

**Application Ref:** 17/00520/R3FUL

**Proposal:** Proposed two storey extension to west elevation of existing school and associated external works including revised access, cycle parking and landscaping to accommodate 300 additional pupils

**Site:** Ormiston Bushfield Academy, Bushfield, Orton Goldhay, Peterborough  
**Applicant:** Peterborough City Council  
**Agent:** Mrs Catherine Wilson  
 Frank Shaw Associates

**Referred by:** **Director of Growth & Regeneration**  
**Reason:** This is a City Council application and a major application of wider public interest.  
**Site visit:** 06.04.2017

**Case officer:** Mr M A Thomson  
**Telephone No.** 01733 453478  
**E-Mail:** matt.thomson@peterborough.gov.uk

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

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

**Site Description**

The application site comprises Ormiston Bushfield Academy (OBA), a secondary school primarily serving Orton Bushfield, Southgate and Northgate. OBA is host to a library and nursery, and immediately adjacent is Vivacity Leisure Centre. To the immediate west is a staff car park and further north there are residential properties. To the south is the Orton District Shopping Centre, which is host to retail and residential uses. To the east and north-east are established sports pitches and open space. Debdale Pond lies beyond the application site and is a County Wildlife Site.

**Proposal**

The Applicant seeks planning permission for the erection of a two storey extension to accommodate 300 pupils, a revised pedestrian access to the west, the repositioning of an existing boundary hedge (north), the installation of three 6 metre high lighting columns (to light the proposed new access area to the extension) and 1.8m high weld mesh fencing (as the playing field area to the school is being extended), the relocation of secure cycle parking and a 29 car park space extension to the existing car park.

The proposed two storey extension would have a maximum floor area of 50m x 25m, with a single storey 7m deep outshoot to provide a new school house entrance on the north elevation. The main building would stand at 8.5m in height, however the far end of the building would step up to 9.7m. Materials are proposed to match the existing school building.

The scheme would also replace two outdoor table tennis tables that are situated adjacent to the existing maintenance depot to the west of the site.

## **2 Planning History**

10/00719/FUL - Construction of a new two storey high academy school building, incorporating the library, young people's centre and early years centre, and demolition of the existing academy, library and Sheridan Centre buildings. Provision of associated external areas, including sports fields, a floodlit all weather pitch, car parking and public plaza, with associated access, alterations to cycle way and boundary treatments. Extension to the existing Bushfield Sports Centre, the re-cladding of its front elevation and the construction of a new colonnade feature. The refurbishment and extension of the existing changing pavilion building (Permitted)

10/01176/FUL - Provision of a new maintenance depot within the grounds of the Ormiston Bushfield Academy and relocation of the 4 x existing containers from an adjacent site (Permitted)

## **3 Planning Policy**

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

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

#### **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.

### **Peterborough Planning Policies DPD (2012)**

#### **PP02 - Design Quality**

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

#### **PP03 - Impacts of New Development**

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

#### **PP12 - The Transport Implications of Development**

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

#### **PP13 - Parking Standards**

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

#### **PP16 - The Landscaping and Biodiversity Implications of Development**

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

## **PP20 - Development on Land affected by Contamination**

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

## **Peterborough 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.

## **4 Consultations/Representations**

### **Orton Waterville Parish Council (20.04.17)**

No objection

### **Police Architectural Liaison Officer (PALO) (10.04.17)**

No objection - The scheme appears a very acceptable layout and design, keeping a secure line around the school. The current boundary treatment is very good and the proposed lighting and relocation of columns will provide better lighting around the school and re-located cycle store.

### **Sport England (04.04.17)**

No objection - The proposal primarily relates to a two storey extension to accommodate an additional 300 pupils. It would occupy amenity grassland that is not marked out for pitches. The cycle parking would be relocated to the land adjacent to the junior football pitch to the north but will not affect the pitched itself or its run off.

The proposal would also reposition the northern boundary to enclose more land within the school boundary. This element of the scheme would allow better opportunity for sport pitches to be situated within the school boundary, but would not prejudice the continued siting of two junior football pitches and a cricket wicket on the public playing field to the north.

As such Sport England does not wish to raise an objection, nor do we recommend any planning conditions.

### **PCC Travel Choice (24.05.17)**

Comments – At the time of writing this report the Council is working with the Applicant's Travel Plan Officer to produce an acceptable Travel plan for the site. Further information will be provided within the Update Report.

### **PCC Peterborough Highways Services (26.05.17)**

Comments – Information relating to the following matters is required from the applicant:

- Revision to the construction management plan
- Clarification of the routes to be used to and from the site by construction traffic
- Tracking plans for the new access and turning area
- Detailed access drawings with visibility spays etc. shown

Standard conditions requested (see recommendation)

### **PCC Pollution Team (05.05.17)**

No objection

**Archaeological Officer (19.04.17)**

No objection - In July 2009 staff of Cambridge Archaeological Unit carried out an evaluation by trial trenches in advance of redevelopment of the playing fields to the north of the Academy. The trenches revealed the remains of medieval/post-medieval ridge and furrow, as well as showing the impact of late 20th century landscaping. With the exception of a small fragment of animal bone, no finds were retrieved. On the basis of the available evidence, the archaeological potential of the site is very low and a programme of additional archaeological work would not be justified. No condition is sought in this instance.

**Lead Local Drainage Authority (19.05.17)**

No Objection – The Drainage team have raised no objections subject to securing conditions with respect to a detailed design and management and maintenance plan for surface water drainage, and its implementation.

**PCC Property Services**

No comments received

**PCC Wildlife Officer (20.04.17)**

No objection - Debdale Pond County Wildlife Site which is designated due to its population of Great Crested Newts (GCN) and is situated 20m north of the application site. An Extended Phase 1 Habitat Survey Report (Dec 2016) and subsequent GCN Survey Report (April 2017) and I am satisfied with the report's assessment of impacts on protected species.

As a hedgerow is proposed to be replaced a standard bird nesting condition should be appended, as well as secure bird boxes. Bats would also likely use the existing hedge as a foraging route, therefore its replacement should be planted as soon as possible.

The replacement native hedgerow should include standard trees including those listed in Section 4.17 of the Ecology Report.

Regarding the land immediately to the north of the existing tennis courts where a woodland copse is proposed, I would recommend that a wildlife pond is also constructed. The above details may be provided via a suitably worded condition.

Details set out in the Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017) appear broadly acceptable, therefore the scheme should be carried out in accordance with this detail.

**PCC Tree Officer (11.05.17)**

No objections – The Council's Tree Officer has raised no objection subject to clarifying species as part of a landscaping condition, and the arboricultural report and tree protection measures are made as compliance conditions.

**Local Residents/Interested Parties**

Initial consultations: 70

Total number of responses: 2

Total number of objections: 1

Total number in support: 0

A letter of representation has been received raising the following concerns;

- Increase in traffic;
- Orton Parkway operating over capacity – queues already back as far as Orton Centre roundabout. Has got worse since Thomas Cook opened

- Transport assessment undertaken prior to the new Starbuck's opening so traffic situation could be different
- Local traffic should be allowed to turn right onto Brimbles Way;
- Paxton Rd exist needs to be upgraded
- Route of construction vehicles should be conditioned and should use Pennington (Paxton unsuitable)
- Construction deliveries should take place outside of rush hour times
- Proposal relies on the availability of shopping centre car park as a drop off area – this might not be available in the future.

The second response relates to Orton Waterville Parish Council, which is referred to above.

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

### **The Principle of Development**

Sport England have responded with no objection advising that the proposed extension, the relocated cycle parking and repositioned hedgerow would not prejudice existing sports pitch provision. Further, by enclosing more land within the school boundary this would allow for better sport pitches and opportunity for the school.

Whilst the proposal would enclose a section of open space to be within the school, the area of open space to the north would retain the ability to provide two sports pitches and a cricket wicket, and there is a second area of open space to the east which provides additional sporting pitches all of which is open to members of the public. As such by enclosing part of the northern field into the school this is not considered to unacceptably prejudice local residents.

As the proposed extension would provide 300 additional school places to serve our growing city and the scheme would improve sporting opportunities for school children whilst preserving a good level of provision for surrounding residents the principle of development is accepted, subject to appropriate assessment against the following matters.

### **Design and Layout**

The proposed two storey extension has been designed to continue the existing form, scale and appearance of the existing school building. The extension would be constructed using matching render and bricks, and a sign has been proposed on the southern elevation to provide a focal point and clearly identify the school building. Feature panels have also been proposed, which would match the school colours.

The proposed extension is considered to be of an appropriate form and scale and would not result in an unacceptably adverse impact on the character or appearance of the school itself or to the immediate surrounding area. A new pedestrian entrance would be created to the western boundary providing a clear legible pedestrian link into the school.

The existing car park would be extended to provide an additional 29 car parking spaces; the car park extension would be situated adjacent to the proposed extension and would essentially result in the loss of a small amenity area and cycle parking. The amenity area is not proposed to be replaced but the cycle parking is to be relocated to the north-west. Whilst the loss of the amenity area is regrettable. It is not such an important feature that its retention or replacement could be insisted upon. The new location for the cycle parking is arguably more prominent built it is not considered to be harmful the general appearance of the area.

The existing northern boundary hedgerow marks the extent of the secure school site. Part of the proposal is to extend the secure area and so the hedge will be removed and relocated (native hedgerow mix) together with a 1.8m high weldmesh fence. This proposed boundary treatment is considered to be acceptable. The removal of the hedgerow is discussed under Biodiversity.

Drawing 457616-PEP-00-ZZ-DR-C-1800 (External Works Layout) has illustrated the proposed extension would utilise a finished floor level of 18.900, which would match the existing school. As such a levels condition is not necessary in this instance.

Subject to the extension being constructed out of matching materials the proposed extension and associated works would not have an unacceptably adverse impact on the character or appearance of the area, and would accord with policies CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (2012).

### **Neighbour Amenity**

Whilst letters of representation have not specifically raised any concerns of amenity impact, this matter remains a material planning consideration.

As a result of the proposed changes to the northern boundary this would allow the provision of a 200m running track and U16's football pitch, this would be in addition to an existing pitch situated in the western corner of the site. Whilst this would formalise and invariably increase the amount of activity adjacent to neighbouring residential properties on Rangefield, these activities would only occur during school hours. It is not proposed that these sports pitches be illuminated and would be used by the school only. As such it is not considered that the alterations to the boundary and formation of sports pitches would have an unacceptably adverse impact on the amenity of residents.

The proposed school building would be orientated north-east / south-west therefore the bulk of the extension would not face towards residential properties on Rangefield. Whilst there is a north-west facing opening at first floor this serves a circulation area and there is a separation distance of some 65 metres between the extension and the nearest residential property, as such the separation distance is acceptable in this instance.

The scheme does involve the installation of lighting columns, however the submitted external lighting design strategy has demonstrated that these columns would not have an adverse impact on the nearest residential property. These would provide a safe access into the site as well as security lighting to the relocated bike sheds and car park extension.

To confirm the Council's Environmental Health Officer has raised no objection to the proposed scheme.

As such the proposal would not constitute unacceptable harm to neighbouring occupiers and would accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

### **Biodiversity**

An Extended Phase 1 Habitat Survey Report (Dec 2016) and subsequent GCN Survey Report (April 2017) accompanied the application and has been assessed by the Council's Wildlife Officer, who has raised no objection advising that the report's assessment of impacts on protected species is satisfactory.

Debdale Pond County Wildlife Site is situated 20m to the north of the application site, which is designated due to its population of Great Crested Newts (GCN). An adjacent hedgerow is to be removed, however a suitable amphibian survey has been carried out which found no evidence of GCN (or other amphibians) using this hedgerow. Nevertheless a precautionary approach is recommended and providing that the development is undertaken in accordance with the submitted method statement (GCN Survey Report) and an Ecological Clerk of Works supervises the hedgerow removal (to be carried out during September 2017) the Council's Wildlife Officer has raised no objection.

As hedgerows are proposed to be removed a standard bird nesting informative shall be appended, as well as secure bird boxes by way of planning condition. Bats would also likely use the existing hedge as a foraging route, therefore its replacement should be planted as soon as possible. The replacement native hedgerow should include standard trees including those listed in Section 4.17 of the Ecology Report, which can be secured by a suitably worded landscaping condition.

There was discussion of providing a wildlife pond on the land immediate north of the existing tennis courts, however this has subsequently been discussed between the Agent and the Councils Wildlife Officer. As this would be situated outside of the secure boundary it is proposed to retain this space as a copse/biodiversity area only.

The Council's Tree Officer has raised no objection to the proposal. The removal of the established and outgrown hawthorn hedge (H3) that runs along the northern boundary has been discussed and the reasoning behind the hedge removal is accepted. It is noted that there will be a replacement hedge in addition to new trees being planted on the new school boundary to the north which is supported.

The removal of the London Plane trees (T29, T30 and T31) is required in order to make provision for the new access which will serve the school extension. The trees are early mature, have long future potential and have reasonable amenity value and so should ideally be retained. However given the requirements for access to the site, the constraints associated with hard surfacing and levels, the absence of alternative options and the importance of providing additional school places it is concluded that the removal of these trees is acceptable in this instance.

The majority of the tree removals elsewhere on the site (20 trees, one group and one hedge) are made up of young trees which can easily be replaced with new planting. This tree loss given the trees' current limited amenity is acceptable.

The Council's Tree Officer has concluded that a landscaping condition is secured, and the arboricultural report and tree protection measures are made as compliance conditions.

Within the Tree Officer comments reference was made to the trees around the site compound, however these have subsequently been discussed and the Tree Officer has orally advised he is no longer seeking this information.

Both the Council's Wildlife and Tree Officers have reviewed the submitted Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017) and are supportive, providing that the scheme be implemented in accordance with these details.

As such the proposal would preserve and enhance the biodiversity value of the site, and would accord with Policy PP16 of the Peterborough Policies DPD (2012).

### **Access and Parking**

Further to the receipt of an updated Transport Assessment (Rev A) on 26<sup>th</sup> May 2017 the Local Highway Authority have reviewed the submitted information and a number of matters are currently outstanding. These comments have been forward to the Agent and further information is expected to be provided within the Updated Report.

Further to this, at the time of writing this report the Council is working with the Agent to produce an acceptable Travel Plan. Further information will be provided within the Update Report. In the event that an acceptable Travel Plan has not been agreed by this time, this detail shall be secured by planning condition.

A letter of representation has raised concern with respect to an increase in traffic, traffic should be allowed to turn right onto Brimbles Way, the route that construction vehicles should be conditioned and deliveries should take place outside of core hours. These concerns will be addressed within the Update Report.

## **Drainage**

When the application was originally submitted, the Lead Local Flood Authority (LLFA) raised an objection as no sustainable drainage details accompanied the application. However, further to the receipt of drainage information demonstrating that a scheme for surface water drainage could be provided, the LLFA has raised no objection subject to securing details of maintenance and management and the requirement for its implementation pre-occupation by way of a planning condition.

Anglia Water have responded with no objections, subject to attaching a condition which would secure a satisfactory surface water management strategy. As the condition they have sought seeks the same information as the LLFA there is no need to replicate conditions.

Subject to securing a satisfactory surface water scheme for the site the proposal would accord with Policies CS16 and CS22 of the Peterborough Core Strategy DPD (2011) and PP2 and PP3 of the Peterborough Policies DPD (2012).

## **Other Matters**

The proposal would result in the removal of two outdoor table tennis tables which are situated adjacent to the existing maintenance depot to the west of the site. This does not have planning permission and appeared between 2012 and 2014. This space is not well used, and it is understood that it has historically attracted anti-social behaviour, however it's under use is likely due to its remote location. This space does provide a community facility, therefore a condition shall be appended securing that it is re-provided within 12 months of the occupation of the extension.

## **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 proposed extension and associated works would not have an unacceptable adverse impact on the character or appearance of the host building or area, it would maintain good levels of sports provision for members of the public and an improved level of sporting provision for the school, as such the proposal would accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (2012);
- The extension and associated works would not have an unacceptable harmful impact to neighbouring amenity and would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012);
- There are no Highway safety concerns and satisfactory parking can be accommodated on site, in accordance with Policies PP12 and PP13 of the Peterborough Policies DPD (2012); and
- The proposal would preserve and enhance the biodiversity value of the site, and would therefore accord with Policy PP16 of the Peterborough Policies DPD (2012).

## **7 Recommendation**

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

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

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

- C 2 No development shall take place until a detailed design and associated management strategy and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. Thereafter the drainage system shall be implemented in accordance with the approved details prior to the use of the building hereby approved and thereafter maintained in accordance with the approved strategy and plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, and to accord with Policies CS16 and CS22 of the Peterborough Core Strategy DPD (2011). This is a pre-commencement condition as these details need to be submitted to and agreed before work can commence on site.

- C 3 The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those indicated on Drawing 16058-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).

- C 4 The development shall only be implemented in complete accordance with the recommendations set out within the submitted Extended Phase 1 Habitat Survey Report (Dec 2016), the Great Crested Newt Survey Report (April 2017) and Soft Landscape & Biodiversity Enhancement Management Scheme (March 2017).

Further to this, prior to the occupation of the extension hereby approved details of bird (House Sparrow, Starling & Swift) and bat boxes shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the bird and bat boxes shall be implemented in accordance with the approved details and thereafter retained in perpetuity.

Should no development take place within two years from the date of permission being granted an updated ecological survey shall be submitted to and approved in writing by the Local Planning Authority. Thereafter any mitigation required as part of the ecological survey shall be implemented in accordance with the approved details.

Reason: In the interest of preserving the biodiversity value of the site, in accordance with Policy PP16 of the Peterborough Policies DPD (2012).

- C 5 Notwithstanding the submitted details no development shall take place above slab level until a scheme for the hard and soft landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments only)
- Details of any boundary treatment

The approved hard landscaping scheme shall be carried out with regard to the unit to which it relates, prior to the occupation of that unit and the soft 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.

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 visual amenity and then enhancement of biodiversity in accordance with Policy PP16 of the Peterborough Policies DPD (2012).

C 6 Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include (but not exclusively the following):-

- Hours of working;
- Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles;
- Site compounds/storage areas;
- Temporary Access points;
- Wheel cleansing facility details;

The construction shall thereafter shall take place in accordance with the approved details.

Reason: In the interests of the amenity of the area and highway safety in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed in writing before development commences.

C 7 Within 6 months of occupation of the building to which this application relates a travel plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the travel plan shall 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).

C 8 The development hereby permitted shall be carried out in accordance with the following approved plans:

- 457616-PEP-00-ZZ-DR-C-1701 – Delivery Vehicle Tracking
- 457616-PEP-00-ZZ-DR-C-1200-Drainage S0-P01
- 457616-PEP-00-ZZ-DR-C-1201-Drainage Details S3 P01
- 457616-PEP-00-ZZ-DR-C-1800 – External Works Layout
- 457616-PEP-00-ZZ-DR-C-1802 – Drainage Layout
- 1702-LD-501-CP00 Landscape Details
- 1702-CP301-CP00- Planting Sheet 1
- 1702-LP302-CP00 Planting Sheet 2
- 1702-LP303-CP00 Planting Sheet 3
- 1702-LL-101P-00 - Site Logistics Plan
- 1702-AL-702P00 – Tree Removal and Protection Plan
- 1702-LL-101-P01 – Landscape Master plan
- 16058 P7900 – 3d Visuals 1
- 16058 P7910 – 3D Visuals Sheet 2
- Construction Traffic Route
- 16058 P1010 Existing First Floor Plan
- 16058 P2010 – Existing Elevations
- 16058 P1000 – Existing Ground Floor Plan

- 16058 P2100 – Proposed Elevations
- 16058 P1100 – Proposed Ground Floor Plan
- 16058 P1140 – Proposed Roof Plan
- 16058 P1110 – Proposed First Floor Plan
- 16058 P00001 – Site Location Plan
- 16058 P00050 – Existing Site plan
- 16058 P3000 – Proposed Sections
- 16058 P0100 – Proposed Site Plan

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

- C 9 The scheme shall be implemented strictly in accordance with ORMISTON BUSHFIELD ACADEMY TREE SURVEY, ARBORICULTURAL IMPACT ASSESSMENT & OUTLINE METHOD STATEMENT, WWA/1702/Doc/602/01, Wynne-Williams Associates (March 2017).

The tree protection scheme as set out in this document shall be erected according to the specification and locations shown on the agreed Tree Protection Plan wwa\_1702\_AL\_702 P00 prior to the commencement of development on site. Signs shall be placed on the tree protection emphasising that it is not to be moved, nor the area entered into until the end of development without written permission from the Local Planning Authority's Tree Officer.

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).

- C10 Notwithstanding the submitted information and within 12 months of the occupation of the extension hereby approved details of the table tennis tables situated adjacent to the maintenance depot which are to be provided elsewhere within the vicinity of the school shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the table tennis tables shall be implemented in accordance with the approved details and retained and maintenance as such thereafter in perpetuity.

Reason: In the interest of re-providing an existing community facility, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C11 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, a Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that the development complies with approved details in the interests of the protection of human health and the environment, in accordance with Policies PP3 and PP20 of the Peterborough Policies DPD (2012).

- C12 Lighting shall be arranged so that no danger or inconvenience is caused to users of the adjoining public highways. Details of the proposed lighting shall be submitted to the Local Planning Authority and approved in writing prior to its first use.

Reason: To avoid glare/dazzle which could lead to danger to highway users, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

C13 The new building shall not be brought into use until space has been laid out within the site for emergency vehicles to turn so that they may enter and leave the site in forward gear, and that area shall not thereafter be used for any purpose other than the turning of vehicles.

Reason: In the interest of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

C14 The new building shall not be brought into use until the additional car parking area has been provided in accordance with details submitted to and approved in writing by the Local Planning Authority prior to its construction, and that area shall not thereafter be used for any purpose other than the parking of staff vehicles in connection with the use of the new building.

Reason: In the interest of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

C15 The new building shall not be brought into use until the parking management plan has been implemented in accordance with details submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, this will need to include the measures to be taken to prevent unauthorised parking within the staff car park, and also details of how the parents/guardians of new pupils will be informed about the use of the square as a drop-off zone.

Reason: In the interest of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

C16 The relocated cycle parking shall be repositioned so as not to obstruct the existing rear access to the Grounds Maintenance Depot prior to the new building being brought into use. The area(s) for the future expansion of the cycle parking to provide an additional 4 staff and 50 pupil cycle stands shall be provided and thereafter retained in locations approved in writing by the Local Planning Authority, with additional stands and associated lockers etc being provided on an annual basis to achieve the total number of additional items within 5 years of this consent.

Reason: In order to promote the use of sustainable modes of transport, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

C17 The new buildings shall not be occupied until the new vehicular access for emergency service vehicles has been constructed, and the existing emergency service access (made redundant by this development) has been removed and reinstated to footway/cycleway and verge in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

C18 The building shall not be occupied until the revised means of access for pedestrians and cyclists has been constructed in accordance with the approved plans.

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C19 Development shall not begin until details of the junction between the proposed emergency access road and the highway have been approved in writing by the Local Planning Authority; and the buildings shall not be brought into use until that junction has been constructed in accordance with the approved details.

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C20 Visibility splays clear of any obstruction over a height of 600mm above verge level shall be provided on either side of the junction of the proposed emergency access road with the busway. The minimum dimensions to provide the required splay lines shall be 2m measured along the centre line of the proposed access road from its junction with the channel line of the busway, and 47m measured along the channel line of the busway from the centre line of the proposed access road. (N.B. The channel line comprises the edge of the carriageway or the line of the face of the kerbs on the side of the existing highway nearest the new access).

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C21 Visibility splays clear of any obstruction over a height of 600mm above verge level shall be provided on either side of the junctions of the proposed emergency access road with the footway/cycleway. The minimum dimensions to provide the required splay lines shall be 2.5m measured along the centre line of the proposed access road from its junctions with the edges of the footway/cycleway, and 20m measured along the edges of the footway/cycleway from the centre line of the proposed access road.

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C22 Before the new access is brought into use, visibility splays shall be provided on both sides of the access and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the highway boundary to the east of the footway/cycleway, and the edge of the footway/cycleway to the west.

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

- C23 The development shall not commence until the required temporary amendments to the Traffic Regulation Orders on the Bushfield busway have been implemented, and the new building shall not be occupied until the required permanent amendments to the Traffic Regulation Orders on the Bushfield busway have been implemented.

Reason: In the interests of highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

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