

11/01287/R3FUL: CONSTRUCTION OF REPLACEMENT SCHOOL BUILDING (NENE PARK ACADEMY) AND REFURBISHMENT OF RETAINED BUILDINGS WITH ASSOCIATED EXTERNAL WORKS; 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 AT ORTON LONGUEVILLE SCHOOL, OUNDLE ROAD, ORTON LONGUEVILLE, PETERBOROUGH

VALID: 15 AUGUST 2011

APPLICANT: PETERBOROUGH CITY COUNCIL

AGENT: FRANK SHAW ASSOCIATES

REFERRED BY: HEAD OF PLANNING, TRANSPORT AND ENGINEERING SERVICES

REASON: IN THE WIDER PUBLIC INTEREST

DEPARTURE: NO

CASE OFFICER: MISS A McSHERRY

TELEPHONE: 01733 454416

E-MAIL: amanda.mcsherry@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The proposed design and layout
- The impact on neighbouring sites
- Access to the site and highway issues
- The impact of the development on trees and ecology

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

2 PLANNING POLICY

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

Peterborough Core Strategy DPD (2011)

CS10 Environment Capital: Development proposals will only be supported where they make a clear contribution to the aspiration of the Peterborough Sustainable Community Strategy for Peterborough to become the Environment Capital of the UK.

CS12 Infrastructure: New development should be supported by, and have good access to infrastructure.

CS13 Developer Contributions to Infrastructure Provision: Where a planning obligation is required to meet the principles of Policy CS12, then this may be negotiated on a site-by-site basis however the City Council will encourage payments based on a standard charge set out in the Peterborough Planning Obligations Implementation Strategy SPD (2010).

CS14 Transport: New development in Peterborough will be required to ensure that appropriate provision is made and does not result in a danger to highways safety.

CS16 Urban Design and the Public Realm: New development should respond appropriately to the particular character of the site and its surroundings, using innovative design solutions where appropriate;

make the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.

CS17 The Historic Environment: The City Council will protect, conserve and enhance the historic environment throughout Peterborough. All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated.

CS18 Culture, Leisure and Tourism: The existing cultural, leisure and tourism facilities will be protected and enhanced.

CS19 Open Space and Green Infrastructure: To protect existing open space, planning permission will not be granted for development which would result in the loss of existing open space if that loss would give rise to a deficiency in open space, or would be in an area where there is already a deficiency.

CS21 Biodiversity and Geological Conservation: The City Council, working in partnership with all relevant stakeholders, will conserve, enhance and promote the biodiversity and geological interest of the area.

CS22 Flood Risk: All appropriate development should employ sustainable drainage systems (SUDS) to manage surface water run-off where technically feasible and appropriate.

Peterborough Local Plan (First Replacement) (2005)

T9 Cycle Parking Requirements: Planning permission will not be granted unless it provides high quality off-street cycle parking in accordance with the minimum standards set out in Appendix IV.

T10 Car and Motorcycle Parking Requirements: Planning permission will only be granted for car and motorcycle parking outside the City Centre if it is in accordance with the standards set out in Appendix V.

T11 Motorists with Mobility Difficulties: Planning permission will not be granted for development unless there is parking provision for motorists with mobility difficulties.

LT3 Loss of Open Space: Planning permission will not be granted for any development which would result in the loss of existing or proposed open space (including school playing fields) if that loss would give rise to a deficiency, or would be in an area where there is already a deficiency in open space.

DA12 Light Pollution: Planning permission will only be granted for lighting schemes if the level of lighting proposed does not exceed the minimum necessary to achieve its purpose; the design minimises glare and light spillage from the site; and the design and nature of light emitted does not adversely affect the amenity of the area.

LNE9 Landscaping Implications of Development Proposals: Planning permission will not be granted for development unless it makes adequate provision for the retention and protection of trees and other natural features that make a positive contribution to the quality of the local environment and it makes adequate provision for landscaping of the site as an integral part of the development.

LNE10 Detailed Elements of Landscaping Schemes: Where appropriate, the City Council, will impose a condition or planning obligation, requiring the provision of a landscaping scheme suitable for the type of development proposed.

U1 Water Supply, Sewage Disposal and Surface Water Drainage: Development which increases the demand for off- or on-site water supply, sewage disposal or surface water drainage infrastructure will only be permitted if facilities of adequate capacity and design are available, or will be provided without detriment to the environment.

National Planning Policies

National Planning Policy Framework (NPPF) Consultation Draft (2011)

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)

Supplement to Planning Policy Statement 1 (PPS1): Planning and Climate Change (2007)

Planning Policy Statement 5 (PPS5): Planning for the Historic Environment (2010)

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)

Planning Policy Guidance 13 (PPG13): Transport (2011)

Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)

Planning Policy Statement 25 (PPS25): Development and Flood Risk (2010)

3 DESCRIPTION OF PROPOSAL

Full planning permission is sought for:-

- The construction of a new three storey high Academy school building : - (The existing school on site has capacity for and formerly accommodated 1400 pupils. The new school will accommodate 1100 pupils (5 form intake and 200 post 16 pupils) The school currently has 120 members of staff and this is not proposed to change as a result of this proposal.)
- Retention and refurbishment of the Sports Hall, Dining area and kitchen, Blocks C and D
- The demolition of some of the existing school buildings and pre-school building on site
- The construction of a new single storey pre-school building : - (The Lakeside pre-school will be relocated on site, to a new purpose built building at the west of the site. It provides early years provision for up to 30 pre-school children (+2years) and has 5 full time equivalent members of staff.)
- The provision of associated external areas, including playing fields and pitches, remodelling the landscape, 143 car parking spaces (including 7 disabled spaces), 230 cycle parking spaces, and alterations and additions to the boundary treatments (to include a 2.4m high well mesh fence secure line).
- Retention of the existing Scout and Cadet buildings and facilities
- Widening of the existing access road on site to 5m width, with 2m wide pedestrian footpath on its southern side
- Creation of a new 3m wide shared pedestrian/cycle route to the east of the new school building
- The use of Sustainable Urban Drainage Systems
- The new buildings will be constructed to minimise energy consumption and increase efficiency, to achieve higher standards that are required under current building regulations, equivalent to Building Research Establishment's Environmental Assessment Method (BREEAM) Very Good rating.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The site covers an area of approximately 13.66 hectares and comprises of the existing school buildings, car parking, sports fields and pitches. It also contains the Scout and Cadet buildings, these buildings and their functionality are to be retained, together with the adjacent Multi Use Games Area. The current Lakeside pre-school building will be demolished and this facility relocated in a new purpose built unit on the west of the site. The Peterborough United football club are currently using some of the football pitches on site as a training ground.

The application site is accessed from Oundle Road via a separate in and out circular loop which is shared with the adjacent Primary school site (St Botolphs). The Longfield Gate residential development of 16 houses bounds the site to the north. To the south, east and west the site is bounded by mature tree belts. The Orton Hall Grade II Listed hotel is located beyond the site to the east.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
10/01349/R3FUL	Construction of all-weather pitch with 3m and 4.5m fencing, six 15m floodlighting columns and access footpath - revised	20.10.2010	Withdrawn
10/00697/R3FUL	Construction of all-weather pitch with 3m and 4.5m fencing, six 15m floodlighting columns and access footpath	9.07.2010	Withdrawn
09/00239/FUL	Erection of detached storage facility	12.05.2009	Permitted
06/01732/FUL	Single storey extension to kitchen	20.12.2006	Permitted
06/00942/FUL	Single storey extension to kitchens	8.08.2006	Permitted
06/00658/FUL	Single storey extension to form 6 th form common room and toilets	28.06.2006	Permitted
05/01162/FUL	Erection of five purpose made canopies	16.10.2006	Permitted
05/01010/FUL	Single storey extension to form link corridor between two school buildings	11.08.2005	Permitted
04/00380/FUL	Single storey extensions to dining and reception areas	29.04.2004	Permitted
04/00306/FUL	Extension of multi sports courts with installation of additional lighting, proposed disabled access and gates	21.07.2004	Permitted
03/00528/FUL	Single storey extension to form secure reception lobby	3.06.2003	Permitted
02/00984/FUL	Elevation changes and access ramp	13.09.2002	Permitted
01/01187/FUL	Conversion of cycle compound to new classroom	29.11.2001	Permitted
00/01500/FUL	Extension to provide new sports hall and associated accommodation	7.02.2001	Permitted

6 CONSULTATIONS/REPRESENTATIONS**INTERNAL**

Transport and Engineering – No objection in principle as the school is reducing in size. Clarification is sought on a couple of issues and Members will be updated of this at Committee.

Wildlife Officer – No objection - Any removal of trees or shrubs should take place outside the bird nesting season (1 March – 31 August). The installation of bird nesting boxes is welcomed and details of numbers and locations should be provided, secured by condition. Further information is however still required to show that the additional area of playing field to the boundary with Orton Hall is not suitable habitat for Great Crested Newts (this information is awaited and will be provided in the Update Report to Members). The lighting diagram shows that acceptable light levels will be applied to the car park and surrounding woodland however further restrictions should be applied where possible such as hours of operation. Light levels along the central section of Roadway 1 are still unacceptably high against the trees and as such, the lanterns should be moved further away to ensure that levels of 2 Lux or below are achieved (this information is awaited and will be provided in the Update Report to Members). All other findings of the Phase 1 Ecological Report and Bat Survey are accepted and the Recommendations set out should be fully implemented.

Landscape Officer – No objection - as the categorisation of trees on site is appropriate and the removals/retentions are agreeable. A landscape masterplan has been provided and the provision of a management plan is requested by condition.

Conservation Officer – No objection - agreement has been reached on a revised position of the proposed boundary fence between the school and the Grade II Listed Orton Hall Hotel's ha-ha landscape feature.

Archaeology Officer – No objection - subject to a condition requiring limited trial trenching to evaluate the undisturbed areas of the proposed development.

Pollution Control Officer – No objection - The conclusions and recommendations of the submitted Noise Report are accepted and a condition required limiting the emission of noise from building services plant on the site. The lighting should accord with the Institution of Lighting Engineers 'Guidance Notes for the Reduction of Light Pollution (Revised)' and secured by condition. The Phase 1 contamination investigation is satisfactory but a further Phase II investigation needs to be secured by condition.

Travelchoice – No objection - The Travel Plan document is satisfactory and it is encouraging to see that resources/funding for the travel plan targets have been included in the schools' budget. Designated car-share bays should be located closest to the entrance of the school. Ideally visitor cycle parking should be outside the entrance to the school in line with Peterborough City Council's Cycle Parking Guidance. More student cycle parking should be outside the entrance to the school as it is understood the majority of pupils use the rear access. There is concern regarding the access path/road used by Peterborough United Football Club and how pedestrians will be segregated from vehicles. Bus timetable information, cycle maps and other substantial travel literature should be displayed in the reception area, along with a Real Time Passenger Information (RTPI) screen.

Rights of Way Officer – No objections.

EXTERNAL

Environment Agency – No objection subject to the imposition of a condition relating to unsuspected contamination.

Sport England – No objection. The proposals will result in an overall increase in the provision of playing field and satisfy the outstanding condition relating to the need to compensate for the net loss of 0.9 hectares of playing field provision at Bushfield Academy. Recommend conditions requiring the submission of a Community Use Agreement and specification of the two new playing fields.

Natural England – No objection. The proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils.

Police Architectural Liaison Officer – No objection.

NEIGHBOURS

16 Letters of objection have been received from 12 local residents raising the following issues:

- Increased width of access road
- Additional on site traffic using the access road to the rear of the properties in Longfield Gate due to the relocated staff car parking and pre-school
- Increased noise, pollution, dirt, traffic congestion
- Parents park in surrounding residential streets blocking residents driveways to drop off and pick up children
- Parking restrictions needed in Longfield Gate to prevent parents using it as a drop off/pick up area
- Impact on privacy from new widened road and relocated footpath
- Pupils smoke in neighbouring residential streets
- Impact on house prices
- Litter
- Disturbance from construction works and traffic.
- Light pollution from pitches
- Will the gates be secured out of hours to prevent criminal activity
- Fencing around pitches will be an eyesore
- Timescale for construction

- Reduction in residential amenity
- Loss of landscaping to accommodate widened road
- Concern about the amount of traffic that currently shares the entrance/exit with the adjacent St Botolph Primary School
- Traffic congestion in the area is bad in the morning peak
- Not enough drop off/pick up parking spaces for parents
- The cycle paths to the school are rarely used by pupils as they are too dangerous
- Support the objections raised by the St Botolph Primary school
- Use of pitches out of hours will cause further disturbance for residents
- Need a large buffer between the houses and the access road, because of pollution and noise
- The school should remove its water meter and shut off valve from my front garden
- Concern about soil and fence stability due to the proposed landscape strip and access for maintenance for the fence to the rear of the properties on Longfield Gate

St Botolph Primary School

2 letters of objection have been received, 1 from the Head Teacher and Chair of Governors and 1 from the Vice Chair of Governors raising the following issues:

- Access to the site and associated issues only
- The access to the Nene Park Academy lies within the Primary school grounds and the Primary school are responsible for the day to day management and upkeep of that access
- The existing access arrangements do not satisfactorily cater for the movement of pedestrians, cyclist or vehicular traffic accessing the site
- Parents and pupils are deterred from walking and cycling due to poor routes
- The only safe walking route for pupils to the east of the school site is through the Primary school site, this is not appropriate
- Vehicle traffic at the start and end of the school day is very heavy and of concern to both schools
- The adjacent Orton Hall currently allow parents to drop off and pick up from their site, this is an informal arrangement only and could cease at any time
- The schools funding does not stretch to access improvements
- The main traffic flow on Oundle Road is cars going to the Business Parks in the morning and coming back from the Business Parks in the evening. This traffic should be encouraged on to the Parkways.
- More consultation with the applicant is required by the school on the use of the access road
- The proposed development will result in an increased use of the site access, increasing an already dangerous and unacceptable situation for all users
- The construction traffic will require restrictive access times due to the school use of both sites
- The increased use and extended hours of use of the Academy will increase security issues for the Primary school
- The school wish to see and agree the proposed construction traffic access times
- The school want to agree any additional traffic using their access and the timing of it
- They want arrangements to improve security of their site, in evenings, weekends and school holidays due to extended use of the school site
- They want to agree the design and timing of a longer term access solution for both sites, to separate the accesses and provide safe access arrangements for both sites.

PARISH COUNCIL

Orton Waterville Parish Council – No objection to the main part of the application, but does have concerns about the access and egress on to Oundle Road which is shared with St Botolph's Primary school. Traffic congestion at the beginning and end of the school day causes chaos on Oundle Road, particularly in morning rush hour. There is no safe pedestrian crossing point across Oundle Road from the bus stop. Buses used go into the site and drop pupils off, but due to the difficulties in buses getting back out of the site due to congestion they no longer do this. The Parish Council have received a copy of the St Botolph's school objection and support their wish for a long term solution to separate the accesses to the two sites and more immediately for a safe crossing solution for children travelling by bus.

a) The proposed design and layout

The proposed design has been mainly influenced by:-

- The need to maintain the existing school open on site during the construction of the new school facilities
- The wish to reduce the number of individual school buildings on the site and the distances between them
- Retention of the Sports Hall, Kitchen, Dining area and Block C and D
- Retention of the existing playing fields
- Retention of the landscape bowl to the front of the site
- Retention of the existing access road
- Retention of the existing Scout hut and Cadet building

The positioning of the new main school building on site was therefore chosen to maintain its close relationship with the sports hall and retained buildings, to screen the retained buildings from the site frontage, to provide adequate separation distance from surrounding residential sites, and to allow the retention and provision of the required playing fields and sport pitches.

The main school building is designed with a curved facade to wrap around the existing landscaped bowl feature, to add visual interest to the frontage elevation and help break up what could otherwise have been a very long flat horizontal facade. Changes in the proposed brick colour and glazing on the front elevation help to add visual interest and character to the buildings frontage, and the main entrance is clearly identifiable with the addition of a projecting canopy projecting from the feature stair tower. The building's two and three storey height and mass sits comfortably on the site in relation to the existing retained school buildings, and the surrounding landscape character. The building is positioned well within the school grounds so as not to adversely reduce the current amenity levels of any surrounding neighbouring sites.

Sports Provision

The total area of existing sports pitches on site is 73,320m². The total area of proposed sports pitches is 82,712m², which includes the two new mini football pitches. These two pitches are proposed as compensatory replacement facilities for the overall loss of 8904m² of playing area at the Ormiston Bushfield Academy site, which was a planning condition of their consent.

Sport England are satisfied that the proposals result in an overall net gain of playing field provision for the Nene Park Academy site, and that they satisfy the outstanding planning condition on the Ormiston Bushfield Academy site to provide compensatory facilities for the 0.9 ha reduction in playing field provision.

Sport England are aware that the school has recently entered into a leasing agreement with Peterborough United Football Club who currently use two of the grass pitches for their training and Academy use. They are aware that this has resulted in a sporting benefit in that drainage/levelling and re-seeding works have taken place, which has resulted in qualitative improvements to these pitches. In order to ensure an acceptable balance is achieved in relation to access to these pitches for the football club, school and wider community, Sport England recommend a condition be imposed, if planning permission is granted, to agree a community use/joint agreement scheme.

Overall Sport England are satisfied that the proposals will result in a net gain for sports provision on the site, and therefore support the application subject to the imposition of two conditions, (1) requiring approval of the community use/dual use arrangements for the sports facilities (including the football club), and (2) to approve the specifications for the new pitches proposed. If the Local Planning Authority decided not to impose these conditions, Sport England would maintain a statutory objection, and so the application would need to be referred to the Government office for final determination.

b) Impact on neighbouring sites

Letters of objection to the proposal have been received mainly from residents of the adjacent housing development Longfield Gate, St Boltoph Primary school, and parents of children from the primary school.

One of the main concerns of the residents in Longfield Gate is that they feel there will be increased noise and disturbance from cars using the widened access road to the rear of their properties due to the relocation of staff car parking on the site. Currently staff do not use the part of the access road which passes in close proximity to the neighbour's fences as the staff car park is located on site closer to Oundle Road and so traffic diverts off this access road before reaching that point. When designing the new school layout it was considered that the existing staff car parking on site could not be retained in its current location as it would encroach into the two proposed mini football pitches, it would be in a visually prominent position in front of the new school building, and would have limited security and natural surveillance. The possibility of re-locating the access road on the site was not considered to be feasible, and could have resulted in more vehicle and pedestrian conflict on the site.

Amended plans were received at the time of writing this committee report and a re-consultation is currently taking place with residents in respect of these amended plans. The plans amongst other things propose a 600m wide landscaping strip with kerb edge to create a landscape buffer strip. The original plans submitted deleted the existing pedestrian footpath, and included this land within the widened road. Therefore this amendment provides a small buffer area between the road and the boundary fence. The comments of residents in respect of this are still awaited and will be reported to Members in the Update report. Officers are of the view that this proposed amendment would help to minimise any additional noise and disturbance for these adjacent residents to that of an acceptable level in planning terms.

It was also noticed on site that some of the existing road noise was caused as a result of the speed bumps on site. Therefore Officers recommendation to the applicant is that speed bumps are removed from the stretch of road to the rear of the neighbouring properties and other less noisy means of reducing traffic speeds on this road are investigated. A planning condition in respect of traffic calming scheme to include means other than speed bumps e.g. build outs, or changes in road surfacing, signage etc, is recommended to address this issue.

The proposal would remove the existing pedestrian path currently positioned immediately to the rear of the adjacent properties in Longfield Gate, and reposition it on the other side of the widened access road. It is considered this would result in less noise and disturbance from passing pedestrians for these properties. A new 3m shared pedestrian/cycle footpath is proposed to take children to the main school building away from this road around the new mini football pitches, it is considered this would be the main route that pupils would take to access the school rather than the footpath adjacent to the road. It is envisaged that the majority of people using the footpath adjacent to the road would be visitors, pre-school, scout and cadet users. It is not considered that the widening of the access road and relocation of the pedestrian footpath would result in any significant reduction in the privacy levels of the neighbouring properties.

Concerns were raised about light pollution from flood lighting of pitches on site, however there is no proposed floodlighting for any of the pitches.

The proposed two and three storey high building sits comfortably on the site, well within the school boundaries, therefore it would not have any adverse impact on the light, privacy or amenity levels of any surrounding neighbouring sites.

The residents of the adjacent Longfield Gate housing development are concerned about parents dropping off their children in their street and children smoking in their street. Drop off/pick up facilities are proposed at the entrance/exit of the site off Oundle Road. The school encourages parents to use these facilities, but has no powers of enforcement if they choose not to. Similarly whilst the school would discourage all its pupils from smoking, it has no powers to prevent children smoking in neighbours streets surrounding the school site.

c) Access to the site and highway issues

Objection has been received from the adjacent St Boltoph Primary school and the parents of some of their pupils of that school in respect of the access and associated issues. The Primary school do not consider the existing access arrangements satisfactorily cater for the movement of pedestrians, cyclists or vehicular traffic accessing the site.

The school currently has a separate access and egress point from Oundle Road which form a one way loop to access and exit the school site. This vehicle route is within the grounds of the adjacent Primary School site, and the Primary school also uses this road to exit their site. From 2011/12 it is proposed that the start and end times of the school will move by 5 mins to ease the congestion at the vehicle access on Oundle Road. Children Services are aware of the problems both schools experience at the start and finish times of each school day and as a result are working on feasibility studies to find a long term access solution to help alleviate this issue. Under this planning application however, as this is a replacement school proposal with a reduction in pupil numbers from the current sites capacity, a revised/upgraded access could not be a requirement of this planning application. Children's Services intend to work with both schools to see what alterations can be done to address their concerns about the existing access arrangements. The layout of this proposal would not prejudice the re-configuration of the existing access in future.

The current school site has 120 staff car parking spaces, visitor spaces and 120 cycle spaces. The new school proposed 143 car parking spaces, and 230 cycle spaces. The 143 car parking spaces comprising of 120 staff spaces, 10 sixth former spaces, 6 for Lakeside pre-school, 3 for mini-buses, and 4 visitor spaces. The 230 cycles spaces is broken down to 180 student spaces (covered and secure), 20 staff spaces (covered and secure), 20 visitor and 10 for Lakeside pre-school.

The school want to promote and encourage the use of sustainable travel modes to their site. From recent pupil studies undertaken only 7% of pupils cycle whereas 16% said they would prefer to cycle. To help encourage more cycling and an extra 60 pupil cycle parking spaces are proposed, and all spaces will be covered and secure. Lockers for pupils are proposed, to allow them to store cycling helmets etc. Staff, visitor and pre-school cycle parking is also proposed to allow for more sustainable travel.

The surveys revealed the wish that bus waiting facilities to be improved. Therefore as part of this application it is proposed to upgrade existing bus stops on both sides of the road, by providing shelters, bus boarder kerbs and Real Time Passenger Information (RTPI). A RTPI screen will also be installed in the reception to give pupils information of when buses are due. These facilities will be secured by planning conditions.

It is therefore considered that the proposed access, car parking and improvements for sustainable travel modes are acceptable and in accordance with Policy CS14 of the Peterborough Core Strategy.

d) The impact of the development on trees and ecology

An Arboricultural Impact Assessment and Method Statement has been submitted in support of the application. There are a number of trees that will be felled as part of the proposed development but they are predominately low category trees, due to their poor condition, small size or limited sustainability and not ones that should prohibit, subject to suitable replacement planting, any new development. Only one category B tree, which is a higher quality tree is to be lost, and whilst its loss is regrettable, as it is in a secluded position on site and offers limited amenity value from outside of the site, its loss in this instance is considered to be acceptable. This is also in the wider context of the site, where there are a large number of high quality category A and B trees on site, and surrounding the site, all of which are to be retained and protected as part of the development.

The impact on the existing trees on site is considered to be acceptable, in accordance with Policy LNE9 of the Peterborough Local Plan (First Replacement) 2005, subject to a suitable replacement planting and protection of the trees to be retained on site.

A Phase 1 Habitat survey and Bat surveys have been submitted in support of the application. The Wildlife Officer accepts the findings of these reports and requests that recommendations of these reports

be fully implemented. It is recommended that these be secured by planning conditions. Bat and bird boxes are recommended to be secured by planning condition to enhance the biodiversity of the site, and the use of wildlife friendly species in the landscaping scheme would be encouraged.

e) Miscellaneous

Conservation

The initial proposal sought to move the position of existing boundary fence, to the east of the playing fields, directly adjacent to the Orton Hall's Ha Ha Landscape feature. Ha Ha's were designed to allow an unobstructed view from a garden or park, while maintaining a physical barrier in one direction. The ha-ha is significant to the landscape and setting of Orton Hall, and a 2m high well mesh fence directly beside it was considered to directly conflict with the ideas behind the Ha-Ha, contrary to Policy HE9 of PPS5. Following discussions the proposal has now been amended which moves this boundary fence half way between the existing and originally proposed position. This is on balance considered to be an acceptable solution, in view of the fact that this additional land is needed to meet the requirements of Sport England and that the fence will now be positioned much further away from the Ha Ha. The Conservation Officers objection has been overcome by this amendment.

Sustainable construction

The building is to be constructed by optimising the building fabric performance, to minimise heating energy consumption. By using amongst other things solar control glazing; high efficiency lighting combined with sensors; the use of higher efficiency heating, hot water and ventilation systems; and low consumption water fittings. The result would be a building which achieves better energy consumption standards than current Building Regulations and would be of a level equivalent to BREEAM Very Good.

The following concerns were also raised by neighbours:-

- Impact on property values – This is not a material planning consideration
- The need for parking restrictions in Longfield Gate –With a reduction rather than increase in school capacity this could not be justified in this instance.
- Times of construction traffic – This will be agreed as part of the recommendation Construction/Demolition Management Plan

8 CONCLUSIONS

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

- The siting, scale and design of the new buildings are considered to be appropriate and a visual enhancement to the site. This is in accordance with Policy CS16 of the Core Strategy DPD 2011.
- The proposed buildings and layout of the site, including the new access road and relocated car parking, are not considered to unacceptably impact on the amenities of neighbouring sites. This is in accordance with Policy CS16 of the Core Strategy DPD 2011.
- The proposed car parking and access arrangements are considered to be sufficient for this reduced capacity replacement school, and there is a commitment from the applicant to work with both schools to find an improved access solution to address existing issues. The increased cycle parking and bus stop improvements are acceptable to encourage the increased use of more sustainable travel modes. This is in accordance with Policy CS14 of the Core Strategy DPD 2011.
- The impact on existing trees and ecology is considered to be acceptable, and replacement trees and biodiversity/landscaping improvements are proposed. This is in accordance with Policies LNE9 and LNE10 of the adopted Peterborough Local Plan (First Replacement) 2005 and Policy CS21 of the Core Strategy DPD 2011.

9 RECOMMENDATION

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

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

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

- C2 No development shall take place until details of all external materials have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.**

Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.

- C3 Prior to the commencement of development, or within other such period as may be agreed in writing with the Local Planning Authority, details of all boundary fences, external lighting and CCTV shall be submitted to and approved in writing by the Local Planning Authority. These shall be erected prior to the first occupation of the development, and thereafter shall be maintained to the satisfaction of the Local Planning Authority.**

Reason: In the interests of community safety in accordance with policy CS16 of the adopted Peterborough Core Strategy DPD.

- C4 Notwithstanding the submitted information and prior to the commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, a Construction/Demolition Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:**

- (a) A phasing scheme and schedule of the proposed works;**
- (b) Provisions to control construction noise and vibration emanating from the site;**
- (c) A scheme for the control of dust arising from building works and site works;**
- (d) A scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways;**
- (e) A scheme of working hours for construction and other site works**
- (f) A scheme for construction access; including details of haul routes to and across the site and associated health and safety protection measures and details of measures to ensure that all construction vehicles can enter the site immediately upon arrival; and**
- (g) The site compound (including site huts) and parking for contractors and other employee vehicles.**

The development shall be carried out in accordance with the approved construction management plan.

Reason: In the interests of highway safety and residential amenity in accordance with policies CS16 and CS14 of the adopted Peterborough Core Strategy DPD.

- C5 Prior to the commencement of development a scheme for the landscaping of the site, to include the landscape buffer strip adjacent to the boundary fence of Longfield Gate shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the occupation of any new classroom or the completion of development, whichever is the earlier.**

The scheme shall include the following details:

- **Proposed finished ground and building slab levels**
- **Planting plans including retained trees, species, numbers, size and density of planting**
- **An implementation programme (phased developments)**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

- C6 A landscape management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any new classrooms. The management plan shall be implemented in accordance with a timetable contained therein and as approved unless changes are first agreed in writing by the Local Planning Authority.**

The Plan shall include the following details:

- **Long term design objectives**
- **Management responsibilities**
- **Maintenance schedules**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD

- C7 No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation and evaluation by trial trenching has been submitted to, and approved by, the local planning authority in writing.**

Reason: to secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with Planning Policy Statement 5 Planning for the Historic Environment and Policy CS17 of the adopted Peterborough Core Strategy DPD.

- C8 If, during development, contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the LPA. The development shall thereafter not be carried out except in complete accordance with the approved scheme.**

Reason: To ensure all contamination within the site is dealt with in accordance with PPS23 Planning and Pollution Control.

- C9 No development shall take place until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:**

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- **human health,**
- **property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,**
- **adjoining land,**
- **groundwaters and surface waters,**
- **ecological systems,**
- **archaeological sites and ancient monuments;**

Reason: To ensure potential risks arising from previous site uses have been fully assessed in accordance with PPS23.

- C10** Where the risk assessment identifies any unacceptable risk or risks, an appraisal of remedial options and proposal of the preferred option to deal with land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved by the LPA. No works, other than investigative works, shall be carried out on the site prior to receipt and written approval of the preferred remedial option by the LPA.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR11'. No development shall be carried out except in accordance with the approved remedial details unless an alternative scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the proposed remediation plan is appropriate and in accordance with PPS23.

- C11** Prior to the completion of development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The scheme shall include details of the leasing arrangement between the school and Peterborough United FC in relation to sports pitches on the site. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy CS19 of the Peterborough Core Strategy DPD 2011.

- C12** Prior to commencement of the development hereby permitted:

- (i) A detailed assessment of ground conditions of the land proposed for the new/replacement playing fields on the site shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
- (ii) Based on the results of this assessment to be carried out pursuant to (i) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.

The approved scheme shall be implemented in full prior to completion of the development hereby approved, or within a timetable to be agreed between the applicant and the local planning authority.

Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field and to accord with Policy CS19 of the Peterborough Core Strategy DPD 2011.

- C13** No construction/demolition/excavation works or removal of shrubs/trees/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

- C14** Before the development is occupied a scheme for the provision of bat and bird boxes, to include details of their siting and specifications to accommodate a range of different species, shall be submitted to and agreed in writing by this Planning Authority. This scheme shall thereafter be fully implemented prior to the completion of the demolition works on site.

Reason: In order to preserve and enhance the biological diversity of the woodland and surrounding area, in accordance with PPS9 and Policies LNE10 and LNE17 of the Adopted Peterborough Local Plan (First Replacement).

C15 In accordance with the recommendations of the Extended Phase 1 Habitat Survey ref AEL 154-01 all rubble and vegetation from the proposed building demolition and vegetation clearance which may act as Hibernacula is removed from site immediately in order to prevent encouraging Great Crested Newts to enter the site. Building materials should be stored off the ground on pallets to prevent creating additional hibernacula on site. If Great Crested Newts are subsequently found on site during works, then all works should cease and advise sought from Natural England or a suitable licensed ecologist.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

C16 In accordance with the recommendations of the Extended Phase 1 Habitat Survey ref AEL 154-01 any excavations that will be left overnight should be covered or fitted with ramps to allow trapped mammals a means of escape.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Core Strategy.

C17 The rating level of noise emitted from building services plant on the site shall not exceed 35 dB LAeq, 15 minutes . The noise levels should be determined at the nearest noise sensitive residential premises. The measurements and assessment should be made according to BS:4142:1997.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Planning Policy Guidance (PPG24 Planning and Noise), and Policy CS16 of the adopted Peterborough Core Strategy DPD.

C18 The use of the columns for lighting the site shall not exceed the obtrusive light limitations for sky glow, light into windows, source intensity and building luminance specified [in environmental zone xxx] in the Institution of Lighting Engineers document "Guidance Notes for the Reduction of Light Pollution (Revised) (2005).

Reason: In order to protect the amenity of local residents and highway safety, in accordance with Policies CS16 and CS14 of the adopted Peterborough Core Strategy DPD.

C19 Development should be constructed in accordance with the stated energy conservation strategy as detailed in the submitted Planning Policy Statement.

Reason: In order to increase the efficiency of the building, in accordance with Policy CS10 of the Peterborough Core Strategy DPD 2011.

C20 Details of the surface water drainage system for the development (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the new buildings hereby permitted are first occupied.

Reason: In order to protect and safeguard the amenity of the area, in accordance with PPS25 (Development and Flood Risk).

C21 Prior to the first occupation of the new school building; enclosed and secure cycle shelters to accommodate 210 cycles, and 20 visitor cycle stands shall be installed on site in accordance with the approved plans. That area shall thereafter be retained for the purpose of cycle parking in connection with the school and associated uses in perpetuity.

Reason: In the interest of Highway safety, and to encourage travel by sustainable modes in accordance with Policy CS14 of the Peterborough Core Strategy DPD 2011.

C22 Prior to the first occupation of the new school building the area shown for the purposes of parking/turning on the approved plans shall be drained and surfaced. That area shall

thereafter be retained for the purpose of the parking/turning of vehicles in connection with school and associated uses in perpetuity.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD and T10 of the Peterborough Local Plan (First Replacement).

- C23 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction and demolition period.**

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

- C24 Development shall not commence before fully operational vehicle-cleaning equipment has been installed of a specification and in a position to be approved in writing by the Local Planning Authority. All vehicles leaving the site shall pass through the cleaning equipment before entering the public highway. In the event of the approved vehicle-cleaning equipment being inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site.**

Reason: To prevent mud and debris being brought onto the public highway, in the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C25 Prior to the widening of the vehicle access road on site, a scheme of traffic calming measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented as such before the occupation of the new school building.**

Reason: To manage traffic speeds on site and protect the amenity of local residents, in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011).

- C26 Prior to the occupation of the new school building, details of the proposed improvement works at the two nearest bus stops (references POL134 and POL610) and Real Time Passenger Information provision in the school reception shall be submitted to and approved in writing by the Local Planning Authority. The bus stop works shall include shelters, bus boarders, and real time passenger information. The works shall thereafter be implemented as such prior to first occupation of the new school building.**

Reason: To encourage the use of sustainable travel modes, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

Copy to Councillors Casey, Winslade, and Goodwin

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