

**Application Ref:** 17/00521/R3FUL

**Proposal:** Proposed construction of three storey school building to east of Brunel Building with glazed link to existing buildings pursuant to the demolition of existing single storey building, proposed single storey extension to south west elevation of Sports Hall building, proposed new drop-off area at northern entrance and relocation of cycle store to accommodate 300 additional pupils

**Site:** Nene Park Academy , Oundle Road, Orton Longueville, Peterborough  
**Applicant:** Peterborough City Council

**Agent:** Mrs Catherine Wilson  
Frank Shaw Associates

**Referred by:** Head of Development and Corporation

**Reason:** This is a City Council application and is of wider public interest

**Site visit:** 20.04.2017

**Case officer:** Mrs J MacLennan

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**Recommendation:** **GRANT** subject to relevant conditions

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

### Site and Surroundings

The application site is approximately 6.5 hectares and is located on the south side of Oundle Road. The site contains the Nene Park Academy; a recently constructed replacement secondary school building (planning ref. 11/01287/R3FUL) which opened in 2014. The site lies adjacent to and outside the Orton Longueville Conservation Area boundary which is directly to the west, south and east. The school building is located some 240m into the site and comprises a three storey building constructed in a buff brick. The site is accessed off Oundle Road where there is a separate entry and exit point. The exit point is signalised to facilitate traffic exiting the site onto Oundle Road. The access is shared with St Botolphs Primary School to the east. There is a drop off/pick up parking area to the north of the site comprising 26 spaces.

To the east of the wider site is The Orton Hall Hotel which is a Grade II Listed Building, to the south are residential properties in Denmark Drive and Bringhurst and to the west residential properties in Lady Lodge Drive. A wide tree belt separates these dwellings from the school site. To the north are residential properties in Grange Crescent and Longfield Gate.

The school occupies an open site and is bounded by woodland to the south and west. Within the immediate site context to the west of the school building is a Children's Nursery and Scouts building, to the south and east are open playing fields. To the east is the Peterborough FC Academy and part of the site is shared with a football training academy. Planning permission has been granted for an all weather sports pitch to the east of the Academy building (ref. 14/02021/R4FUL).

There are currently 1050 pupils attending the school with 181 members of staff.

## Proposal

The application seeks planning permission for extensions to the existing school building. The extensions are required as part of an expansion of the existing Academy by two forms of entry resulting in a final increase of 300 pupils plus additional sixth form pupil capacity (1450 in total). There will also be an additional 30 full-time equivalent (FTE) members of staff (211 in total).

The proposed extensions would be located to the south of the existing Academy building. The scheme would comprise the following elements:

- Construction of a new 3-storey wing at the rear of the Academy building to be located on a site which occupies a single storey building. This element would provide 5 new technical classrooms at ground floor, and 15 new general teaching classrooms at first and second floor level.

The extension would link to the existing two storey Brunel building located to the rear of the Academy, at ground floor and first floor level and to the main academy building at first and second floor levels. The extension would provide a gross internal area of 2384m<sup>2</sup> on a foot print of 815m<sup>2</sup>

- An extension to the existing sports hall building to provide general and specialist teaching accommodation. The extension would have a footprint of 192m<sup>2</sup>.
- The vehicle drop off area at the north of the site near to Oundle Road is to be reconfigured to provide an additional 36 no. car drop-off/pick-up facilities accessed off the main access route. This will included improved pedestrian routes to the school.

The parking bays would be constructed using a 'grasscrete' surfacing with the access road through the centre using some form of permeable paving blocks. The road widening and the footpaths would be surfaced with a bituminous material

- Internal refurbishment in the existing Academy building to provide a Science classroom and IT facilities.
- A new netball court and hard play area are to be constructed and additional fencing erected.
- The cycle parking would be relocated to the south of the new extension

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
11/01287/R3FUL	Construction of replacement school building (Nene Park Academy) and refurbishment of retained buildings with associated external works including car parking; New pre school building with associated external works. Demolition of other existing buildings and associated external works to reinstate land including the creation of grass sports pitches	Permitted	13/10/2011

## **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.

### **LBCA72 - Section 72 - General duty as respects conservation areas in exercise of planning functions.**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving or enhancing the Conservation Area 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 8 - School Development**

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

### **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 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.

### **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)****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.

**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.

**PP19 - Habitats and Species of Principal Importance**

Permission will not be granted for development which would cause demonstrable harm to a habitat or species unless the need for, and benefits of it, outweigh the harm. Development likely to have an impact should include measures to maintain and, if possible, enhance the status of the habitat or species.

**Peterborough Local Plan 2016 to 2036 (Preliminary Draft)**

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document took place between December 2016 and 9 February 2017. The responses are currently being reviewed. At this preliminary stage only limited weight can be attached to the policies set out therein.

## **Design and Development in Selected Villages SPD (Orton Longueville village specific) (2011)**

### **The adopted Orton Longueville Conservation Area Appraisal (2008).**

#### **4 Consultations/Representations**

**PCC Peterborough Highways Services** – No objections. Information was missing from the original Transport Assessment and Draft Travel Plan. These documents have now been revised and are now acceptable to the Local Highways Authority (LHA).

The parking management plan has been improved and because the capacity of the parking area has been increased this should resolve many of the issues. Queues into the site at the exit onto Oundle Road whilst not ideal are inevitable. Intervention to resolve these queues will have a consequential negative impact on the operation of Oundle Road so currently no further improvements are recommended. This of course may change based on school expansion in the future.

It is recommended that a condition is appended to the decision requiring regular and frequent need for travel surveys of staff and pupils which if patterns of travel for, in particular, staff are not moving away from single car occupancy trips, then some form of mitigation will be needed, which should be outlined in the document as it develops over the years.

In addition, it would be appropriate to require improvements to the stone path which links the rear of the site to Wellingtonia Walk. These improvements be dealt with either through a management and maintenance regime or by physical improvement.

**PCC Travel Choice** – No objection. The information initially submitted in terms of the draft Travel Plan was not acceptable and additional information was sought. It was expected that an existing Travel Plan be in place along with a Travel Plan Champion. No modal share figures were included and so the Officer advised that a survey be undertaken to enable the Travel Plan to be specifically tailored to the opportunities and needs of users rather than an overall summary of what could be done with no real timescales or reference to the additional pressures caused as a result of the increase in staff and pupils.

A revised draft Travel Plan has now been submitted and this is acceptable and addresses most of the points raised following the submission of the initial draft Travel Plan. The Officer requests 6 monthly reviews.

**PCC Pollution Team** – No objection - There is an updated contaminated land report for this site (Soiltechnics 21/9/11) that has not been submitted with the application documents. This concluded that "At this stage, and based on our brief, we do not consider further investigations to be necessary". It is recommended that the applicant seek confirmation that the proposed development does not alter that conclusion.

This response is made on the understanding that the responsibility for providing information on whether the site is contaminated rests primarily with the developer; where Planning Permission is granted for a site on which the presence of contamination is known or suspected, the responsibility for safe development and secure occupancy of the site rests with the developer; and that the response has been determined on the basis of the information available, but this does not mean that the land is free from contamination.

**Archaeological Officer** – No objection – The extension would be built on top of the existing L shape Construction Block. As the proposal entails no disturbance of virgin ground, it is unlikely to have archaeological implications.

**Lead Local Drainage Authority** - No objection subject to the implementation in accordance with

the submitted plans.

**PCC Tree Officer** – No objection -There are no Tree Preservation Orders on site. Orton Longueville Conservation Area is directly to the east and is not impacted upon. Supporting the application is an Arboricultural Report. The report outlines the removal of eight young trees. These trees are of a size that can be easily be replaced therefore there is no objection to their removal. Further, it is noted that 15 replacement trees are identified on the landscape masterplan which is acceptable. There is also a soft landscape management scheme supporting the application which is acceptable. Tree protection for the retained trees is identified on the Tree Protection Plan. The area of the site compound is illustrated on this plan which is acceptable.

There is no objection to the proposal. The tree removal and replacement strategy is appropriate and welcomed. The findings of the arboricultural report including the tree protection forming the site compound should be secured by condition.

**PCC Conservation Officer** – No objection –The site originally formed the western area of parkland associated with Orton Hall. The Orton Longueville Conservation Area flanks the site on the eastern, southern and western boundaries which forms the Orton Hall site and the C19 Long Walk which was once part of the parkland to Orton Hall.

The proposal is therefore considered against the NPPF (Heritage Considerations), section 66 and 72 of the Town and Country Planning Act 1990, policy CS17 of the Adopted Peterborough Core Strategy and policy PP17 of the Adopted Peterborough Planning Policies DPD. The proposal is also assessed against supplementary planning documents; Design and Development in Selected Villages SPD (Orton Longueville village specific) (2011) and the adopted Orton Longueville Conservation Area Appraisal (2008)

Heritage considerations: There are a number of related heritage issues to be considered by the proposal: the harm caused to the significance of the Orton Longueville Conservation Area through development within its setting (NPPF paragraph 132) and the resulting harm to the character or appearance of the Conservation Area (section 72 Planning (Listed Building and Conservation Area) Act 1990); and the harm caused to the character and setting of a listed building (NPPF paragraph 132 and section 66(1) Planning (Listed Building and Conservation Area) Act 1990).

The Significance of Affected Heritage Assets:

#### **Orton Longueville Conservation Area**

The site is situated in the setting of the Orton Longueville Conservation Area. The Conservation Area was designated in 1969 and encompasses the historic core of the village. From a heritage consideration, the starting point is to assess the significance of the special interest of this part of the Conservation Area, and in what way this would be affected by the proposed development.

#### **Orton Hall (grade II listed)**

The proposal has the potential to impact on the setting of Orton Hall by way of the School field abutting the curtilage of Orton Hall Hotel (Grade II) to the east. The Local Planning Authority (LPA) requires any application that would affect a heritage asset to include an assessment of the impact of the proposal on the significance of the heritage asset. The Heritage Assessment submitted with this application provides a good assessment of the potential impact of the proposal on their significance.

The proposal has the potential to impact on the setting of Orton Hall and the parkland axis to the west. The proposed works would impact on the views west of the parkland and leading to the ha-ha which is located a short distance from the boundary of the site. The proposals will clearly increase the impact on views from the hall and the appreciation of the parkland setting in the east to west axis. The new three storey building will have an increased impact on the setting of Orton Hall, however such views of large buildings of similar height are already apparent in this view and the increase in massing weighed against the public benefit is considered negligible.

The site is also adjacent to the 'Long Walk' part of the Orton Longueville Conservation Area, but there are limited views of the site due to the wide tree belt and the current school boundary fence. Views of the structure from the 'Long Walk' will be limited and it is considered that no substantial harm will ensue.

It is considered that the impacts upon those assets identified within these comments are significant, though less than substantial, so paragraph 134 of the NPPF is engaged. While the harm is less than substantial the harm is significant and the level of harm if not justified this would warrant consideration as grounds for refusal.

Great weight must be given to the consideration of this harm in the planning balance (under paragraph 132 of the NPPF). High Court of Appeal judgements (Barnwell and Forge Field) relating to the setting of listed buildings and Conservation Areas are relevant, these give rise to a "strong presumption" against granting permission. These decisions make it clear that with regard to Section 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 the LPA should give "considerable importance and weight" to the desirability of preserving the setting of a listed building and conservation areas in decision-making when carrying out the balancing exercise.

In my personal professional opinion, the harm caused by the proposal on the designated heritage asset is not substantial when considered in relation to the views of existing the school buildings on site. Furthermore, the harm is deemed to be exceeded by the significant public benefits of the proposal. From a heritage consideration, the proposed works can on balance be supported.

**PCC Wildlife Officer** – No objection - The application is accompanied by an Extended Phase 1 Habitat Survey Report (Dec 2016) and the Officer is satisfied with the report's assessment of impacts on protected species. The school pond has the potential to support amphibians, however no surveys have taken place to confirm this. The Officer requested details of the fencing for the construction site to be revised to protect the pond during construction. A revised plan has been submitted and the Officer raises no objections to the proposal. The Officer recommends a bird nesting informative be appended to the decision and details of a range of bird nesting boxes and landscaping be secured by condition. Furthermore external lighting should be kept to a minimum through careful scheme design, and their use strictly limited to periods of activity only (the netball court area in particular).

**Historic England** - Historic England do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

**Environment Agency** – No objection – The proposal would have a relatively low environmental risk. Therefore there a no further comments on the application as submitted.

**Police Architectural Liaison Officer (PALO)** – No objection – The proposal has an acceptable layout and design and maintains a secure line around the school building. The current and new boundary/ fence treatment is very good as is the proposed lighting around the new buildings. Also lighting for the new drop-off point with columns designed to BS5489. The Officer would be happy to discuss Secured by Design School's guidelines and measures to mitigate against crime and disorder or consult with the applicant regarding any Breeam Security Assessment they may require. No further comments, objections or recommendations and supports the application.

**Orton Longueville Parish Council** - No comments received

**Local Residents/Interested Parties**

Initial consultations: 273  
Total number of responses: 2  
Total number of objections: 2  
Total number in support: 0

Two letters of objection have been received raising the following issues:

- Oundle Road has significant problems on a school morning with traffic jams all along Nene Parkway
- I support the education of children but another 300 children or even a percentage of that will worsen an existing problem
- The Council needs to consider the impact on neighbour's lives or improve the road system.
- It seems clear that this plan seeks to encourage further parking and drop-off of students, rather than reduce it.
- The congestion and pollution caused by car-borne traffic has already significantly increase in recent years and this development will only increase it.
- Instead of adding car parking, the school and Council should be investing in ways to reduce car transportation including better public transport, walking buses, enforcing the use of the cycle lane (instead of condoning cycling on the pavement)
- Since the addition of traffic lights at Nene Academy, with no phasing with the lights at either Lady Lodge Drive or The Village this has significantly increased traffic at drop off hours. These plans will make this situation worse
- This plan pays no respect to local residents whatsoever, even less to the environment or even the health of the children in dis-encouraging them to walk/cycle to school.
- I am strongly opposed to these plans.

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

### a) The Principle of Development

The current program would deliver the new school wing for full occupation by September 2018 in time for the start of the new academic year.

A statement has been provided by the Schools Infrastructure Section setting out the rationale behind the need for the school extension. Essentially, Peterborough remains one of the fastest growing cities in the UK. 1,300 dwellings were completed in the year to March 2015 and a further 925 to March 2016. There were an additional 1,020 dwellings under construction as at March 2016 and planning permissions in place for a further 6,000. It is anticipated that as the economy recovers the rate of house building will increase although the impact of BREXIT is unknown.

Peterborough's birth rate is the third highest in England

Peterborough also has one of the country's highest rates of In-Year school admissions, and the population is growing rapidly and is highly mobile. Between January 2015 and January 2016 there was an overall increase in pupil numbers of 981. This increase is the result of a mobile pupil population and high numbers of In-Year admissions coupled with increasingly larger cohorts of children starting school. The 2015/16 Reception year cohort was 3037 compared to the 2014/15 Year 11 cohort of 2278. As cohorts move through school, trends demonstrate that the year group population increases further. During the 2016 school summer holidays, 600 In-Year applications for primary and secondary school places were received. Of these 56% were new to Peterborough (i.e. from overseas or other parts of the UK). Schools notified us of just under 250 children that left their schools during the summer holidays of 2016.

Significant pressures are within primary schools where the number of four year olds in the city has risen, with the need for significant investment to meet basic need. The impact of this significant growth in primary school age children means that this will eventually put pressure on the Council's secondary schools too. Current forecasts suggest pressure for year 7 places started in 2015 and will

be critical by 2018.

A key priority of the Council is to provide local school places for children, and the Council is monitoring very closely the demographic trends along with the growth in housing developments. We have also analysed the post code data of children attending our schools to ensure expansions are taking place in the right parts of the City. This data was used to validate the assumption to expand Nene Park Academy, and confirmed that expansion is required if places are to continue to be made available to local children.

The National Planning Policy Framework (NPPF) states at para. 72 that the Government attaches great importance to ensuring a sufficient choice of school places is available to meet the needs of existing and new communities and that weight should be given to create, expand and alter schools. It is considered that the proposal is a sustainable option as this is an existing school site.

The proposal would assist the Local Authority to meet its school expansion programme and would accord with section 8 of the NPPF. The principle of the development is therefore acceptable subject to meeting the requirements of other relevant planning policy and material considerations.

b) Impact on Heritage Assets

The site would have originally formed the western area of parkland associated with Orton Hall Grade II Listed Building and the Orton Longueville Conservation Area flanks the site on the eastern, southern and western boundaries. A Heritage Statement supports the application and provides an assessment of the potential impact of the extension to the Academy building on the setting of the Grade II listed Orton Hall, located to the east of the site. This is in accordance with the requirements of paragraph 128 of the NPPF.

The Heritage Assessment concludes that the extension lies within the view corridor looking out from the west elevation of Orton Hall and will remain visible from parts of this heritage asset. However, there will be no physical impact on any heritage assets or their immediate setting by the proposed extension, there will be no impact on the conservation area and there will be a considerable buffer zone maintained between the school complex and Orton Hall.

In terms of potential heritage impacts, it is believed that the proposed extension will have no further impact (i.e. neutral impact) than the buildings already existing at Nene Park Academy in this location. Status quo will be maintained.

The proposal is assessed against national and local planning policy. The National Planning Policy Framework (NPPF 2012) includes policy in respect of the conservation of the historic environment. Paragraph 8 advises that development should sustain and enhance the significance of heritage assets and great weight is given to conserving designated heritage assets. Section 12 'Conserving and enhancing the historic environment' sets out high level policies concerning heritage and sustainable development. The approach set out in paragraphs 131-139 is of particular relevance.

The site is located adjacent to the Orton Longueville Conservation Area, and close to listed and locally listed buildings and development will impact on the setting of a number of important heritage assets. Section 72 of the Town and Country Planning Act 1990 places a duty on the Local Planning Authority to pay 'special regard' to the desirability of preserving or enhancing the special character or appearance of conservation areas. The policies in the NPPF seek positive improvement in conservation areas.

In addition, the Local Planning Authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 Section 66(1) when considering whether to grant permission for development which affects a listed building or its setting, to have a special regard to the desirability of preserving listed buildings, their special features and their setting, with the latter often an essential

ingredient of its character.

Considerable weight and importance should be given to the avoidance of harm to Conservation Areas and the significance of a listed building and its setting. The presumption against the avoidance of harm is a statutory one, and can only be outweighed if there are material considerations strong enough to do so.

Consideration is also given to policy CS17 of the Adopted Peterborough Core Strategy which seeks to protect, conserve and enhance the historic environment and policy PP17 which advises that 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. These policies are in conformity with the NPPF.

Supplementary planning documents 'Design and Development in Selected Villages SPD' (Orton Longueville village specific) (2011) and the adopted 'Orton Longueville Conservation Area Appraisal (2008)' are also material planning considerations. The appraisal identifies the key factors that make the Conservation Area worthy of designation and which should be preserved. The appraisal contains policies to protect, conserve and enhance its special qualities, and provides a basis for assessing development proposals.

### **The Significance of Affected Heritage Assets**

The site is situated in the setting of the Orton Longueville Conservation Area. The Conservation Area was designated in 1969 and encompasses the historic core of the village. The Conservation Area has high heritage value from its relatively large number of distinctive designated heritage assets. The Orton Longueville Conservation Area covers the village and also the 'Long Walk formed by the sequoia trees to the south and then returning to Oundle Road to the west of the school site. It is necessary to assess the significance of the special interest of this part of the Conservation Area, and in what way this would be affected by the proposed development.

The proposal has the potential to impact on the setting of Orton Hall by way of the School field abutting the curtilage of Orton Hall Hotel (Grade II) to the east. There is a ha-ha to the east of the 2.5m high metal boundary fence to the school site. There is an open aspect in the woodland west of the hall providing a view line from the hall towards the school site. The existing facility is visible in this view line as would be the proposed building.

The Conservation Officer has assessed the proposal and the supporting Heritage Assessment. In the Officer's view the details submitted provide a good assessment of the potential impact of the proposal on their significance.

The Conservation Officer's view is that proposal has the potential to impact on the setting of Orton Hall and the parkland axis to the west. The former Orton Hall has a good deal of significant surviving parkland, though this has changed significantly over time and what was previously an open aspect to the west now has the new Nene Park Academy visible between the parkland trees. The proposed works would impact on the views west of the parkland and leading to the ha-ha which is located a short distance from the boundary of the site. Located to the site boundary is a 2.5m high palisade metal fence.

The proposed building would be partially screened in views from near the conservatory of the Hall by a mature tree in the viewline, however the size of the buildings on site will still clearly be visible, especially in winter months.

The proposed new building would increase the amount of building mass visible from the west elevation of Orton Hall and also the Grade I listed Church to a much lesser degree. The extension would come no closer to the shared boundary of the two sites, but will encroach further into the west view. The proposals would clearly increase the impact on views from the hall and the appreciation of the parkland setting in the east to west axis. The new three storey building would have an increased impact on the setting of Orton Hall, however such views of large buildings of similar height are already apparent in this view and the increase in massing weighed against the public benefit is considered negligible.

The site is also adjacent to the 'Long Walk' part of the Orton Longueville Conservation Area, but there are limited views of the site due to the wide tree belt and the current school boundary fence. Views of the structure from the 'Long Walk' would be limited and it is considered that no substantial harm will ensue.

The NPPF requires that harm to a heritage asset must be weighed against any public benefit. The Conservation Officer considers that the impacts upon those assets identified within these comments are significant, though less than substantial, so paragraph 134 of the NPPF is engaged. While the harm is less than substantial the harm is significant and if the level of harm could not be justified this would warrant consideration of this harm as grounds for refusal.

Great weight must be given to the consideration of this harm in the planning balance (under paragraph 132 of the NPPF). High Court of Appeal judgements (Barnwell and Forge Field) relating to the setting of listed buildings and Conservation Areas are relevant, these give rise to a "strong presumption" against granting permission. These decisions make it clear that with regard to Section 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 the LPA should give "considerable importance and weight" to the desirability of preserving the setting of a listed building and conservation areas in decision-making when carrying out the balancing exercise.

The Conservations Officer's view is that the harm caused by the proposal on the designated heritage asset is not substantial when considered in relation to the views of existing the school buildings on site. Furthermore, the harm deemed to be exceeded by the significant public benefits of the proposal. From a heritage consideration, the proposed works can on balance be supported.

The case officer is in agreement with the view of the Conservation Officer in this respect. In considering the information presented and the assessment of the impact on the Orton Hall Grade II Listed Building it is acknowledged the proposed extension would increase the bulk and mass of the existing school building and subsequently impact on views from the Listed Building. However, this is an existing school site and the building is located at a significant distance from Orton Hall. The footprint of the extension would not extend beyond that of the existing school and would be no closer to Orton Hall. The proposal extension would however provide the ability to deliver much needed school places which would provide significant benefits to the local community. It is considered therefore that the harm caused to views from the Listed Building are outweighed by the public benefit resulting from the proposal.

It is considered that the work will preserve the setting of the Grade II listed Orton Hall and also the character and appearance of the Orton Longueville Conservation Area in accordance with Section 66(1) and 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and is in accordance with Policy CS17 of the Peterborough Core Strategy DPD (2011), Policy PP17 of the Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework (Heritage considerations).

c) Design and Visual Amenity

The extensions would be located to the south of the existing building and would therefore be obscured from direct views into the site from Oundle Road. It is considered that the position of the extension maximises the available space within the site leaving the playing fields unaffected and would provide good connectivity with the main Academy building. The design of the extensions is modern and in keeping with the main building.

The finishing materials comprise a mixture of buff and red brick and are consistent with those used in the Academy building.

The windows and doors are aluminium outer faced system, providing high thermal performance, and requiring little maintenance. The dark grey colour for the frames was chosen to match the windows in the Academy building. The windows themselves are large units, generous in scale which will bring high levels of natural daylight into teaching spaces.

The extension would have a flat roof design and would have a dark grey metal louvred screen surrounds the plant at roof level matching the plant screening on the Academy building.

The extension to the sports hall would not be directly visible due its position to the far west of the site and would read as part of the existing building.

The proposal has considered crime prevention with the existing and proposed fencing providing a secure line around the school and good lighting is proposed.

It is considered that the size and scale of the extensions are proportionate to the existing Academy building and the extensions can be accommodated without detriment to the appearance of the building and the site as a whole. Hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP2 of the Adopted Peterborough Planning Policies DPD.

#### d) Highway Implications

The existing site also accommodates St Botolph's Primary School, and both share the site accesses. The Primary School staff turn left through the gated access into their site and Academy staff turning right through the loop road and up to their staff car parks. It is noted that the primary school staff have their own exit directly onto Oundle Road.

The Academy site also hosts the Peterborough United FC training ground which is accessed via the main access road and has its own car parking facilities. There are separate entrance and exit points at the site. The exit point is signalised to facilitate traffic exiting the site onto Oundle Road.

The main concern with the proposal is the impact that would result from the additional pupils and staff on the adjoining highway, Oundle Road. Concerns have also been raised in two letters of objection received following consultation on the application. These concerns highlight existing problems with congestion along Oundle Road and the lack of measures to encourage more sustainable modes of travel.

A Transport Assessment (TA) has been undertaken and submitted in support of the application. The TA aims to identify the current transport infrastructure and travel patterns and to assess the implications of the extension and increase in staff and pupil numbers on the transport network and highlight any appropriate mitigation measures.

Scoping issues were provided by the Local Highways Authority including; the existing highway infrastructure and its capacity to cater for the additional car borne trips, the current entrance and exit arrangement to/from the site forces traffic travelling to the Academy to utilise the access road along the front of the St Botolph's Primary School. This causes conflict with parents dropping off/picking up children at the Primary School; Conflict between football players visiting car parks close to the Peterborough United training ground and Academy staff. There are reports that players are parking in staff spaces; A further training pitch has recently been approved for use by Peterborough United

Football Club which may increase the competition for parking spaces, and; A number of students currently access the Academy from the Ortons, via a path through the woods to the rear of the site. This route will require review and potentially upgrading as part of the proposal.

A site visit was undertaken on Wednesday 11<sup>th</sup> November 2016 to observe existing traffic conditions at the accesses to/from the site off Oundle Road in the AM and PM peaks. The assessment concluded that the current on-site arrangements performed adequately during the AM peak period for all users although some potential conflict points within the site between pedestrians and vehicles were noted. There were no highways safety issues.

However during the PM peak where the volume of traffic associated with St Botolph's Primary School and the Academy together led to issues on the public highway albeit for a short period of time. The volume of primary school traffic within the site was a major contributory factor.

A traffic survey was carried out at the junction of the academy entrance access with Oundle Road. The survey was carried out between 8:00 and 9:00 on Wednesday 10<sup>th</sup> May 2017.

It was noted that the flows along this part of Oundle Road are affected by junctions further to the east and west respectively. Queues at the junction of Nene Parkway with Oundle Road (Junction 32) appeared to have a 'gating' effect on traffic travelling west and this could be directly observed from the point at which the surveys were undertaken.

It appeared from the survey results, that traffic travelling eastbound past the site is being affected by traffic conditions further to the west of the site. The assessment states that it is possible that this is congestion at the Orton Parkway/Oundle Road roundabout caused by traffic travelling to the Lynchwood Business Park.

#### Staff Car Park Surveys

The school currently has 112 staff parking spaces. Surveys of car park occupancies were carried out. The surveys were undertaken between 8:40 and 9:15 and also 14:00 and 14:15. The site visit showed that spare capacity does exist in the surfaced and gravel car parks to accommodate both the existing staff, the 30 new staff and also visitors to the training ground (including proposed new pitches).

No additional staff parking is proposed as the site survey revealed that there was parking capacity for additional members of staff.

#### Travel Plan

A Travel Plan was produced in 2014. However it is considered that the information on the modal share was out-of-date and therefore should not be used as an indication of current travel patterns. A new survey of pupil travel behaviour has been carried out and this will form the basis of a Framework

Travel Plan. Walking is the predominant mode for pupils and the use of the car is the predominant mode for staff. Whilst the car modal share for staff is very high, the results of the observational surveys have shown that there are no specific issues on the highway at present. It is noted that the car modal share from the 2017 Travel Survey has a slightly lower percentage of car use for staff than the 2016 parking survey (87% and 94% respectively).

The framework for a new Travel Plan has been included as part of the planning submission in support of the proposed extension. The travel surveys discussed earlier have been used as a baseline, and from this modal share targets will be set. An Action Plan has been included, which proposes ways that the targets may be met. The Travel Plan will be monitored with new surveys being undertaken every year. It will be updated following the survey results with any subsequent revisions to targets, objectives and actions. The governance of the Travel Plan will be undertaken by a Travel Champion and Working Group.

### Cycle parking

The Academy has 180 covered student spaces in two separate secure cycle shelters; 10 visitors hoops are located under the entrance canopy and 10 covered hoops for staff near to the main carpark. It has been observed that cycle parking for visitors and staff is at around 50% of the capacity that is available and Student at around 85%. Additional cycle parking is not proposed as part of the expansion works, however the travel plan framework has been amended to note that cycle provision is to be monitored and reviewed at 6monthly intervals; should additional provision be required due to successful modal shift - additional storage will be provide by the Academy.

One of the cycle parking areas is to be relocated to the rear of the extension.

### Transport Impact

The methodology for predicting future vehicle trips in the TA has been based on postcode data to predict the origin areas of the additional pupils. The data has been used to predict the number of vehicle trips that would be generated by the additional 400 pupils depending on distance from the Academy and the likely modal share.

Traffic associated with staff trips will be predicted on the basis that each additional member of staff will travel to the Academy by car.

Existing Postcode data has been obtained for Nene Park Academy Year 7 and year 8 pupils. The data is split into postcode areas in accordance with the first four postcode digits. Existing postcode data has also been obtained for all children in Peterborough and the surrounding area that are currently attending Reception and Years 1 to 3.

The existing year 7 and year 8 data has been used to calculate the percentage of pupils attending the academy living in each area. This percentage has been applied to the number of pupils in each area currently attending Reception and Years 1-3 to give a prediction of the future number of pupils that would attend the academy from each postcode area. This data has been converted into a graphical representation

The total number of additional car trips associated with the new extension would be 56 which is considered to be significant and could have implications for the capacity of the existing Right Turn facility on Oundle Road which could result in congestion, or lead to highway safety issues. The issues already observed with queuing back onto the highway would be exacerbated and become more frequent.

### Mitigation Measures

The survey observed that a key issue is that traffic from both the primary school and academy are picking up and dropping off in the same locations with no timing separation in practice between the two. The nature of drop-off and pick-up for the primary school and the academy are different. In the AM peak, vehicles dropping academy pupils off generally stopped in the designated area, and then the pupil left the vehicle and walked to the entrance. Vehicles dropping primary school pupils off generally parked and the pupil was escorted to the school entrance.

In the PM peak, parents picking up primary school pupils would park and wait for the finish of the school day before collecting children from the entrance. Academy pupils would walk down to the pickup area and wait to be picked up.

It is therefore proposed to separate the primary school and academy drop-off/pick-up areas. This will remove conflict between the two. An area of land has been identified that will be able to accommodate a new drop off and pick up facility solely for the academy.

The TA also proposes that Travel Plans can be successful in reducing car-borne trips. A Framework Travel Plan supports the application and measures within it would be secured by condition. It is accepted that pupils of the Academy are more likely to wish to travel to the site by other means than private car, therefore the identification of any perceived or actual 'barriers' to this is a key part to producing a successful Travel Plan.

The Transport Assessment concludes that: The majority of pupils associated with the academy travel to the site by non-car modes; there are existing congestion issues at the drop off and pick up points that have been observed to cause an impact on the adjacent highway albeit for a limited time period; the existing congestion issues are associated primarily with the adjacent St Botolph Primary School (rather than the academy); the additional 56 vehicles generated by the proposed extension will not cause the existing access to exceed effective capacity and the existing Right Turn Facility is sufficient to cater for the additional traffic, and; the mitigation measures proposed will prevent the additional of 400 pupils causing further congestion issues. Therefore there will be no unacceptable impact on the adjacent highway network.

#### Construction Management

A construction compound would be located on a car park used by the training academy and an area of soft ground to the south and west of that. A temporary haul route would connect to the site. The proposed haul route however is not considered to be appropriate and these details will require review. At the time of writing this report these details have not been confirmed and this will be provided in the update report.

The Local Highways Officer confirms that the TA is acceptable. Due to the increase in the capacity of the parking this would resolve any potential impact on Oundle Road. Queues within the site are inevitable however no further improvements are required however, this may need to be reviewed in the future.

The Officer considers that the Framework Travel Plan is now acceptable however, regular travel surveys of staff and pupils should be undertaken and if patterns of travel, particularly if staff are not moving away from single car occupancy trips, then some form of mitigation will be needed, which should be outlined in the document as it develops over the years.

The Travel Plan Officer has assessed the Framework Travel Plan and considers that this is acceptable however suggests that the Travel Plan is completed within 6 months of the development being occupied and that 6 monthly reviews are undertaken. One of the Travel Plan team will liaise with the Travel Plan Champion to plan actions going forward.

A condition would be appended to the decision notice requiring measures within the Travel Plan to be confirmed within 6 months of the completed works. This would enable the school to undertake full pupil surveys and set an appropriate action plan.

The Local Highways Officer has also suggested a condition be appended to the decision requiring improvement to the stone footpath at the rear of the school which links to the Wellingtonia path. The improvement could be either physical measures or a management and maintenance regime to ensure safe access.

It is considered that the with the additional drop off/pick up provision within the site and the implementation of a Travel Plan with firm measures to encourage sustainable means of travel the proposal would not result in any unacceptable impact on the adjacent highway and therefore the proposal would accord with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD and policy CS16 of the Adopted Peterborough Core Strategy DPD.

e) Environment Capital

Policy CS10 of the Adopted Peterborough Core Strategy requires that development proposals incorporate measures to reduce carbon dioxide emissions over and above the Building Regulations requirement. As the Building Regulation requirement has been raised over the years this requirement is difficult to achieve. However it is proposed that the building would include a number of measures to achieve a reduction in carbon dioxide emissions including a naturally ventilated building, a high efficiency gas boiler, improvement on Building Regulations U-values, reducing heat loss; automatically controlled lighting; and water saving taps.

It is considered that the proposal would comply with the requirements of policy CS10 of the Adopted Peterborough Core Strategy DPD.

f) Neighbouring Amenity

The extensions would be to the rear of the existing building and would be at a significant distance from neighbouring residential properties. It is not considered that the proposal would result in any adverse impact on the amenity of neighbouring occupiers.

The access road within the site leading to the staff car parking area passes the rear of residential properties fronting Longfield Park. It is acknowledged that the increase in the numbers of staff would result in more vehicular movements along the access point. Furthermore, the proposal would result in an increase in the number of pupils attending the school site. An existing drop of facility to the north of the site would be extended as part of the proposal and subsequent increase in numbers of pupils.

As discussed under the highways section above the implementation of the school travel plans would encourage alternative modes of travel with the intention of reducing the number of vehicles accessing the site.

As this is an existing school site with appropriate measures in place including a Travel Plan the extension and additional pupil numbers would not result in an unacceptable impact on neighbouring occupiers.

The proposal therefore accords with policy PP3 of the Adopted Peterborough Planning Policies DPD.

g) Statement of Community Involvement

A statement of community involvement has been submitted in support of the application. A public exhibition was held at the Academy, on Wednesday 16th February 2017 from 15:00pm until 20:00pm. The exhibition was publicised through leaflets delivered by post to local residents and businesses. Letters were also sent home to parents and guardians of all the pupils at the Academy. Forms were provided at the event and attendees were encouraged to fill these out. 7 members of the public attended the exhibition of which 3 people filled out a comment form. The exhibition boards were left at the Academy to allow other residents and parents the opportunity to view the display who were not able to attend at the time.

The application states that the pre-consultation process has confirmed that the principle of providing an increased form of entry to Nene Park Academy is overwhelmingly supported and welcomed by the community, with no challenges made in relation to the need for the facility.

There were no formal comment made regarding the existing vehicular access and parking during the consultation event, however the increased parking provision through additional vehicular drop off and pick up was welcomed.

The project team has listened to the feedback provided and endeavoured to take on board and clarify/resolve issues that have arisen. This has included amending the scheme design to include design ideas in response to comments made at the exhibition and feedback from the Academy. The applicant intends to continue this engagement process throughout the planning application and construction process.

#### h) Flood Risk

The site is not located within an area at risk of flooding. The Environment Agency Flood Map shows that this site falls within Flood Zone 1, but the extension has a footprint in excess of 250m<sup>2</sup> and as such a detailed review of the post development drainage strategy in accordance with National Planning Policy Framework (NPPF) is required to ensure that the future risk of flooding is addressed and managed as far as practically possible.

The surface water drainage for the extensions and associated hardstanding areas would be provided by means of soakaways.

It is proposed that as part of the development new pipework would be provided replacing those existing and dilapidated where required. Attenuation is provided for up to and including the 100 year event including 40% climate change effect. This mitigates any adverse flood risk from the development of the site. This offers benefit to the end user and those in the immediate vicinity of the proposed development.

A drainage scheme supports the application which has been assessed by the Local Authority Drainage Team. There are no objections to the proposal which shall be secured by condition.

The proposal therefore accords with policy CS22 of the Adopted Peterborough Core Strategy DPD.

#### i) Landscape Implications

There are no Tree Preservation Orders within the site and the site is not within the Orton Longueville Conservation Area. An Arboricultural survey, Implications Assessment and Method Statement supports the application.

The tree survey has been undertaken of trees within the proposed development area or those close enough to be potentially affect by the development. 13 individual trees were surveyed. 1 was assessed as being category A (high quality), 3 as category B (moderate quality), 5 assessed as category C (low quality) and 3 as being in such poor condition that they are unsuitable for retention.

It is proposed to remove 8 trees including a line of 5 young small Birch Trees (T03-T07) will need to be removed to accommodate the development. These are category C (low quality) and one is category U (unsuitable for retention) and are located at the northern edge of the main grass playing field; Two small alders have similarly been planted on the edge of the playing field further west, behind a fenced off area adjacent to the main car park: T01 and T02. Both are dying and it is recommended they are removed; and finally a small Scots Pine (T12) Category U which is located at the south end of the Training Academy Car park. This tree is of poor quality.

It is proposed that the trees to be removed would be replaced by the planting of new trees as part of the landscaping proposals. A Tree Protection Plan supports the proposal in order that the retained trees would be adequately protected.

The Tree Officer has considered the application and is of the opinion that the trees outlined for removal are of a size that can be easily be replaced therefore there is no objection to their removal. The Officer recommends that the details of the replacement tree species are secured by condition.

The trees within the site have been adequately assessment and appropriate tree protection measures would be put in place. Additional landscaping is proposed as compensatory measures for the lost trees. The proposal therefore accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

j) Ecology

An extended Phase I Habitat Survey Report supports the application. The site was assessed for the presence of protected species and the findings were as follows:

**Badgers** - No evidence of sett building was recorded within the zone of impact. This species requires no further consideration or survey.

**Barn Owls** - There were no roosting opportunities for barn owls within the site. The site provided unfavourable foraging habitat. This species requires no further consideration or survey.

**Owl species** - such tawny owls, may well utilise the surrounding mature wooded areas.

**Bats** - No evidence of bats was recorded. The building was considered to have negligible bat roost potential.

**Birds** - No evidence of nesting birds was recorded at the main survey area beside the Construction Block. Remnant bird nests were observed within a number of the mature garden shrubs and trees surrounding the Lakeside Building. These habitats provide breeding habitat for a range of common nesting birds during the breeding season. Bird species observed during the survey included blackbird, robin, wren and woodpigeon.

**Great Crested Newts** - There were no suitable breeding, shelter, foraging or hibernation habitats for great crested newts within the area of impact at the Construction Block site. The habitat matrix within the vicinity of the Lakeside Building offered opportunities for foraging, hibernating and commuting, with rank grass, bound by dense scrub. Man-made hibernation features were also provided by discarded sheeting, plastic trays and child play equipment. A hand-search underneath items that were movable did not find any amphibians. Small brush and log piles adjacent to the overgrown garden provided further shelter opportunities.

A small lined pond created 18 months ago is location about 70m north of the construction area. Although separated by footpaths, it is still relatively well connected to the habitats described above by an area of grassland and scattered mature trees.

The Wildlife Officer has assessed the survey and is satisfied with the assessment of impacts on protected species. However, the small pond has the potential to support amphibians. No surveys have taken place to confirm this. It is now proposed to relocate the construction perimeter fencing to protect the pond during construction and a 'revised logistic plan' has been submitted. These details would be secured by condition.

Due to the removal of vegetation the Officer recommends a bird nesting informative be appended to the decision to ensure trees are surveyed for birds prior to removal during the nesting season. The Officer also recommends that a range of nesting boxes are installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations would be secured by condition.

The Officer is satisfied that no bats are likely to be roosting in the building to be demolished, they are likely to utilise the surrounding woodland areas for foraging. It is therefore important that external lighting levels are kept to a minimum through careful scheme design, and their use strictly limited to periods of activity only (the netball court area in particular). Details of lighting shall be secured by condition.

The Officer is satisfied with the proposed Landscape Master-plan and the details set out within the Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017). These should be secured by condition.

The proposal would not result in the loss of biodiversity within the site and accords with policy PP16 of the Adopted Peterborough Planning Policies DPD.

k) Contamination

A ground investigation report has been submitted in support of the application. The report concludes

that no source of significant chemical contamination has been identified on site the site represents a low risk of causing harm to the health of identified current and future users of the site.

The report refers to further investigations to establish the soil profile in the area of the former gravel workings and its impact on the foundation design for the proposed building.

Ground gas monitoring is on-going; a revised report will be issued on completion of the scheduled monitoring.

The Pollution Control Officer has advised that there is an updated contaminated land report for this site that has not been submitted with the application documents. This concluded that "At this stage, and based on our brief, we do not consider further investigations to be necessary". It need to be confirmed that the proposed development does not alter that conclusion.

At the time of writing this report the details remain outstanding and further information obtained shall be provided in the update report.

## **6 Conclusions**

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

- the proposal would make efficient use of an existing school site and would enable the expansion to deliver much needed school places;
- the proposal would preserve the setting of the Grade II listed Orton Hall and also the character and appearance of the Orton Longueville Conservation Area;
- the proposal would not result in an unacceptable impact on the adjoining highway network;
- the site would provide safe and convenient access and is accessible by a choice of modes of transport and the use of non-car modes of travel will be encouraged through the School Travel Plan;
- the layout, scale, proportions and design of the extensions would be in keeping with the existing Academy building and would not detract from the existing character of the site or that of the surrounding area;
- the siting of the building provides an adequate separation distance to existing neighbouring residential properties and the proposal would not result in any adverse effects on the amenity of the occupiers of these properties; and
- the proposal would provide replacement planting and features to enhance the biodiversity within the site.

Hence the proposal accords with Policies CS14, CS16, CS21 and CS22 of the Peterborough Core Strategy DPD (2011), Policies PP1, PP2, PP3, PP12, PP13 and PP16 of the Peterborough Planning Policies DPD (2012) and sections 8 and 12 of the National Planning Policy Framework (2012).

## **7 Recommendation**

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

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

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

C 2 In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of twelve months from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work);

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority;

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plan wwa\_1703\_AL-702 Rev P00 and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP16 of the Peterborough Planning Policies DPD (2012).

C 3 The development shall be implemented in accordance with the following approved landscaping plans.

\* Landscape Master Plan drg. no. wwa/1703/LL/101 Rev P02

\* Planting plan drg. no. 1703\_LP\_301 Rev CP00

\* Landscape details drg. no. wwa\_1703\_LD\_502 Rev CP01

\* Soft Landscape and biodiversity enhancement management scheme 1703\_DOC\_601

The landscaping shall be carried out within the first available planting season following completion of the development or first occupation (whichever is the sooner) or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape scheme.

Reason: In the interests of visual amenity and then enhancement of biodiversity in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD.

C 4 Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed or become diseased 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 to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C 5 The drainage scheme shall be implemented in accordance with the Flood Risk Assessment ref. 457516-PEP-00-XX-RP-C-6201 Rev No - P01 prior to the extensions hereby approved being brought into use.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

- C 6 The perimeter fence shall be erected in accordance with the details on the Logistics Plan for the duration of the construction period in order to protect the school pond.

Reason: In the interest of protecting the biodiversity within the site and in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011).

- C 7 Notwithstanding the details hereby approved a range of bird nesting boxes shall be installed that cater for a number of different species such as House Sparrow, Starling & Swift. The details regarding numbers, designs and locations shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details prior to the extension being brought into use and thereafter retained.

Reason: In the interest of promoting biodiversity within the site and in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011).

- C 8 Notwithstanding the details hereby approved in the Lighting Scheme, details of a management programme including the times of operation of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the external lighting being installed.

Reason: In the interests of amenity and the protection of species and in accordance with policy cs16 and CS21 of the Adopted Peterborough Core Strategy DPD

- C 9 The new pick up/drop off facility hereby approved shall be provided prior to the extensions hereby approved being brought into use, and thereafter maintained as such.

Reason: In the interests of highway safety and in accordance with policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

- C10 The details of the changes to the on-site routing signage and markings shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in accordance with the approved details prior to the extensions being brought into use.

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

C11 Prior to the extensions hereby approved being brought into use details of additional cycle parking provision to meet the needs of additional pupils and staff and a programme for delivery shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in accordance with the approved details.

Reason: In order to encourage alternative modes of travel and in accordance with policy PP13 of the Adopted Peterborough Planning Policies DPD and policy CS14 of the Adopted Peterborough Core Strategy DPD.

C12 Details of improvements, either management and maintenance or physical improvements to the stone path to the rear of the site linking to Wellingtonia path shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the extensions being brought into use.

Reason: In order to provide safe and convenient access to the site and in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.

C13 Within 6 months of the additional classrooms being brought into use a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall include details for 6 monthly reviews in years 1 and 2 and annual reviews thereafter. The travel plan shall thereafter be implemented in accordance with the approved details.

Reason: To encourage the use of sustainable modes of transport, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

C14 The development shall be implemented in accordance with the Construction Management Plan and Site Logistics Plan drg. no. wwa/1703/LL/101 Ref P00.

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

C15 The development shall be implemented in accordance with the materials proposed on the approved drg. nos. GA ELEVATIONS AND 3D PE EXTENSION drg. no. P2110 and GA ELEVATIONS PROPOSED drg. no. P2100.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

C16 The development shall be implemented in accordance with the following approved plans:

- \* Location Plan drg. no. P0001
- \* Proposed site plan drg. no. P0100
- \* Landscape Master Plan drg. no. wwa/1703/LL/101 Rev P02
- \* Tree Protection Plan drg. no. wwa\_1703\_AL\_702 Rev P00
- \* Tree Survey drg. no. wwa\_1703\_AL\_701 Rev P00
- \* Planting plan drg. no. 1703\_LP\_301 Rev CP00
- \* Landscape details drg. no. wwa\_1703\_LD\_502 Rev CP01
- \* Proposed ground floor plan drg. no. P1100

- \* Proposed first floor plan drg. no. P1110
- \* Proposed second floor plan drg. no. P1120
- \* Proposed roof plan drg. no. P1130
- \* GA SECTIONS PROPOSED drg. no. P3000
- \* Proposed School Drop Off drg. no. 1703/LL/102 Rev P00
- \* Flood Risk Assessment ref. 457516-PEP-00-XX-RP-C-6201 Rev No – P01
- \* Drainage Schematic levels drgs. 1-5
- \* Site Logistics Plan drg. no. wwa/1703/LL/101 Ref P00
- \* Site Set up plan
- \* 3D Visuals drg. no. P7900
- \* GA ELEVATIONS AND 3D PE EXTENSION drg. no. P2110
- \* GA ELEVATIONS PROPOSED drg. no. P2100
- \* External lighting design note Rev B

Reason: For the avoidance of doubt and in the interests of proper planning.

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