of the school. It is accessible by a number of different means of transport and there are a number of car parks in the vicinity of the site which could be used by staff if required.

A tracking plan has been provided to show the on-site turning/loading space for service vehicles. The Local Highway Authority has confirmed that this is acceptable. Conditions requiring the provision of the car parking and the loading/turning space before the new school is opened are recommended.

Cycle Parking

The application proposes 42 cycle stands, 2 for visitors, 10 for staff and 30 for pupils. Whilst this is below the provision set out in policy PP13 of the adopted Planning Policies DPD which requires a provision of one stand per 8 members of staff and one stand per 6 pupils, it is considered to be reasonable given the existing modal share of pupils who cycle. A condition is, however, recommended requiring the provision of additional cycle or scooter parking in the event that additional demand is identified through the travel planning process.

The proposal is therefore considered to comply with policy PP13 of the adopted Planning Policies DPD.

3. Impact upon the Heritage Asset

Retention of the administrative core of the Memorial Hospital

The Memorial Hospital was constructed 1928-29 as a memorial to the men of the city and members of the 6th Northampton Regiment who died in the Great War and was funded by public subscription. Plaques in the entrance to the building commemorate those who gave money to construct the building. In the 1960s it was incorporated into the main Peterborough District Hospital site.

Over the years a number of extensions, demolitions and internal alterations have taken place to the original building to function as part of the District Hospital. This work has changed the internal fabric and layout, including the removal of part of the main staircase and the installation of new partition walls.

As indicated under Section 1 above, the Memorial Hospital is a 'Building of Local Importance' because of its historical significance within the city as a war memorial and presence in the street scene. As a Building of Local Importance it is classed as a 'non designated heritage asset' which means that it is not afforded the same legal protection as a listed building and planning permission is not required for any internal works to it. As a non designated heritage asset there is also no requirement to consult with Historic England (formally English Heritage).

As part of the redevelopment of the Peterborough District Hospital site as a whole, Officers were of the view that this was an important local heritage asset which should be retained and incorporated into the new development. Using the building as part of the new school site was considered to be a good way of achieving this objective. At the outline planning stage it was proposed to demolish the pavilion 'wings' of the Memorial Hospital and to retain its core. The core building is the former administration block which consisted at ground floor of an entrance hall with memorial plaques, offices, and board room and at first floor doctor's rooms and a flat for the matron.

Retention of the whole building was considered but not found to be feasible given the need to create modern teaching spaces. It was also not considered necessary from a heritage perspective, as alterations and changes undertaken when it was an operational hospital building, had left the wings with very little resemblance to their original design. The core of the building was the main focal point and area of interest. Members agreed with this approach and resolved to grant outline planning permission on this basis.

The pavilion 'wings' of the building have now been demolished and the retained administrative core building made watertight. With the demolition of the wings the full extent of the alterations to the original core building have become apparent.

As detailed design proposals for the scheme have been progressed the applicant has identified that the existing roof has come to the end of its natural life and will need to be replaced. As part of this work the original chimneys which are substantial weight bearing structures will need to be removed and replaced. Given the use of cement mortar it is not expected that the bricks can be saved and re-used (the bricks from the demolished elements could not be retained for this reason).

Internal works were also identified within the core building (as indicated these do not need planning permission) to create new teaching spaces removing a number of original internal walls, albeit that it was advised that these would be constrained because of the building's design and would not therefore create the best teaching environment for the school.

During this detailed design process it was also identified that the scheme would be subject to a change of use under Regulation 5 of the Building Regulations (England and Wales) 2010 No 2214. Even though the building was in use as a hospital which the public visited on a daily basis, under the Building Regulations it was not classed as a public building whereas as a school it would be. Under Part A of the Buildings Regulations, particularly part 3A, where there is a change of use of a building the issue of 'disproportionate collapse' needs to be addressed. This means that the building needs to be constructed in such a way that if it was hit by a vehicle (or subject to other substantial incident / damage) the remaining building would not collapse.

Although the building is currently sound (as the structural report indicates) the applicant's Structural Engineer is of the view that in the event of an accident which would remove a key element, such as a load bearing wall, this would lead to a catastrophic failure of the building, and a likely collapse. As such the Engineer's report considers that the building is not fit for a school under its current design against the current regulations on disproportionate collapse no matter how unlikely the situation is to actually arise.

This led to the consideration of a number of options. The first was for the Applicant and/or the City Council as Education Authority to accept liability (risk) in the event of an accident and collapse of the building. The second was to increase the stability of the building by retrofitting a new internal steel structure and the third was to demolish the remaining part of the core building, with the exception of the facade and to rebuild so that the building would meet modern building standards (resolving the issue of disproportionate collapse).

Both the Applicant and the City Council as Education Authority took the view that they were not prepared to accept the liabilities and risk required which in turn called into doubt the delivery of the new school and future of the core building.

The second option, the insertion of a substantial steel frame, was considered but would involve the loss of much of the remaining historic fabric and changes to internal space and layout. The costs involved with this approach would also be substantial (and greater than the cost of the third option).

It is, therefore, the third option, that of retention of the facade and rebuilding which has been put forward for consideration. Whilst resulting in the loss of the historic fabric of the building this option has the advantage of allowing good new teaching spaces to be designed, space for the original commemorative plaques to be incorporated within the new reception entrance hall and the sides of the building to be rebuilt using matching brick and brick bond. The north, south and west walls of the retained core building are heavily scarred from alterations and there are visual benefits in a rebuild approach rather than the use of a render (as set out in the outline application).

Applications which result in an impact upon non-designated heritage assets need to be assessed under paragraph 135 of the National Planning Policy Framework which sets out that 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage assets'.

Policy PP17 of the adopted Planning Policies DPD which is also a relevant consideration requires amongst other matters development proposals which affect any heritage asset to justify the works, especially if they harm the asset, so that the harm can be weighed against public benefits.

In this case it is acknowledged that the harm to the non-designated heritage asset would be significant, resulting in almost complete demolition of it and therefore loss of original building fabric and social history. The requirements under other legislation cannot be used to justify the approach proposed, neither can a decision on heritage impacts be made solely on cost grounds. However, the decision is a balanced judgement and in this instance it has to be weighed against a number of factors.

As set out above the building has already undergone substantial alteration resulting in the loss of historic fabric from its time as part of the District Hospital. Further internal alterations could be made to the building as its internal elements are not protected. This would result in the loss of further historic fabric either now or at a later date. Regardless of which approach is taken the original roof will need to be removed and replaced along with the original chimneys.

The retained core building is heavily scarred from all the alterations made to it and there are benefits in a rebuild approach as this will create a much better finish than the original approach of using render to exposed walls (north and south). The building will be prominent in the street scene over a long distance and providing brick gables will provide a better finish visually. The reconstruction of the building can faithfully replicate the detail of the existing including matching brick, brick bond and cornice detail.

Lastly, the approach allows better teaching spaces to be created which will serve the children going forward. The new reception entrance hall will also include a prominent place for the original plaques to be displayed. These elements result in a scheme with substantial public benefit to the local community moving forward. It is on these cumulative grounds that Officers have, on balance, come to the view that the current proposal can be supported under the provisions of paragraph 135 of the National Planning Policy Framework and policy PP17 of the adopted Planning Policies PDP.

Heritage Objection

As reported under section 4 an objection to the scheme has been received on heritage grounds. The rationale of Officers in putting forward their recommendation has been set out above and so is not duplicated here. It is a question of balance in reaching a recommendation and Officers have given greater weight to the justification and rationale put forward including the benefits of the scheme than the objector who does not consider that these outweigh the harm.

With regard to the comment on facadism being an obsolete policy resulting in a 'theme park' approach whilst it is acknowledged that this is a less common design approach it is still appropriate in certain circumstances.

With regard to the comment about the risk involved in retaining and protecting the façade during the demolition a condition will be imposed requiring the applicant to provide a method statement setting out how this will be achieved but there is no reason with modern building technology to suppose that it cannot be done.

The comments regarding the Cathedral are noted but this is not considered to be a comparable example and the National Policy Framework is clear that different levels of protection should be given to a heritage asset reflecting its significance. The Cathedral is grade I listed and clearly a more important heritage asset. Any proposal relating to it would therefore need to meet more stringent tests including assessment under paragraph 133 of the National Planning Policy Framework.

In consideration of the above proposal it should also be noted that the Civic Society has not raised an objection to the proposed approach given the quality of the retained building (subject to the quality of the details of the replacement building) and has recognised the benefits in terms of the final appearance and finish of the building.

The Detailed Scheme

As set out it is proposed to retain the façade of the building. The existing quoins on the right hand side front have been destroyed as a result of later additions. These will be recreated using a purpose made brick.

The portico will be repaired, renewed and re-decorated. It has been agreed that a modern membrane will replace lead work to the roof as this element is not readily seen. A new door will be required, the final design of which will be agreed with Officers before it is installed. The door will need to be secure and so will be aluminium with a powder coated finish rather than wood. The current door is not original and projects forward of the original existing frame. The frame can be retained and the new door recessed to reveal the stone surround.

The walls of the new building will be constructed using a close match brick which has been agreed on site with Officers. The existing drainage arrangement will be replicated.

As indicated above the existing roof will be removed and replaced with new pantiles, the finish of which will be agreed with Officers. The existing chimneys will also be replaced with light weight modern replicas the finish of which will be agreed. The plans originally showed a plain replacement design but this has now been amended so that they replicate the existing, reflecting comments from the Civic Society and Conservation Officer.

In terms of the design of the new school buildings, the intention has always been to incorporate the Memorial Building whilst ensuring that it retains its own identity and is not overpowered by the new build, especially given the need for this to be three storey.

The detailed design proposes a new hall directly to the rear of the Memorial Building which effectively forms a link element to the new three storey teaching spaces to the rear of the site. The hall is lower in height than the Memorial Building and will sit below the eaves thereby giving it a subservient appearance. A linear design feature has also been incorporated. Visually this creates a break between the new and the old.

It was also agreed at an early stage of the design that it would not be appropriate for the new build elements to try and replicate the design of the Memorial Hospital as this would create a pastiche. The new build is quite modern in its appearance which is considered to be appropriate without overshadowing the Memorial Hospital. The new elements will have a brick base with render at a higher level. Colour has been introduced to break up the design of the new elements and is also

fitting for the use of the building as a primary school.

Discussion has taken place with the applicant regarding the screening to the plant area on the north side of the building. Wooden fencing was originally proposed above a brick base which Officers considered looked out of place, especially given the design of the remaining building. The plans now propose a more industrial cladding which will be colour coated to match the windows. This element is now considered to be acceptable.

The Civic Society raised some concerns about the south elevation of the building which will front onto Thorpe Road. They commented that this was poor and not well articulated. Officers were of the view that this element would not be particularly visible given the set back from the road and the extent of trees around the edge of the site. Notwithstanding this, the applicant was asked to amend the plans to enlarge the windows and also introduced some colour. It is considered that these changes have enhanced the scheme. The updated plans have been sent to the Civic Society and any further comments received from it will be set out to members in the Update Report.

With regard to boundary treatment it is proposed to put in a railing to Thorpe Road and the initial Midland Road frontage. It will be placed on the existing wall and be 1.80 metres in height. This is considered to be a more appropriate boundary treatment for the locality than weldmesh fencing. The final alignment of the fencing will need to be adjusted to take into consideration the access requirements of UK Power Networks in relation to the substation. This can be addressed via a condition. New railings are proposed on the dwarf wall at the front of the site, 1.2 metres in height, at the request of the Conservation Officer. It is considered that their inclusion will enhance the appearance of the site. Weldmesh fencing (2.4 metres) is proposed around the remaining boundaries and within the site (set back from the Memorial Building to create a secure boundary line). There is no objection to this.

One of the objectives of the scheme has always been to secure community use of the Memorial Building to enhance its use. A condition requiring the submission and approval of a scheme of community use is therefore recommended.

Comments from the Peterborough Civic Society

As set out under section 4 the Peterborough Civic Society has made a number of detailed comments on the scheme. Their point about the south elevation has been addressed above.

The Civic Society has commented that it is disappointed the setting of the Memorial Building has not been improved by the removal of the car parking spaces from in front of it and replaced with landscaping. Whilst this comment is noted and would be the ideal approach, this has to be balanced with the other requirements of a functioning school, one of which is car parking. As already discussed under part 2 car parking and traffic is a concern which would be further exacerbated by such an approach. Furthermore, the existing building has had car parking in front of it for a number of years, so the current proposal does not change this arrangement.

The Civic Society has also commented that there will be a number of people expecting the whole building to be retained and as such it would be appropriate to put up some explanatory signs when works starts to explain what is happening. This is considered to be a sensible approach and whilst it is not something that could be conditioned (as it would not pass the tests required for conditions) the applicant will be asked to do this. An informative is therefore recommended.

Having considered all the above matters the proposed design of the new school is considered to be acceptable in accordance with policy PP2 of the adopted Planning Policies DPD and policy CS16 of the adopted Core Strategy.

Impact on Sessions House

The proposed new buildings will lie in close proximity to Sessions House which is a grade II Listed Building on Thorpe Road. It will be separated from the school site by a proposed new area of open space. Whilst the three storey element is not insubstantial it is considered that the proposal would

not result in any harm to the setting of this listed building. Arguably its setting will be improved with the removal of the surrounding taller hospital buildings.

The proposal is, therefore, considered to comply with paragraph 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, policy CS17 of the adopted Core Strategy and the provisions of the National Planning Policy Framework.

4. Other Layout Matters

Sport England

Sport England has been consulted on the application albeit on a non statutory basis. It has raised no objection to the scheme noting that whilst it is a constrained site there will be an overall improvement in sport facilities with the new hall and games area.

Noise

The application is accompanied by a Noise Assessment. This concludes that noise levels at the school require either significant acoustically attenuated natural ventilation or a mechanical ventilation design in order to provide the occupants of the building a satisfactory environment. Mechanical ventilation has been adopted as the preferred approach, offering the lowest and most controllable mean internal noise levels and given the greatest protection against noise peaks from traffic etc. The Council's Environmental Health Officer has raised no objection to this approach.

With regard to external noise levels these will be higher than the generally accepted guidance level of 55 dBA. No acoustic fencing is proposed to the edge of the site in this instance given the need to balance this with appearance in light of its prominent position on the corner of Thorpe Road. If the school were subsequently of the view that noise levels are too high for the external play areas they would have the option of installing acoustic fencing within the site.

Given the location of the site it is not considered that the external play areas would have any unacceptable impact upon the amenity of the surrounding area and the Council's Environmental Health Section has raised no concerns in this regard.

The application also includes some external plant. The acoustic report recommended plant noise emissions of 49dB LA90 T during the day (07.00-19.00), 45 dB LA90 T during the evening (19.00-23.00) and 39 dB LA90 T during the night (23.00- 07.00). However, recent background noise levels taken from Midland Road indicate lower background noise levels in the locality. On a precautionary basis the Council's Environmental Health Section have recommended lower noise levels of 45dB LA90 T during the day (07.00-19.00), 40 dB LA90 T during the evening (19.00-23.00) and 35 dB LA90 T during the night (23.00- 07.00). The applicant has been advised of these and has confirmed that their scheme can meet these requirements. A condition to this effect is therefore recommended.

Odour

The Council's Environmental Health Section has advised that all ventilation of steam and cooking fumes to the atmosphere should be suitably filtered to avoid nuisance from smells, grease or smoke. The applicant has submitted an odour assessments which indicates a low to medium risk impact. A condition requiring that details of the equipment be agreed before its installation is therefore recommended.

Security

A number of comments were originally made by the Police Architectural Liaison Officer on points of detail including the nature of the boundary treatment and specification of doors and windows. He has discussed these points with the applicant and confirmed that he is now happy and will work with the applicant outside the planning process to agree specific specifications. He has not therefore requested the imposition of any planning conditions.

Sustainability

The Design and Access Statement summarises the measures proposed to meet the requirements of policy CS10 (Environment Capital) including a highly efficient gas boiler, improved U-values to minimise heat loss (calculations to demonstrate this have been provided), automatically controlled lighting, low flush toilets and water saving taps. A condition requiring the implementation of these measures is recommended.

Lighting

The application is supported by a detailed lighting scheme. A compliance condition in respect of this is recommended.

Other Matters

One of the neighbour representations received has objected to the school on the grounds that it will result in a loss of property value and an increase in anti-social behaviour. The reasoning behind this concern is not given but it is not considered that additional antisocial behaviour is likely to result. As set out above the details of the scheme have been discussed with the Police Architectural Officer who has raised no objections. Loss of property value is not a material planning consideration and cannot therefore be taken into account.

5. Landscape/Ecological Impacts

As indicated under section 1 the application site contains a number of trees which are protected by a Tree Preservation Order. The application is supported by a detailed Arboricultural Impact Assessment and Tree Protection Drawings. These have been revised following a detailed site meeting with the Council's Tree Officer.

The proposal would result in the loss of three individual trees within the site all of which are category C trees. Although covered by a Tree Preservation Order the Tree Officer has not raised any objection to the removal of these trees in light of their condition and the need for the layout of the site to work practically for the school. 33 individual trees along with a group of trees and a hedge would be retained. Pruning works will be needed to the hedge at the front and to other trees notably along the internal site access road in order facilities future access by emergency vehicles (a minimum clearance height is needed) A summary of these works is set out on the Arboricultural Impact Assessment.

The detailed plans set out areas where 'no dig' techniques will be used such as to install the new hard play area to minimise the amount of disturbance within the root protection areas of the trees and the drainage has also been designed so that this does not go through root protection areas.

With regard to the detailed landscape proposals it is intended to put artificial grass down in a number of areas including under trees within the centre of the site. This is partly because of the soil conditions (to ensure it is free from any contamination), because grass won't grow under these trees and also to minimise the amount of works which have to be done within their root protection areas. The Council's Tree Officer has raised no objection to this approach and considers the landscaping scheme to be acceptable.

Given the sensitivity of the site a condition requiring that the development be carried out in accordance with the Arboricultural Impact Assessment and Tree Protection drawings is recommended. Any amendments required to these documents following reconsultation with the Tree Officer will be set out to members in the update report. As part of this condition it has also been agreed to hold a pre-commencement meeting on site which the Council's Tree Officer will attend in order to make any final adjustments to the scheme.

As set out a new boundary railing is proposed around the edge of the site. The introduction of fencing along the Thorpe Road/Midland Road frontage has the potential to adversely affect the retained trees so the works will need to be carried out with appropriate consideration. It has been agreed with the Tree Officer that a detailed scheme will be submitted before the works are carried out to ensure that an appropriate method of working is used and also so that fence post positions

can be discussed/agreed. A condition to this effect is recommended.

Following the meeting on site with the Tree Officer an amended site set up plan has been submitted to avoid adverse impact upon the trees. The Tree Officer has confirmed that the amended plan is acceptable.

The Council's Wildlife Officer has not raised any objections to the scheme. He originally advised that one of the species specified as part of the landscaping scheme should be amended to a native species. This amendment has been made so the landscaping scheme is now considered to be acceptable.

The Wildlife Officer also requested a scheme for the provision of bird and bat boxes. This information has now been submitted and is considered to be acceptable. A compliance condition is therefore recommended.

Having considered the landscaping and ecological issues, subject to conditions, the proposal is considered to comply with policy PP16 of the adopted Planning Policies DPD.

6. Other Matters

Air Quality

An air quality assessment was submitted with the original outline application and has been resubmitted with this application as it is a full application. This concludes that potential impact of traffic upon air quality is negligible and therefore that no specific mitigation measures are required. This conclusion is accepted by the Council's Environmental Health Section.

Archaeology

Archaeological assessment of the site was carried out earlier this year under the outline planning permission. No archaeology was uncovered. Given this, the Council's Archaeologist has not requested that any further assessment work be carried out.

Contamination

Under the provision of the outline planning permission site investigation works were carried out and the site remediated before it was transferred to the Council. Given this, the only condition which is recommended in respect of contamination is one in the event that any unsuspected contamination is located.

Drainage

Surface Water

The Council's Drainage Team as the Lead Local Flood Authority made a number of comments on the drainage plans. Following these comments an amended scheme has been submitted. The plans then had to be further revised to remove a drainage run from the root protection areas of the retained trees. The Council's Drainage Team have confirmed that the amended plans and calculations are acceptable to it. A compliance condition is, therefore, recommended.

No objections to the surface water drainage strategy have been received from Anglian Water.

Waste Water

Anglian Water has commented that the waste water treatment works at Flag Fen does not have capacity to accommodate the flows arising from the development. This comment has been queried as capacity was available when the outline application was considered. Anglian Water has indicated that this is no longer the case. However, it is Anglian Water's responsibility to ensure that sufficient capacity in the system is available to accommodate consented development and it will, therefore, have to take any necessary steps. It does not render the current application unacceptable in any way or mean that planning permission should not be granted. Neither has Anglian Water suggested that this be the case.

Foul Drainage

Anglian Water has not requested any conditions relating to foul drainage as the proposal looks acceptable in principle. A detailed application will need to be made to it under Section 104 of the Water Industry Act. The Environmental Agency originally requested a condition relating to foul drainage. This requirement was queried with it given Anglian Water's position. It has now amended its response to remove this requirement. As it will be handled under other legislation no foul drainage condition is recommended.

Construction Management

The application is supported by a Construction Management Plan. The revised plan is considered to be acceptable. A condition requiring that the development be carried out in accordance with the approved details is recommended.

6 Conclusions

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

- The principle of locating a school on this site was established by the granting of outline planning permission. The development will help meet the existing demand for school places and also the demand which will be created when the hospital site is redeveloped. The proposal therefore accords with the National Planning Policy Framework and policy CS13 of the adopted Core Strategy.
- Notwithstanding the concerns which have been raised the traffic impacts of the development are considered to be acceptable given the context of the previous use of the site as a hospital. The changes to the Midland Road junction will help prevent illegal manoeuvres into and out of the road and the inclusion of a pedestrian crossing as part of the signalisation of the Thorpe Road/ Thorpe Lea Road junction will ensure a safe route to the Thorpe Meadows where the school's playing fields will be located in the future. On-site parking will be provided for staff, the level of which is considered to be acceptable. In addition, new parking bays will be created on Midland Road which can be used for drop off and pick up. As such the proposal is considered to accord with policy PP12 and PP13 of the adopted Planning Policies DPD. The development will also be subject to a Travel Plan and Parking Management Plan in accordance with policy CS14 of the adopted Core Strategy.
- Notwithstanding the objection received the impact of the development upon the non designated heritage asset is on balance considered to be acceptable given the benefits to the scheme which the proposal approach will bring. The design of the new build is also considered to achieve a satisfactory relationship with the locally listed building. The proposal is therefore considered to accord with paragraph 135 of the National Planning Policy Framework, policy CS16 of the adopted Core Strategy and policies PP2 and PP17 of the adopted Planning Policies DPD.
- Subject to noise attenuation measures an appropriate environment will be provided for the children. It is also not considered that there would be any adverse impact upon neighbouring residents. The proposal therefore accords with policies PP3 and PP4 of the adopted Planning Policies DPD.
- The application seeks to retain the key protected trees within the site and there would not be any adverse ecological issues. Subject to conditions the proposal is therefore considered to accord with policy PP16 of the adopted Planning Policies DPD.
- The site can be adequately drained and the detailed proposal will include measures to promote sustainability. The proposal therefore complies with policies CS10 and CS22 of the adopted Core Strategy.

7 Recommendation

The case officer recommends that Planning Permission 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).

C2 The development hereby approved by be carried out in accordance with the following approved plans and details:-

- Location Plan PL_0001
- Proposed Site Plan PL_0003
- List of External Materials and Colour Rev A
- Elevations Sheet 1 PL_2003 C
- Elevations Sheet 2 PL_2004 C
- Site Sections PL_0004 B
- Memorial Hall detailed elevations Sheet 1 PL_2001 B
- Memorial Hall detailed elevations Sheet 2 PL_2002 B
- Memorial Hall External Works Detail
- Memorial Hall Existing Floor Plans PL_1000
- Memorial Hall Ground Floor Plan PL-1010
- Memorial Hall First Floor Plan PL_1020
- Memorial Hall Second Floor Plan PL_1030
- Roof Plan PL_1040
- Existing Elevations PL 2000
- J4794 1.4.2.26 Rev A Kitchen Ventilation Roof Plant Details
- Arboricultural Method Statement and Outline Method Statement
wwa/1329/doc/602/P02 July 2015
- Tree Removal and Retention Plan wwa_1329_LL_102 P01
- Tree Protection Plan wwa_1329_LL_108 P02
- Landscape Master Plan www_1329_LL_101 T05
- Planting Plan wwwa_1329_LP_301 P01
- Ecology and Wildlife Planting Plan wwa_1329_LL_110 P00
- Remediation Strategy Plan wwwa_1329_LL_112 P00
- Frontage Area Detail wwa_1329_LL_103 P00
- Early Years- Detailed Area wwa_1329_LL_104 P00
- Soft Landscape and Maintenance Programme wwa_1329_Doc_601 P00 May 2015
- Site Plan Prior to Demolition Works wwa_1329_LL_107 P01
- Levels Plan wwa_1329_LL_109 P02
- (CP1) 210 B Drainage Proposals
- Drainage Calculations (Revised)
- Section 5 of the Design and Access Statement re policy CS10
- BRUKL Output Document
- Travel Plan Updated including updated Parking Management Plan
- Construction Management Plan (excluding the original site set up plan)
- Construction Management Plan clarification document issued 16/06
- Site Set Up Plan (Revised)
- SK02 A Vehicle Tracking
- External lighting Lux Levels 1.4.2.25 Rev B
- Lighting specification and calculations
- Noise Assessment
- Travel Plan including Parking Management Plan July 2015
- 10263/HL/026 Rev C Midland Road Traffic Calming
- Thorpe Lea Road/Thorpe Road junction options 1 and 2

Reason: To ensure that the development complies with that which has been applied for.

- C 3 The external surfaces and finishes of the new build elements of the development shall be carried out in accordance with the approved list of External Materials and Colours Rev A.

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 Prior to the commencement of any works to the Memorial Hospital a detailed method statement setting out how the façade of the building will be retained and protected during demolition works will be submitted to and approved in writing by the Local Planning Authority. The demolition works will thereafter be carried out in accordance with the approved details.

Reason: In order to ensure the retention and protection of the façade of the Memorial hospital in accordance with policy PP17 of the adopted Planning Policies DPD. This is a pre-commencement condition as the demolition works will need to take place before other works on site.

- C5 Notwithstanding the submitted information, prior to the commencement of each aspect of work to the Memorial Hospital a detailed scheme setting out how these elements will be treated shall be submitted to and approved in writing by the Local Planning Authority. These details shall be based upon the principles shown on drawing numbers PL_2001 Rev B and PL_2002 Rev A and set out in the document Memorial Hall External Works Detail Rev A :

- Sample panel showing the Flemish bond and mortar
- Samples of new roof tiles
- Samples of purpose made bricks for the quoins
- Details of the proposed new chimney structures including a sample of the purpose made bricks
- Specification of works to the Portico and the final levels adjacent to it
- Treatment of existing windows
- Details of the new entrance door and its relationship to the stone surround and original glazed panel
- Details of rainwater goods.
- Details and final alignment of the design of the new boundary railings (accommodating access to UK Power Networks)

Reason: In order to ensure the retention and protection of the façade of the Memorial Hospital and to ensure satisfactory external appearance in accordance with policies PP2 and PP17 of the adopted Planning Policies DPD and policy CS16 of the adopted Core Strategy.

- C 6 The development hereby approved shall be carried out in accordance with the approved Arboricultural Impact Assessment wwa/1329/doc/602/P01 and Tree Protection Drawings reference wwa_1329_LL_108 P01. Prior to the commencement of any development on site a pre-start meeting shall be held with the Local Planning Authority including the Tree Officer to review the proposals and make any final adjustments to them especially in respect of levels as maybe required to ensure the protection of retained trees. The details of any adjustments to the Arboricultural Impact Assessment or Tree Protection Drawings which may be required as a result of the meeting shall thereafter be submitted to and approved in writing by the Local Planning Authority before works commence on site. The development shall thereafter be carried out in accordance with the amended plans.

Reason: In order to ensure that the existing trees are protected in accordance with policy PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition as

final agreement is required before works start on site to ensure that the trees are protected and won't be adversely impacted upon.

- C7 Prior to the installation of the new boundary railings to Thorpe Road and Midland Road a detailed scheme setting out where supports will be located and how the works will be carried out in respect of the retained trees shall be submitted to and approved in writing by the Local Planning Authority. The railings shall thereafter be installed in accordance with the approved scheme.

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

- C8 The hard and soft landscaping scheme including the provision of bird and bat boxes shall be carried out in accordance with the Tree Protection Plan (wwa_1329_LL_108 P01), Landscape Master Plan (wwa_1329_LL_101 T05), Planting Plan (wwa_1329_LP_301 P01) and Ecology and Wildlife Plan (wwa_1329_LL_110 P00) before the new school is brought into use. Prior to its installation details of the finish treatment of the bin store 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.

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 a satisfactory visual finish, the retention of protected trees and to secure replacement planting for the trees to be lost in accordance with policy CS16 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

- C9 The external lighting scheme shall be carried out in accordance with drawing number 1.4.2.25 Rev V and associated lighting calculations/ lighting specifications before the new school is brought into use.

Reason: In the interests of community safety and residential amenity in accordance with policy CS16 of the adopted Core Strategy and policy PP3 of the adopted Planning Policies DPD.

- C10 The surface drainage works shall be carried out in accordance with the details shown on drawing number (CP1) 210 B and the associated drainage calculations (updated) before the new school is 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 The new school shall not be brought into use until the new cycle parking has been provided in accordance with the locations and details shown on the Landscape Master Plan (wwa_1329_LL_101 T-05) Prior to the implementation of the cycle parking the finish colour of the cycle shelters will be submitted to and approved in writing by the Local Planning Authority along with a plan identifying where additional cycle parking will be provided if demand arises or is identified through the Travel Planning process. 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.

- C12 The school shall operate in accordance with the approved Travel Plan dated July 2015 including the Parking Management Plan and the review mechanisms set out therein.
- Reason: In the interests of encouraging travel by sustainable modes in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.
- C13 Construction works including deliveries to the site and hours of working shall be in accordance with the approved Construction Management Plan, Clarification Document and Revised Site Set Up Plan.
- Reason: In the interests of highway safety, residential amenity and to protect the retained trees in accordance with policies PP3, PP12, PP13 and PP16 of the adopted Planning Policies DPD.
- C14 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 and policy PP20 of the adopted Planning Policies DPD.
- C15 The development hereby approved shall be carried out in accordance with the approved levels plan (wwa_1329_LL_109 P02) subject to any amendments to this which may be required as a result of C5 and C6 in respect of levels around the portico and in respect of the retained trees.
- Reason: In the interests of visual amenity and in order to ensure the protection of a Building of Local Importance and retained trees in accordance with policy CS16 of the adopted Core Strategy and policies PP3, PP16 and PP17 of the adopted Planning Policies DPD.
- C16 The development shall be carried out in accordance with the sustainability measures set out in section 5 of the Design and Access Statement and associated BRUKL calculations.
- Reason: In order to ensure that the scheme complies with policy CS10 of the adopted Core Strategy.
- C17 Prior to first occupation of the new school full details of all extraction/ventilation equipment shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the nature and location of all filtration equipment for cooking fumes (including the discharge height and proximity to the nearest sensitive residential receptor) and the efflux velocity of extraction equipment. Any equipment installed shall be in accordance with the approved details.
- Reason: In order to protect the amenities of neighbouring occupants, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).
- C18 The level of noise emitted from plant at the site shall not exceed 45 dBLAeq 1 hour between 07.00- 19.00 40dBLAeq 1 hour between 19.00- 23.00 and 35 dBLAeq 15 minutes at any other time. The noise levels should be determined at the nearest noise sensitive premises. The measurements and assessment should be made according to BS: 4142:2014.
- Reason: In the interests of residential amenity in accordance with policies PP3 and PP4 of the adopted Planning Policies DPD.

C19 Prior to the first opening of the new school a scheme of works to Midland Road including alterations to the junction, the introduction of a raised table and new parking bays based upon the principles shown on drawing number 10263/HL/026 Rev C shall be carried out.

Reason: In the interests of highway safety and convenience in accordance with policy PP12 of the adopted Core Strategy.

C20 Prior to the first opening of the new school a scheme of works to signalise the Thorpe Road/Thorpe Lea Road junction including a new pedestrian crossing based upon the Principles shown on drawing options 1 or 2 shall be carried out.

Reason: In the interests of highway safety and convenience in accordance with policy PP12 of the adopted Core Strategy.

C21 Prior to the first use of the new school the proposed car parking and service vehicle turning/loading area shown on drawing number wwa_1329_LL_101 T05 shall be provided. These areas shall thereafter be retained for these purposes in perpetuity.

Reason: In order to ensure sufficient car parking/ turning and loading space is available in accordance with policies PP12 and PP13 of the adopted Planning Policies DPD.

C22 Notwithstanding the submitted information, the new/amended vehicle access shall be implemented prior to the first use of the new school. Vehicle to vehicle visibility splays of 2.4 metres by 43 metres shall be provided from the site access and thereafter retained free from any obstructions over 600mm in height.

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

C23 When the new school is brought into use arrangements shall be in place in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to facilitate community use of the rooms within the Memorial Building. The school should thereafter operate in accordance with the approved scheme.

Reason: In order to facilitate community use of this Local Listed Building in accordance with policy PP17 of the adopted Planning Policies DPD.

Informatives

1. It is recommended that information regarding the build and proposals for the Memorial Building be displayed when works commence in order to explain the project and what the building will look like given the likely public interest in the development and its status as a Building of Local Importance.
2. The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licenced 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 453578.
3. *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 453474 or email HighwaysDevelopmentTeam@peterborough.gov.uk who will supply the relevant application form, provide a preliminary indication of the fee payable and specify the construction details and drawing(s) required.

4. *Numbering and Naming*

Public Health Act 1925 S17-18

The development will result in the creation of new streets and dwellings 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- Highways Infrastructure Group on 01733 453461 for details of the procedure to be followed and information required. Please note this is not a function covered by your planning application but is a statutory obligation of the Local Authority and is not changeable but must be dealt with as a separate matter.

5. *Off Site Highway Works S278 Highway Works Arrangements*

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 work and service works and the completion of a legal agreement. Application forms for S278 Agreements are available from Transport and Engineering- Development Team, on 01733 453421.

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