

09/00313/FUL: CONSTRUCTION OF NEW GYM AND REFURBISHMENT OF EXISTING GYM TO FORM AN INNOVATION CENTRE AT ARTHUR MELLOWS VILLAGE COLLEGE, HELPSTON ROAD GLINTON

VALID: 23RD MARCH 2009

APPLICANT: PETERBOROUGH CITY COUNCIL

AGENT: FRANK SHAW ASSOCIATES

REFERRED BY: GLINTON PARISH COUNCIL

REASON: MASSING, NOISE, TRAFFIC, INADEQUATE DRAINAGE, POOR DESIGN
LACK OF GREEN CREDENTIALS

DEPARTURE: NO

CASE OFFICER: DALE BARKER

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1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- Design
- Noise
- Green Issues
- Highways/parking
- Drainage

The Head of Planning Services recommends that the application is APPROVED.

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Development Plan Policies

Key policies highlighted below.

The Peterborough Local Plan (First Replacement)

DA1: Townscape and Urban Design

Seeks development that is compatible with or improves its surroundings, creates or reinforces a sense of place and would not have an adverse visual impact.

DA2: The effect of a development on the amenities and character of an area

Planning permission will only be granted for development if it can be satisfactorily accommodated on the site itself, would not adversely affect the character of the area and would have no adverse impact on the amenities of the occupants of nearby properties.

DA7: Design of the built environment for full accessibility

Permission will not be granted for buildings open to the public, or used for employment or education purposes, unless appropriate access and facilities are provided for people with disabilities.

DA11: Design for security

Planning permission will not be granted for a development unless vulnerability to crime has been satisfactorily addressed in the design, location and layout of the proposal.

T1: Transport implications of new development

Seeks development that would provide safe and convenient access to site and would not result in an adverse impact on the public highway.

T3: Access to development – Pedestrians and those with mobility difficulties

Planning permission will only be granted for new development which is safely and easily accessible by pedestrians and those with mobility difficulties.

T9: Cycle parking requirements

Seeks provision of high quality off-street cycle provision in accordance with approved standards.

T10: Car and motorcycle parking requirements

Planning permission will only be granted for development outside the city centre if it is in accordance with approved parking standards.

U1: Water supply, sewage disposal and surface water drainage

Developments that increase demand for water, sewage and surface water disposal will only be permitted if adequate capacity is available or can be provided without detriment to the environment.

Material Planning Considerations

Decisions can be influenced by material planning considerations. Relevant material considerations are set out below, with the key areas highlighted:

Glinton Village Design Statement

The VDS notes that the College was ‘designed with no regard for existing vernacular architecture of the village’ and includes the following guidelines for development outside the Conservation Area:

- The design of new buildings should be sympathetic to neighbouring buildings
- Materials for new walls and roofs should match and be compatible with existing buildings in the immediate vicinity
- All new development on the edge of the village should conserve or enhance the soft landscaped edge
- The increasing traffic within the village should not be allowed to damage the character of the village.

3 DESCRIPTION OF PROPOSAL

This proposal has two distinct elements, the conversion of the existing gym to an Innovation Centre and the erection of a replacement gym.

The Innovation Centre will be created by sub-dividing the existing gym into a series of rooms and the installation of a partial first floor; the amalgamation of the existing changing and toilet facilities to form larger rooms; the addition of a small extension to a store on the Eastern side; a glazed lobby to the front and alterations to the window pattern. The Centre will be occupied by up to 50 (normally 25) people at any one time and will be open 08.30 to 17.00 Monday to Saturday, closed Sunday and Bank Holidays. It will be used for industry related training and approximately a third of the attendees will be from outside the college.

The Gym is a new building to the rear of the site between the existing swimming pool and tennis courts and will be open 07.00 to 22.00 Monday to Friday and 09.00 to 17.00 other days for school and community purposes, similar to the existing gym. The design is a simple, brick, double height, pitched roof ‘box’ with single storey additions. It is similar in character to other recent extensions to the school.

It is proposed that construction traffic will use the existing temporary access onto Lincoln Road.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The site is a large secondary school complex with approximately 1400 pupils. It is also used for a variety of community activities outside school hours. There are dwellings to the north, west and east of the

school and open agricultural land to the south. Access to the school is via Helpston Road, but construction traffic use a separate temporary access to the south of the school which links directly to Lincoln Road.

5 PLANNING HISTORY

Application Number	Description	Decision	Date
00/00001/FUL	New car park	PER	17.04.2000
03/01690/WCPP	Renewal of planning permission 98/00809/FUL to continue use of mobile storage unit	INV	
04/00074/FUL	Retention of mobile unit used for storage	PER	05.03.2004
04/00250/FUL	Retention of mobile unit for use as scout headquarters	PER	06.04.2004
04/00553/FUL	Single storey extension to existing sports hall to provide health and fitness suite for use by school and community	PER	26.08.2004
04/01622/FUL	Single storey extension for meeting room	PER	17.11.2004
04/01623/FUL	Extension to provide machine room store	PER	17.11.2004
05/00865/FUL	Extension in courtyard to provide IT classroom	PER	27.07.2005
98/00651/FUL	Additional car parking spaces	REF	24.08.1998
98/00652/FUL	Siting of portakabin as dance studio classroom	PER	12.08.1998
98/00672/FUL	Partial infill of courtyard for teaching area	PER	06.08.1998
98/00809/FUL	Renewal of planning permission 92/P0555 for siting of mobile storage unit	PER	12.08.1998
99/00417/FUL	Erection of new general teaching block, drama building and dining block	PER	16.06.1999
99/01161/FUL	Re-siting of mobile unit for use as drama studio	PER	10.11.1999
06/00367/WCPP	Variation of C2 of planning permission 04/00553/FUL (Extension to sports hall to provide health and fitness suite) to arrange opening hours to 16.00 hrs to 22.00 hrs Monday - Friday and 09.00 hrs to 16.30 hrs Saturday and Sunday	PER	04.05.2006
06/00829/FUL	Courtyard infill to form 6 offices and store	PER	19.07.2006
06/00961/WCPP	Variation of C2 of planning permission 04/00553/FUL (health and fitness suite) to allow opening times Monday - Friday between 1600 to 2200, Saturdays between 0900 to 1630 and Sundays, ten times a year only, between 0900 to 1630 - all hours term time and non term time	PER	11.10.2006
07/00327/FUL	Erection of new science block, including ICT facilities, auditorium, media rooms, refectory and various ancillary rooms, minor extension to drama studio, PE classroom and textiles room	PER	04.06.2007
08/01167/FUL	First floor extension to create 5 classrooms adjacent to the Information Technology Suite	PER	08.12.2008

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Head of Transport and Engineering – Has no objection subject to conditions.

EXTERNAL

Parish Council – Object on the following grounds:

The new gym building is so close to neighbouring properties that it will have an adverse impact on their amenity by way of mass and noise from the gym or its air conditioning contrary to policy DA2 of the Adopted Peterborough Local Plan 2005 (First Replacement).

The Gym may not cause extra traffic but the proposed innovation centre will create an unacceptable impact contrary to policy T1 of the Adopted Peterborough Local Plan 2005 (First Replacement). The police have to attend on a regular basis as there is no support from the college to enforce the parking regulations. The traffic caused by the college is giving concern to all for the safety of the students and those younger children and their parents who leave the primary school at the same time. Seventeen buses leave the college as well as 1500 students and therefore an independent entrance should be created to the south of the college were the temporary road is at present, this would also help the college with access and security in the evenings and at weekends.

The proposed plans are based upon the old drainage scheme and its capacity to cope is probably contrary to policy U1 of the Adopted Peterborough Local Plan 2005 (First Replacement).

The proposed building is of poor design and lacks any green credentials, it is a missed opportunity to cover over the existing pool which the new building will over shadow, the new gym should be heated by Solar or heat pumps which could heat the pool as well and allow the pool to be used all year round.

7 REASONING

a) Introduction

This application is a part of a programme of improvements to Arthur Mellows Village College.

b) Design

The design of the proposed Gym is functional, and the detailing is consistent with other recent buildings constructed on site. Although quite 'massive' due to the need to avoid windows in the sports hall, the building is broken up with single storey elements and white render to the gables to minimise this effect and as a result is neither oppressive nor over bearing. In view of its location, remote from all boundaries of the site and public vantage points, it is acceptable.

The design of the Innovation Centre is largely dictated by the form of the original building, but the extensions are slight and do not add appreciably to the mass of the building. They are considered to enhance what is currently a somewhat plain structure.

c) Noise

The proposed Gym is situated over 70 m from the nearest dwelling and separated from the dwelling by an existing school building and a swimming pool. It will not be visible from the nearest dwelling and although Gyms can be noise generators, it is unlikely that it will result in more noise than the current Gym which is approx 15 m from the dwelling. The movement of people to and from the Gym may also result in noise, but as the pedestrian traffic to either location would use the same route, it is unlikely that the proposal will result in any increased noise.

The proposed Innovation Centre will be created from the old gym. There will be some external alterations including, the construction of a glazed lobby, a small store extension, installation of a partial first floor, rendering of some areas of brickwork and the replacement of windows, some openings will be reduced in size and the new windows will provide improved insulation.

As this building is within approx 15 m of the nearest dwelling there is the potential for loss of amenity to the residents through additional noise, however, officers are satisfied that the nature of the use will be intrinsically less noisy than the existing gym use and thus the concerns of the Parish cannot be sustained.

The size and location of the extensions are such that they will not result in any visual detriment to neighbouring residential properties.

d) Green Issues

The Parish Council raises concerns that the new Gym will overshadow the swimming pool and that both the Gym and pool should be heated with green energy. Whilst there will be some shading of the pool, this will be relatively slight; the issue of solar heating for the pool is not a part of this application and officers do not consider that these shortcomings of the application amount to material considerations in this case. The heating system will not include air conditioning, but will rely on natural ventilation using wind catchers on the roof.

Overall the scheme will be much greener than the current situation because the new windows in the Innovation centre, together with alterations to the roof will increase the thermal efficiency of the building, and the new heating system will reduce fuel consumption. The Gym will be more efficient than the old Gym, because it will be built to modern insulation standards. Clearly the carbon footprint of this development could be reduced further, but, as proposed, it will achieve significant savings.

e) Highway Issues

The proposed Gym will not generate any additional traffic over the existing Gym. The only additional traffic will therefore be generated by the Innovation centre.

It is evident that Arthur Mellows Village College have previously implemented measures to reduce car trips to and from their site and continue to do so. A condition is proposed which will ensure that the additional use of the site will not add materially to existing traffic problems.

f) Drainage Issues

No significant increase in foul water is anticipated as there will be a very small increase in the number of people using the site relative to current numbers. This will be further mitigated by the installation of new and more efficient plumbing. There is therefore no reason to anticipate that this proposal will materially alter current drainage problems.

Surface water will be discharged to the Welland and Deepings drain, this will involve the construction on site of a hydro-brake to govern the discharge of water to prevent flooding and will not add to current drainage problems.

8 CONCLUSIONS

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

- a) The design is acceptable and appropriate in this institutional context, it will have minimal impact on the amenity of nearby residents and can be accommodated on the site and the proposal therefore complies with policy DA2 of the Peterborough Local Plan (2005).
- b) The additional traffic generated by the proposal will be negligible and in view of the progress made with the school travel plan the LHA are satisfied that the proposal does comply with policy T1 of the Peterborough Local Plan (2005).
- c) The surface water from the site will be discharged to an Internal Drainage Board (IDB) drain at a rate that they consider acceptable and the additional foul will amount to an insignificant increase in sewage such that officers are satisfied that there is adequate capacity and thus the proposal complies with policy U1 of the Peterborough Local Plan (2005).

9 RECOMMENDATION

The Head of Planning Services recommends that this application is APPROVED subject to the following conditions:

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

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

C2 No development shall take place until details of all materials to be used in the external surfaces of the buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).

C3 Prior to commencement of any development the existing School Travel Plan shall be revised to take into consideration the maximum potential additional trips generated by this proposal and measures shall be identified to encourage the use of non-car modes to make these trips. The revised Travel plan shall be submitted to and approved by the Local Planning Authority and all measures agreed shall be implemented prior to the occupation of the new Innovation centre. The measures shall include (but not exclusively):

- **Provision of additional covered secure and overlooked cycle parking.**
- **Provision of facilities to encourage car sharing.**
- **Provision of information to encourage use of public transport.**

Reason: In the interests of promoting the use of non-car modes to travel to and from the site in accordance with Policy T1 and T9 of the Adopted Peterborough Local Plan (First Replacement).

C4 The proposed temporary access shall be permanently closed to vehicular traffic on occupation of the development. Details of the means of closure shall be submitted to and approved in writing by the Local Planning Authority before development is commenced.

Reason: In the interests of Highway safety, in accordance with Policy T1 of the Peterborough Local Plan (First Replacement).

Copy to Councillors Holdich and Lamb