

PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

**TUESDAY 22 NOVEMBER 2011
1.30 PM**

Bourges/Viersen Rooms - Town Hall

AGENDA

Page No

- 1. Apologies for Absence**
- 2. Declarations of Interest**
- 3. Members' Declaration of intention to make representations as Ward Councillor**
- 4. Development Control and Enforcement Matters**
 - 4.1 11/01530/R3FUL - Land to the South of Clayburn Road and Adjacent Hampton College, Clayburn Road, Hampton Vale** **1 - 22**

Committee Members:

Councillors: North (Chairman), Serluca (Vice Chairman), Casey, Hiller, Simons, Stokes, Todd, Lane, Harrington and Martin

Substitutes: Councillors: Winslade, Ash and Shabbir

Further information about this meeting can be obtained from Gemma George on telephone 01733 452268 or by email – gemma.george@peterborough.gov.uk.



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Gemma George on 01733 452268 as soon as possible.

CASE OFFICERS:

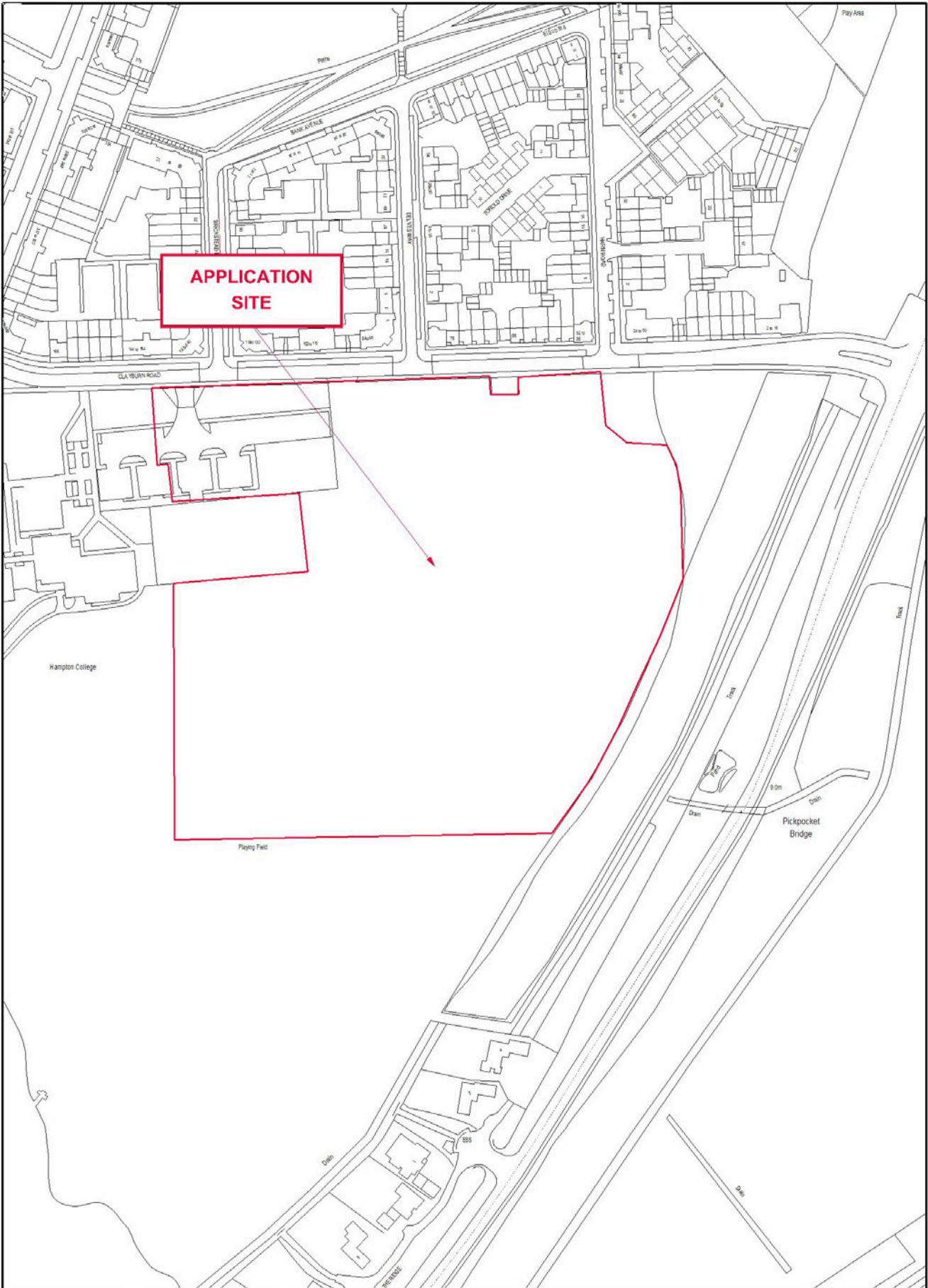
Planning and Development Team: Nicholas Harding, Lee Collins, Andrew Cundy, Paul Smith, Mike Roberts, Louise Lewis, Janet MacLennan, Astrid Hawley, David Jolley, Louise Lovegrove, Vicky Hurrell, Amanda McSherry, Sam Falco, Matt Thomson, Chris Edwards, Michael Freeman

Minerals and Waste: Theresa Nicholl, Alan Jones

Compliance: Nigel Barnes, Anthony Whittle, Karen Cole, Julie Robshaw

NOTES:

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer or Head of Planning, Transport and Engineering Services as soon as possible.
2. The purpose of location plans is to assist Members in identifying the location of the site. Location plans may not be up-to-date, and may not always show the proposed development.
3. These reports take into account the Council's equal opportunities policy but have no implications for that policy, except where expressly stated.
4. The background papers for planning applications are the application file plus any documents specifically referred to in the report itself.
5. These reports may be updated orally at the meeting if additional relevant information is received after their preparation.



LOCATION PLAN 11/01530/R3FUL
 Land Adjacent Clayburn Road and Adjacent to Hampton College

Scale NTS Date 14/11/2011 Name JF Department Planning Services

© Crown copyright and database right 2011. Ordnance Survey. 100024236.

PCC GIS



This page is intentionally left blank

11/01530/R3FUL: CONSTRUCTION OF PRIMARY SCHOOL AND COMMUNITY SPORTS CENTRE WITH ASSOCIATED PLAYING FIELD PROVISION, CAR PARKING, INTERNAL ACCESS ROADS, PAVING, FENCING, SPRINKLER TANK AND PUMP HOUSE, CYCLE SHELTERS AND LANDSCAPING. PROVISION OF ADDITIONAL TRAFFIC CALMING ON CLAYBURN ROAD AT LAND SOUTH OF CLAYBURN ROAD AND ADJACENT TO HAMPTON COLLEGE, CLAYBURN ROAD, HAMPTON VALE, PETERBOROUGH

VALID: 26 SEPTEMBER 2011
APPLICANT: PETERBOROUGH CITY COUNCIL
AGENT: WOODS HARDWICK LIMITED
REFERRED BY: HEAD OF PLANNING, TRANSPORT AND ENGINEERING SERVICES
REASON: IN THE WIDER PUBLIC INTEREST
DEPARTURE: NO

CASE OFFICER: MISS V HURRELL
TELEPHONE: 01733 453480
E-MAIL: victoria.hurrell@peterborough.gov.uk

1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The principle of development
- Highway impacts including parking
- Design and layout
- Impact on neighbour amenity
- Landscaping and ecological impacts
- Flood Risk and drainage

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

2 PLANNING POLICY

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

Peterborough Core Strategy DPD (2011)

CS10 Environment Capital: Development proposals should make a clear contribution to Peterborough's aspirations to become Environment Capital.

CS14 Transport: New development should reduce the need to travel and support sustainable transport modes.

CS16 Urban Design and the Public Realm: New development should respond appropriately to the character of the site and its surroundings.

CS18 Culture, Leisure and Tourism: Development of new cultural, leisure and tourism facilities will be encouraged.

CS19 Open Space and Green Infrastructure: Existing open space should be protected if a loss would give rise to a deficiency in open space, or be in an area where there is already a deficiency.

CS21 Biodiversity and Geological Conservation: Development should seek to conserve, enhance and promote the biodiversity and geological interest of the area.

CS22 Flood Risk: 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: Development should accord with Local Plan standards.

T10 Car and Motorcycle Parking Requirements: Development should accord with Local Plan standards.

T11 Motorists with Mobility Difficulties: Development should make appropriate provision for motorists with mobility difficulties.

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

DA12 Light Pollution: Lighting levels should not exceed the minimum necessary to achieve its purpose; minimise glare/spillage and not adversely affect the amenity of the area.

LNE9 Landscaping Implications of Development Proposals: Adequate provision should be made for the retention and protection of trees/other natural features and make provision for new landscaping.

LNE10 Detailed Elements of Landscaping Schemes: Where appropriate the provision of a landscaping scheme will be required.

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.

National Planning Policies

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

Supplement to PPS 1: Planning and Climate Change (2007)

PPS 9: Biodiversity and Geological Conservation (2005)

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

PPG 17: Planning for Open Space, Sport and Recreation (2002)

PPS 25: Development and Flood Risk (2010)

National Planning Policy Framework (NPPF) Consultation Draft (2011). This is a material planning consideration but as a consultation document it carries less weight than the adopted guidance referred to above.

Also of relevance is a policy statement issued by the Secretary of State for Communities and Local Government dated 15 August 2011. This statement sets out the Government's commitment to supporting the development of state-funded schools and their delivery through the planning system. Where a Local Planning Authority refuses planning permission for a state funded school, the Secretary of State will consider whether to 'call in' the application for his own determination.

3 DESCRIPTION OF THE SITE AND SURROUNDINGS

The application site is approximately 3.9 hectares in size and is used as community playing fields. There is a small area of shrub planting to the north and a foul water pumping station. The remainder is grassed. Football pitches have been laid out and a cricket square although this is not yet in use. The land drops from the north of the site to the south.

The site is located to the south of Clayburn Road, on the northern side of which there are three storey residential dwellings. There is a vacant plot at the north east end of the road where planning permission has recently been granted for a new autism unit with assisted living accommodation.

Adjoining the site to the east is a vacant parcel of land (originally intended for use as a cemetery) and a shelterbelt. Beyond the shelterbelt is the A15 London Road. At present there is no through route from Clayburn Road to the A15 but a new junction, which will also in the future serve the development area of Hampton Leys which lies to the east of the A15, is currently being constructed.

To the west of the application site is the Hampton Community College, Hampton's secondary school. The site comprises two storey school buildings, car parking (which is accessed from Clayburn Road), landscaping and playing fields. Phase 1 of the school is complete and phase 2 works which already have consent are due to commence shortly (the phase 2 works will enlarge the school from 4 forms of entry (FE) to 7 FE).

To the south is a continuation of the open space with playing pitches laid out and an attenuation pond. Further south, beyond the attenuation pond, are residential properties.

4 DESCRIPTION OF THE PROPOSAL

This application comprises the following key elements:-

- The construction of a new two storey building with a maximum height of some 10 metres within which there will be;
- A new primary school with approximately 420 places;
- Community facilities comprising of a reception area (access separately from the primary school), offices, sports hall, library, changing facilities, dance studio and 40 station gym.
- Provision of informal outdoor soft play and hard play areas;
- Provision of outdoor sports pitches for the school and community. It is proposed to layout one full size adult football pitch (65 metres x 105 metres), one medium football pitch (45 metres by 75 metres), one mini football pitch (37 metres by 55 metres) and a cricket square (27.44 metres by 27.44 metres);
- Alterations to the existing car parking access into the adjoining Hampton Community College to create an 'in' and 'out' and creation of a new vehicular access to the primary school from Clayburn Road;
- Alterations to the layout of the Hampton Community College car parking area which currently has 86 parking spaces and creation of new additional parking spaces. 186 spaces are proposed to serve the existing college, new primary school and new community facilities;
- Additional traffic calming measures along Clayburn Road;
- Provision of 40 cycle parking stands;
- Associated new fencing;
- New electricity substation adjacent to Clayburn Road.

5 PLANNING HISTORY

The following applications are considered to be the most relevant to the determination of the current application:-

Application Number	Description	Date	Decision
91/P0556	Outline Planning Permission for the Township	09.03.1993	Approved
01/01644/REM	Erection of a Secondary School, associated access, parking areas and laying out of school and community playing fields- land off the A15	17.04.2003	Approved
02/01125/REM	Road north of Hampton secondary school (Clayburn Road)	11.06.2003	Approved
02/01212/MDOBL	Modification of S106 Obligation to replace the requirement to provide 'dual use' secondary school/community facilities on a single site with stand alone education/community facilities of equal value on 2 or more sites	16.05.2003	Agreed
04/00302/FUL	Construction of a junction (revised) (Clayburn Road/London Road)	24.02.2005	Approved
05/00080/REM	Laying out of Community Playing Pitches and associated development.	12.04.2005	Approved
07/01940/REM	Construction of a pavilion, laying out of sports pitches with associated parking and landscaping.	19.02.2008	Approved

Also of relevance is the Hampton Vale Development Brief Update Statement approved on 30 November 2005. The land use plan within this document shows the application as land for School/Community Playing Fields.

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Transport and Engineering – No objections subject to conditions including the provision of a Travel Plan.

Wildlife Officer – No objections. Accepts the conclusions of the Ecological Report. Recommends conditions to enhance the biodiversity of the site.

Landscape Officer – No objections subject to a condition requiring the submission of a landscaping scheme.

Archaeology Officer – No objections. Site is of no archaeological interest.

Pollution Control Officer – No objections subject to the imposition of conditions in respect of contaminated land, noise levels, level of lighting and ventilation of cooking odours.

Drainage- No objections. Approval maybe required from the landowner for the drainage works. Details of any new outfalls should be secured via a condition.

Waste Management- No objections. It is noted that an area has been provided for refuse with access through the car park. The height barrier should be of sufficient height to allow a refuse vehicle to enter.

Neighbourhood Manager- No comments received.

EXTERNAL

Environment Agency – No objection subject to the imposition of conditions in respect of ground contamination.

Sport England – No objections subject to conditions relating to (a) a community use agreement to cover community access to all indoor and outdoor sports facilities and (b) the submission of a detailed specification for completing the construction of the community sports pitches.

Natural England – No objections. Advise the Council to accept the findings of the ecological survey and consider requesting biodiversity enhancements for great crested newts in accordance with PPS9.

Police Architectural Liaison Officer- No objections. Further consideration will need to be given to points of detailed design.

Anglian Water- No objections subject to a condition that the development is carried out in accordance with the surface water drainage strategy.

Hampton Parish Council- An initial response has been received from the Parish Council advising that it felt unable to support the current application without further details of how the combined building would function.

Local Access Forum- No comments received.

Cambridgeshire Fire and Rescue- Asked that adequate provision be made for fire hydrants by way of S106 or conditions.

NEIGHBOURS

11 letters have been received from local residents raising objections/concerns. One of these letters has a form attached to it with the signatures of 8 residents on it. The representations raise the following issues:-

Traffic and Parking

- Will Clayburn Road have restrictions on vehicles parking on the road (and verges) as all the existing resident car owners should have off road spaces to use;
- Clayburn Road must be connected with the A15 otherwise the end of the road will become even more of a turning circle and there will be more traffic congestion.

- No objection to the requirement for a school in this location but concerned around traffic management as the school would lead to a busy junction and the parking of parents will be poor;
- Adequate traffic calming measures and adequate zones where parking is prohibited (preferably the whole road) need to be provided;
- Concern about the build up of traffic at peak times;
- Concern that insufficient short term parking provision has been made for parents to drop off/pick up. Own street is currently blocked twice daily by parents parking for the secondary school;
- Clayburn Road cannot support the amount of traffic which will be going through it, especially when the road is opened to the A15. At present, it is difficult when there is an event going on at the college to access the road from Eagle Way. This is due to people parking on Clayburn Road. The view down the road can be obstructed and there is nowhere to pull in. The problem will get much worse with the development.
- A sports centre will create an increase in traffic along the road which will cause an increased safety risk to children.
- Images submitted with the application are incorrect as they don't show an existing access and all the parked cars.
- It has been said at the public meetings that there is traffic calming on Clayburn Road but have seen no change in the speed of traffic down the street.

Design/Amenity

- Concern about the height and size of the building in close proximity to existing houses. Will only have view of the school. Bought house because of the views.
- The design and appearance of the building is unimaginative. The community centre in particular has been designed as a square box. Buildings which create excitement and something for the local community to be proud of should be built. The current plans are for another non-descript building.
- The choice of building materials is an important consideration. The proposed materials appear to be of low quality. With the current plans, the view from window will be of an imposing 4 storey high wall. This will inevitably be covered with cheap cladding. If have to look at a wall would prefer this to look nice and to be of high quality so that it endures and does not start to fall into disrepair in 5 years time.
- Loss of daylight/sunlight.
- Car parking could be orientated differently so that there is not such a wide view of the parked cars from Clayburn Road.
- Concern about noise from extra traffic that will be coming down Clayburn Road. It is a reasonably quiet street at the moment and realise this will increase when the junction opens but can see constant traffic when the facilities are built.
- Concern about increase noise from the sports centre.
- Concern about impact on house prices.
- Design could also make property harder to sell.

Construction Impacts

- During construction of the building would like a guarantee that none of the contractor vehicles will be allowed to park on the pavements or grass verges. If this occurs it is a hazard to the partially sighted, wheelchair users and people with prams;
- Will the contractors be made to keep the road surface clean during the construction period?
- Building hours need to be restricted due to noise levels. Want building works restricted to after 8am on a weekday and 9am at the weekend.

Loss of Open Space

- The proposed site is a large area of green space and while Hampton has some open space the amount of green grassed parkland is minimal. The area is well used by the school obviously, but also by dog walkers and runners. The development would destroy this valuable and well used green space. There is so much brownfield land in Hampton that could be used for the development.

Drainage

- The site provides natural storage and retention for surface water. It appears no sustainable urban drainage measures have been proposed to accommodate this development and by increasing the amount of hard standing this will only be exacerbated;

Other

- Repeatedly developers have finished community facilities late or not at all so would like to see the primary school and community sports facilities built concurrently;
- Opinions of Clayburn Road residents have not been taken properly into consideration.
- Propose that the new facilities be relocated further back onto the playing field, maybe behind Hampton College. There is also empty land behind the Police station and Tesco.
- The development should be located on other available land, for example on the other side of the A15. This would allow the design of an innovative and bespoke development fitting into the overall master plan, rather than trying to retrofit a development into an area not originally set aside for building upon.
- There are other more logical places to build the sports centre which would be central and where no one lives.
- Concern about proximity of the primary school and playing field.

1 letter in support of the application has been received from Hampton Cricket Club. This notes the discussion which has taken place with the Cricket Club in designing the scheme and also makes a number of other detailed comments.

COUNCILLORS

No responses received.

7 REASONING

(a) The Principle of Development

i) Background

The land use plans in the Hampton Vale Development Brief (Update Statement) which covers the application site show it as School/Community Playing Fields. This reflects the requirement in the S106 Agreement associated with the original permission that land be allocated adjacent to the Secondary School for use as community playing fields. The Agreement sets out that this provision should include floodlit tennis courts and flood lit all weather pitches.

In 2005 permission was granted for the layout of community pitches (reference 05/00080/REM). The approved scheme includes a new vehicle access from Clayburn Road, 42 car parking spaces, a changing pavilion; a flood lit 5 aside football pitch and a tennis court along with 2 senior football pitches and 1 junior pitch. An amended layout was approved in 2008 (reference 07/01940/REM). This included the same basic sporting provision as previously approved, albeit in a different arrangement, except that the flood lit tennis court was removed and a cricket square added. The permission has been partly implemented and a number of pitches laid out on site.

This application does not include provision for flood lit all weather pitches or tennis courts as specified in the S106 Agreement. The implications of this are addressed in section 7a (iv) below.

The S106 Agreement also required the provision of two 2FE primary schools. Hampton Hargate and Hampton Vale Primary Schools are built and in use. Each has been designed to accommodate 420 pupils, which equates to 2 FE.

ii) Need for the New School/Community Facilities

School Places

The information submitted in support of the application sets out that the population of Hampton has a much higher proportion of young families than envisaged when the original outline planning permission was granted. As a result of the population dynamic, there is now a shortage of primary school places. The Local Authority has a statutory duty to ensure that there are sufficient school places in its area and it must also ensure that there are sufficient schools, promote diversity and increase parental choice.

Children's Services has advised that it has already expanded the existing primary schools. Hampton Hargate now has capacity for 630 pupils through Council funding of an additional form of entry. There are currently 544 pupils but this remaining capacity will be filled as the bigger reception year classes (instead of 60 pupils in reception year there are now 90) move through the school years. Hampton Vale school now has 480 pupils as it has taken additional pupils in reception year. There is a mobile on site to provide additional teaching space.

Notwithstanding the expansion of the existing schools Children's Services have advised that this year, the two Hampton primary schools have been over subscribed by 39 places in the reception year. Space is limited on these sites and the schools cannot keep being expanded. The schools also have a waiting list of 143 children spread across the years. Some children now have to travel out of the township for their education. Forecasts in respect of the number of 4 year olds in 2012 predict that there will be 256.

Community Facilities

Whilst community playing fields are available within Hampton the supporting information sets out that there is a growing demand for such facilities, particularly in light of the population profile. In particular, there is demand for well managed changing facilities and indoor sports space. There is an identified shortage of sports halls accessible to the general public across the city. Although the Hampton secondary school has a sport's hall it is understood that this is not available for community use. The nearest publicly available facilities are, therefore, at Bushfield Centre and Orton Longueville School. The application sets out that the sports hall has been configured not only for badminton but a range of other team ball sports including 5 aside football. Local community consultation has also suggested an interest in acquiring space for activities such as dance, table tennis, exercise and marshal arts classes. Neither are there currently any local gym facilities (public or private). Outline planning permission has recently been granted for a new health and fitness centre on land adjacent to Ashbourne Road (reference 10/01651/FUL) but construction has not yet started.

There is currently temporary library provision at the doctor's surgery in the Rotunda at the Serpentine Green. However the supporting information sets out that this is not sustainable as the premises are on short term lease and the surgery will need to be expanded. It is the intention, via the original S106 Agreement, to have a permanent library facility in Hampton.

Summary

On the basis of the supporting information it is considered that there is a need for additional primary school places in Hampton and it is accepted that this cannot be met within the existing primary schools. Regard has also been given to the Secretary of State's letter setting out the Government's commitment to the delivery of state funded schools through the planning system. Furthermore, it is accepted that there is a need for additional community facilities including library provision within Hampton to meet the needs of the existing and growing population, particularly in view of the original S106 provisions.

The main issue of principle is, therefore, the loss of playing field provision which would result from this development, given the original allocated use of the site in the S106 Agreement and the Development Brief.

iii) Loss of Playing Field

As the application involves the loss of existing playing field it has been considered by Sport England. Sport England is a statutory body which opposes development which would lead to the loss of or prejudice the use of all or part of a playing field, unless at least one of the specified exception criteria in its policy 'A Sporting Future for the Playing Fields of England' (1997) can be met.

Exception policy E5 sets out that loss of playing field will be accepted if the provision of sporting facilities (indoor or out) to be provided would be of sufficient benefit to the development of sport so as to outweigh the detriment caused by the loss of playing field.

As set out under section 4 above this application proposes the delivery of outdoor pitches and a cricket square as well as a three court sports hall and fitness gym plus associated changing facilities. These facilities will be made available for community use outside of school hours. The remaining community playing field land outside the application site will be retained and also laid out for sporting provision. It is intended that this area will be transferred to the City Council on a long lease. The legal arrangements are currently being discussed with the land owner.

Having considered the submitted information in the context of the approved scheme for the site and the sporting provision proposed as part of this application, Sport England has advised that the educational element of the proposal constitutes development which would not comply with any of the exemption

criteria identified in its policy. It also notes that using part of the site for a primary school inevitably reduces the land available for the original designation as sports pitches.

However it accepts that there would be benefits to the community from the indoor sporting facilities which would be provided as part of the primary school and that the proposal would ensure the delivery and future maintenance of the outdoor pitches as well as the delivery of changing facilities.

As such Sport England concludes that the community benefits would outweigh any detriment caused by the reduction in the overall area available for community pitches. It therefore supports the application under exception policy E5 subject to two conditions, the first in respect of a community use agreement to cover community access and the second requiring the detailed specification for completing the construction of community sport pitches.

Should the Council decide to approve the application without these conditions, Sport England has advised that it would maintain a statutory objection therefore necessitating referral of the application to the Secretary of State under the Town and Country Planning (Consultation)(England) Direction 2009 who would then determine whether to 'call it in' for his own determination.

iv) Relationship with the original Hampton Permission/S106 Agreement

As this application proposes a different land use from that originally intended for the site it has been submitted as a full rather than reserved matters application, thereby allowing the principle of development and concurrence with the original planning permission for Hampton to be reviewed.

It is acknowledged that the community facilities proposed as part of this application will not meet all the obligations set out in the original Hampton S106 Agreement. However, it is not for this application, which is responding to a specific set of circumstances, to do so. The original S106 Agreement will need to be reviewed with appropriate changes made to it taking into account changing circumstances and requirements since the original planning permission was granted. This will be done separately outside of the current application and does not prevent its determination.

v) Initial Comments from the Parish Council

The Parish Council has advised that it feels unable to support the application/comment further without understanding how the school/community facilities would function together in the same building. Whilst these concerns are noted they relate to the internal design of the building/management issues. As such they are not considered to be relevant concerns for this planning application which focuses on the external layout of the site and the physical impacts of the building. If as a result of further design work changes to the internal layout are required which affect the external appearance of the building/the site layout then these would need to be considered through the correct planning process at the time. The Parish Council has been advised of this position and any further comments received from it will be tabled to members in the Update Report.

vi) Summary

Taking into account all the above matters, subject to the detailed layout of the site including its traffic impacts being appropriate (see detailed comments in sections below), the principle of development is considered to be acceptable.

(b) Highway Impacts including Car Parking

Highway Impacts

The application is supported by a Transport Statement which considers the likely additional traffic flows to the site as a result of the proposed development. This concludes that the existing network including the junctions have sufficient capacity to accommodate the development. This conclusion is accepted by the Highways Department.

The application is also supported by a detailed Safety Audit in respect of Clayburn Road. In light of the creation of the new junction with the A15 this recommends that a scheme of traffic calming be implemented. Although there are currently raised tables along Clayburn Road at the existing junctions the Safety Audit does not consider these to be sufficient. A traffic calming scheme incorporating additional measures has, therefore, been submitted with this application. The scheme comprises a mix of measures including signing (warning of a school), lining (school keep clear), build outs and an

additional raised table. This scheme has been reviewed by the Highways Department which has advised it is acceptable. A condition requiring the implementation of these measures prior to the first opening of the new school/community facilities is recommended.

The junction of Clayburn Road with the A15 is currently being constructed and the Highways Department has advised that the road is shortly to become operational in advance of it formally adopting the road. Some of the representations received have commented that this junction needs to be operational before the development is brought into use.

A number of the residents of Clayburn Road park along the street. This results in the carriageway being reduced to a single car width along a proportion of its length, particularly at certain times of the day (when the majority of residents are at home). Concerns have been raised regarding the ability of the road to cope with the additional traffic which would be created by the development particularly in light of the on road parking which takes place and the potential for this to worsen. Linked to this, concerns have been raised about the safety of children crossing the road.

Clayburn Road is a standard road construction with footways on both sides connecting to a junction and therefore built to accommodate through traffic. The Highways Department is of the view that the design of the road is appropriate to accommodate the additional traffic flows from the development, as assessed in the Transport Statement.

The residents of Clayburn Road have off street parking to the rear of their properties but a number chose not to use this. The proposed traffic calming measures will reduce the potential for on street parking but not prevent it from taking place. There is also the potential for on street parking to increase at drop off/pick up times. However, provision has been made for drop off/pick up within the site. In addition, given that the school would have a local catchment, as will the community facilities, there will be opportunities to walk and cycle. Hampton has a good network of footpath/cycleway links. The Council also has a range of measures through which it promotes walking/cycling to school.

Having reviewed the proposal in the context of the existing on street parking situation and the potential for this with the development, the Highways Department has not raised any concerns. Neither has it raised any issues with regard to highway safety. Notwithstanding this, the Highways Department will be able to review the situation once the school/community facilities are in use and, if on street parking is deemed to be a problem, to use the legislation available to it to review options i.e. the painting of yellow lines or creation of residents parking.

Some of the representations received comment that all the existing vehicle accesses into the residential parking areas are not shown and that the plans are therefore incorrect. This is noted but the scheme has been reviewed by the Highway Department on the basis of the accesses which exist and found to be acceptable. That these are not shown on all plans does not make the application unacceptable or prevent it from being determined.

Travel Plan

The application outlines the intention to submit a Travel Plan. It is accepted that this could not be prepared in any detail at this stage as it is not yet known where staff/pupils live. It is, therefore, recommended that a condition be imposed if permission is granted requiring the submission and approval of a Travel Plan.

Car and Cycle Parking

Car Parking

The existing secondary school has 83 car parking spaces laid out. In addition there is an area set aside (it is currently grassed) for the provision of an additional 24 spaces when the phase 2 works (see section 3) are carried out (as approved under application reference 01/01644/REM). The application proposes a reconfiguration of the part of the secondary school's parking area and the creation of new parking areas. In total 186 car parking spaces are proposed to serve the secondary school, community uses and the primary school. It is intended that primary school staff would use the new car park and the secondary school/community share the existing reconfigured car park although the agent has confirmed all of the car parking would be available for community use outside of school hours when demand is likely to be the highest. In addition, parking spaces for three buses would be created.

The parking provision proposed accommodates the expansion of the secondary school car park previously approved. The Adopted Local Plan (First Replacement) 2005 sets a maximum parking standard for primary schools as one space per full time member of staff. The applicant has advised that the school is expected to have some 60-70 staff likely to equate to 35 full time or equivalent. The Local Plan provision for libraries is 1 space per 30 square metres and that for indoor sports facilities 1 space per 22 square metres of public area. The application would create a floor area of some 2213 square metres of space, which would equate to a maximum of 101 spaces. The proposed parking provision has been discussed in detail with the Highways Department. Given that this facility is intended to serve a local rather than city wide catchment and the fact that all the parking would be available to the community outside of school hours the proposed parking provision is considered to be acceptable. In addition and as set out above, the school/community facilities will be required to develop a Travel Plan to reduce the number of single vehicle occupancy trips to the site.

The application proposes 8 disabled parking spaces within the reconfigured car park. The Adopted Local Plan requires that 4% of spaces be allocated for motorists with mobility difficulties. The development accords with this standard.

Cycle Parking

The Local Plan sets out a cycle parking requirement of 1 stand per 30 square metres for primary schools, libraries and sport facilities. Using these standards the floor space created (approximately 4000 square metres) would create a requirement for approximately 133 stands. Space for 40 cycles is proposed (30 for the primary school and 10 for the community). Although it does not meet the Local Plan standard the proposed provision is considered to be acceptable and the cycle parking areas well located to encourage their use. Should it become clear once the school/community facilities are in use that there is greater demand for cycle parking additional stands can be added. The Highways Department has confirmed that this provision is acceptable to it.

Construction Management

Concerns have been raised by local residents regarding potential disturbance during the construction period, particularly from construction vehicles. It is recommended that a condition be imposed upon any planning permission requiring the submission and approval of a construction management plan addressing issues such as routes to the site, contractor parking, hours of working and wheel wash provision to ensure that mud and debris are not tracked onto the road.

(c) Design and Layout

The supporting Design and Access Statement sets out that the constraints of the site have been a significant factor in determining the location of the building. These include the presence of an existing surface water sewer pipe across the site, the location of the foul pumping station on Clayburn Road and the location of the existing car parking/tennis courts at the secondary school. These factors have resulted in the school being located within the site in the position proposed.

Concerns have been raised that the design of the new building is bulk standard and unimaginative. Whilst it is accepted that the design would not be cutting edge it is not considered to be unacceptable or inappropriate for the location. It has also been borne in mind that Children's Services has a limited budget available to it to deliver the much needed additional school places/community facilities.

It has been commented that good quality materials will be necessary. It is agreed that the final selection of materials will be important in ensuring a good overall finish and to complement those used in the surrounding area, particularly the secondary school. A condition requiring the submission and approval of materials is, therefore, recommended.

The Police Architectural Liaison Officer (PALO) has not raised any objections to the proposal. Points of detail, many internal are recommended for further discussion. These are not material and will not affect the proposed layout under consideration. They can therefore be addressed separately. Following discussions the layout has been amended to include gates to the parking area so that these can be closed if required. Height barriers are also proposed to prevent unauthorised access by large vehicles. A condition requiring the submission of CCTV provision is recommended. Lighting details are considered to be acceptable by the PALO and a compliance condition is therefore recommended.

(d) Impact on Residential Amenity

Impact of the Building

The proposed building would have a maximum height of some 10 metres and a minimum separation distance of some 33 metres from the properties on the northern side of Clayburn Road which are three storey and therefore of comparable height. Although concerns have been raised regarding the height and bulk of the building, given this relationship it is not considered that any overbearing impact would result.

Concerns have been raised by local residents regarding loss of daylight, loss of sunlight and loss of view, particularly by residents who bought their properties for the open aspect. Whilst the proposed school would be due south of a small number of properties on Clayburn Road in view of the height of the buildings and the separation distance with these neighbouring properties it is not considered that any undue loss of daylight or sunlight would result. Indeed the potential impact is likely to be less than if housing were proposed on this side of the road given the greater set back of the school buildings. The concerns about loss of view are noted and it is acknowledged that the outlook from these properties would be different from that which the occupiers expected when purchasing/occupying their properties. However, there is no right under planning legislation to a view and the resulting outlook would not be an unexpected one in an urban area.

The school would have some first floor class rooms facing towards Clayburn Road. However, it is not considered that undue overlooking would result given that the school faces towards the front rather than the rear of these properties and in light of the separation distance which to the nearest school windows increases to some 42 metres.

Noise

A Noise Assessment has been submitted with the application which considers the potential for noise disturbance from the proposed new school and community facilities. The application form sets out that the proposed hours for the school are 8am to 6pm and the community facilities 8am to 10pm Monday to Saturday and 8am to 8pm on Sundays and Bank Holidays.

In order to protect the amenity of the neighbouring residents it is recommended that a condition, based upon the information in the Noise Assessment, be imposed limiting the level of noise which should be audible at the nearest noise sensitive properties.

Concerns have been raised by local residents regarding the impact of traffic noise from the development. These concerns are noted but have to be considered in the context of the fact that the road was designed as a through route and the site intended for use as community pitches with changing pavilions. As such it is not considered that the increase in traffic which would result from this development would be so great to have an impact upon noise amenity beyond that which would, in the circumstances, otherwise occur. The relationship which would result i.e. a school and community facilities next to housing is also not an unusual one in an urban area. As such, it is not considered that the application could be resisted on the basis of this potential impact.

The potential for noise disturbance during the construction period should be addressed via the Construction Management Plan. This will include details of delivery and working hours.

Cooking Fumes

A condition requiring the applicant to undertake an Odour Risk Assessment is recommended. The outcome of this will determine the nature of any ventilation/filtration equipment required to prevent any adverse impact upon residential amenity.

Lighting

No flooding lighting is proposed to the pitches. The proposed lighting for the car park is considered acceptable in principle (as set out under section c above). Should any complaints be received the applicant would be required to demonstrate compliance with the guidance from the Institute of Lighting Engineers which seeks to prevent undue light spillage.

Other Neighbour Representations

A number of the representations received raise concerns about the impact which the development would have upon house prices. This is not a material planning consideration which can be taken into account.

A number of the representations suggest that the school should be relocated on other land available within Hampton including behind the secondary school. Given the stage which Hampton is at there are a limited number of 'vacant' sites available. Those that do exist are not necessarily available to the Council. Land is owned by the master developer O & H Hampton not by the Council. O & H has to be involved in any discussions and has discretion over whether to make land available and at what cost. It has agreed in principle to the proposal on this site. It has been suggested that the school should be built on the other side of the A15 in the area which is known as Hampton Leys. Notwithstanding the landownership issue as the school would serve the existing rather than and future residents of Hampton location within Hampton Leys would not be as desirable from a sustainability perspective as pupils would have to cross the busy A15. With regard to relocating the school further back or behind the secondary school it has to be located so as to have good access and to minimise the impact upon the layout the community pitches in order to address the issues relating to loss of playing field. Notwithstanding all of the above, it is the proposal as submitted which has been considered and assessed. For the reasons set out in this report the submitted proposal is considered to be acceptable.

It has been suggested that the car parking area be reconfigured so that it is located further away from the Clayburn Road residents. The scheme has been designed to maximise the car parking provision and as set out above to minimise the impact upon the community playing field provision. It is not considered that the car parking as designed would have an unacceptable impact upon neighbour amenity.

Concerns have also been raised that the comments of the Clayburn Road residents have not been taken into account. Consultation with residents has taken place in accordance with standard application procedures and their concerns noted. However, for the reasons set out in this report the submitted scheme is considered to be acceptable. Consultation has also been undertaken separately by Children's Services in the lead up to the application being submitted.

Concerns have been raised by local residents about loss of green space. These concerns are noted but for the reasons set out under section 7a (iii) above it is considered that the proposal would bring broader benefits to the community in terms of the new facilities. The loss of green space is, therefore, considered to be acceptable.

The Hampton Cricket Club supports the application and has made a number of detailed comments regarding the timescales for the delivery of the facilities (given that cricket squares take a period of time to bed in before they can be used) and their final design. This will be for the applicant to manage and discuss further with the cricket club outside of the application process. The cricket club has suggested that there should be no limit on the hours which the facilities can be used but given the location of the site this is not considered to be appropriate. The requirements of the club need to be balanced with the need to protect the amenity of the residents.

(e) Impact on Landscaping and Ecology

Landscaping

Part of the eastern boundary of the site is located adjacent to an existing shelter belt. The applicant has confirmed no changes to the levels of the existing playing fields are proposed along the eastern boundary. As such it is not considered that the shelter belt would be adversely affected.

The proposed alterations along the Clayburn Road frontage would result in the loss of the existing trees to the secondary school frontage. These trees are relatively young and do not as yet form an integral part of the street character. As such the Council's Landscape Officer has not raised any objection to their removal.

New landscaping is proposed as part of the development, adjacent to the Clayburn Road frontage. A condition requiring the submission and approval of these details is recommended.

Ecology

An Ecological Assessment has been submitted with the application. This concludes that the potential for ecological interest is low. No Great Crested Newts or other protected species have been found on site. Neither would the application have any adverse impact upon the ecological potential of the tree belt.

Having reviewed the Ecological Assessment Natural England has not raised any objections to the development. It recommends that additional biodiversity enhancements for Great Crested Newts be included within the scheme in accordance with PPS 9 'Biodiversity and Geological Conservation'.

As part of the proposal a new wildlife area is proposed. It is considered that this design of this area presents an opportunity to enhance the biodiversity of the site. The Wildlife Officer has, therefore, recommended that a condition be imposed requiring the submission and approval of detailed scheme for this area. A condition requiring the provision of bird/bat boxes is also recommended.

(f) Drainage

A site specific flood risk assessment has been submitted with the application which confirms that the development is in accordance with the Hampton Surface Water Drainage Strategy (2002). The applicant has confirmed that the school is not at risk of flooding as the floor level has been set above the potential flood level. Surface water from the roof and hardstanding areas is to be piped into the adjacent lakes so no site attenuation is required. The Environment Agency has not raised any objections on flood risk grounds. A condition requiring that the development is carried out in accordance with the approved Flood Risk Assessment is recommended. A new storm water pipe and new outfall into the attenuation lakes may be required if there is insufficient capacity in the existing system. Details can be secured via a condition. It will be for Children's Services to obtain any necessary consents from the landowner.

A foul water sewer crosses the site. A clearance distance from the buildings of some 5.6 metres has been provided. The applicant is seeking confirmation directly from Anglian Water that this relationship is acceptable. Anglian Water has not objected to the proposed development. This matter can be addressed outside the planning process and does not affect the determination of this application.

The neighbour comment in respect of drainage is noted but as set out above no on site attenuation is required and the scheme accords with the Strategic Hampton Drainage Strategy.

(g) Other Matters

Contamination

The applicant is in the process of testing the site for contamination but the final report which would include any recommendations for remediation is not currently available. Although it is not expected that any significant changes to the scheme will be required, given the absence of a final report, a condition requiring an assessment of the nature and extent of any contamination is recommended as is a condition requiring the reporting of any unsuspected contamination.

Energy Efficiency

Policy CS10 of the Adopted Core Strategy requires new developments to make a contribution towards the City's Environment Capital objectives. It is, therefore, recommended that a condition be imposed requiring the development to achieve an energy saving of 10% above the Building Regulation standard in place at the time of building.

Archaeology

The Council's Archaeologist has advised that given the previous use of the site for mineral extraction buried archaeological remains are unlikely. No further investigation is, therefore, required.

Other Structures

The application includes a substation, space for sprinkler tanks and a garage. Limited details of the substation are currently available but the agent has advised that it would be the same as others in Hampton i.e. 3.6 meters square, brick built with a ridge roof (not exceeding 4 metres in height). This is acceptable in principle but it is recommended that a condition be imposed requiring the submission and approval of further details once these are available.

Indicative details of the proposed sprinkler tanks are included on the elevations. Details of the proposed garage (which would be used for storage) are not yet available. There are no objections to the inclusion these features in principle and given their location within the site there would not have any adverse impact upon residential or visual amenity. A condition requiring the submission of further details once these are finalised is recommended.

Fire Hydrants

Cambridgeshire Fire and Rescue Service has commented that adequate provision should be made for fire hydrants by way of a S106 obligation or condition. Fire Hydrants are dealt with under the Building Regulations and it is not, therefore, considered necessary to impose a planning condition as this would duplicate other legislative controls.

S106 Implications

Implications in respect of the existing Hampton S106 are set out under section 7a above. In light of the nature of the proposal no contribution under the Planning Obligations Implementation Strategy (POIS) is required. Neither does the proposal result in any site specific S106 requirements.

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 requirement for a new primary school and community facilities within Hampton is accepted. Although the application would result in some loss of playing field the new sporting facilities to be provided would result in an overall enhancement of sporting provision. The principle of development is, therefore, considered to be acceptable in accordance with the Secretary of States letter dated August 2011, policy LT3 of the Adopted Peterborough Local Plan (First Replacement) and policies CS18 and CS19 of the Core Strategy 2011.
- The design of the new building is considered to be appropriate and through the imposition of a condition the development make a contribution toward the Council's Environment Capital objectives. It therefore accords with policies CS10 and CS16 of the Adopted Core Strategy.
- Although the proposal would change the setting and outlook of the existing dwellings on Clayburn Road it is not considered that the impact upon residential amenity would be unacceptable. The proposal therefore accords with policy CS16 of the Core Strategy 2011.
- The additional traffic created by the development can be accommodated within the existing road network. The proposed cycle parking, car parking and access arrangements are considered to be sufficient. The school/community facilities will also be supported by a Travel Plan to encourage access by non car modes. This is in accordance with policy CS14 of the Core Strategy 2011.
- The impact on existing trees and ecology is considered to be acceptable. New landscaping will be planted and a new habitat area created. The proposal therefore accords with policies LNE9 and LNE10 of the Adopted Peterborough Local Plan (First Replacement) 2005 and Policy CS21 of the Core Strategy 2011.
- The development would not result in increased flood risk as it accords with the Strategic Hampton Surface Water Drainage Strategy (2002). It can also be adequately drained. The proposal therefore accords with policy U1 of the Adopted Local Plan, policy CS22 of the Adopted Core Strategy and Planning Policy statement 25' Development and Flood Risk'.

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 The development hereby approved shall be carried out in accordance with the following approved details:-

- 16690- SK05_ B Elevation and Site Sections
- 16690- SK01_ D Site Plan
- 16690- SK02_ D Ground Floor Plan
- 16690- SK03_ D First Floor Plan
- 16690-SK04_ A Roof Plan
- 16690-1001 Topographical Plan
- 16690-1010_ A Site Plan
- 25883/01 Rev A Traffic Calming Clayburn Road
- Great Crested Newt Strategy June 2011
- Ecological Assessment
- Transport Assessment August 2011
- Stage 4 Safety Audit Clayburn Road/Eagle Way 31 August 2011
- Stage 1 Stage Audit and Designers Response 16 September 2011
- 100 A Vehicle Tracking
- R1/rev1 Individual Site Flood Risk Assessment 19 September 2011
- 150 Proposed Drainage Strategy
- Acoustic Planning Report September 2011
- Noise Survey Report August 2011
- LBH3973 September 2011 Land Contamination Assessment

Reason: To clarify the approved details and to ensure the development accords with the reasoning and justification for granting planning permission as set out above.

C3 Prior to the commencement of development samples of the proposed brick, tiles and render along with details of all other external materials shall be submitted to and approved in writing by the Local Planning Authority. The samples/details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall thereafter be carried out in accordance with the approved details.

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

C4 Prior to the commencement of the development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:

- (a) A scheme for the monitoring, reporting and control of construction noise and vibrations emanating from the site including scope for remedial measures should issues be identified;
- (b) A scheme for the control of dust arising from building works and site works;
- (c) A scheme of working hours for construction and deliveries to the site;
- (d) A scheme for construction access; including details of haul routes to and across the site and details of measures to ensure that all construction vehicles can enter the site immediately upon arrival;
- (e) A scheme of measures for the temporary parking, turning, loading and unloading of construction vehicles clear of the highway;
- (f) A scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways;
- (g) A contingency plan including, if necessary, the temporary cessation of all construction operations, to be implemented in the event that the approved vehicle cleansing scheme fails to be effective for any reason;
- (h) Details of the site enclosure, compound (including site huts) and parking for contractors and other employee vehicles.
- (i) A scheme for detailing with complaints.

The development shall thereafter be carried out in accordance with the approved Construction Management Plan unless the written agreement of the Local Planning Authority is given to any variation.

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

C5 Prior to the commencement of development, or within other such period as may be agreed in writing with the Local Planning Authority, details of any CCTV provision to be included shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details prior to the first occupation of the development, and 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 Core Strategy (2011)

C6 Development shall be undertaken in accordance with the approved external lighting details (drawing numbers 6301 P1 and 6311 P1) or in accordance with such modifications as may be agreed in writing by the Local Planning Authority. Lighting levels shall not exceed the obtrusive light limitations for sky glow, light into windows, source intensity and building luminance specified in the Institution of Lighting Engineers document "Guidance Notes for the Reduction of Light Pollution (Revised) (2005). The development shall be carried out prior to the first occupation of the development, and shall be maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of community safety and to protect the amenity of neighbouring residents in accordance with policy CS16 of the adopted Core Strategy (2011)

C7 Prior to the commencement of development a scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following details:-

- Landscape Management including long term design objects, management and maintenance plan;
- Planting plans including retained trees, species, numbers, size and density of planting
- Details of the proposed wildlife creation area;
- Details of all hard surface materials;
- Details of any changes to the levels of the building/hard surfaced areas from those shown on drawing number 16690-SK01_D;
- Details of any changes to levels to the existing playing fields.

The hard/soft landscaping shall be implemented prior to the occupation of the new building unless any alternative implementation schedule is agreed in the Landscape Management Plan.

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.

C8 Notwithstanding the submitted information, 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, unless otherwise agreed in writing with the Local Planning Authority it shall 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, service lines and pipes;
- adjoining land;
- ground waters and surface waters;

If the assessment reveals the presence of contamination no development shall take place, unless otherwise agreed in writing by the Local Planning Authority, until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings or other property and the natural environment (as appropriate) has been submitted to and approved in writing by the Local Planning Authority. The scheme should include all works to be undertaken, proposed

remediation objectives and remediation criteria, an appraisal of remediation options and proposal of the options(s) along with a timetable of works and site management procedures. The scheme should ensure that the site would not qualify as contaminated land under Part 2A of the Environmental Protection act 1990 in relation to the intended use of the land after remediation.

The remediation scheme shall thereafter be implemented in accordance with the approved timetable of works. Within three months of the completion of the measures identified in the approved remediation scheme a validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to the Local Planning Authority for approval.

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

- C9** If, during development, contamination not previously considered is identified, then the Local Planning Authority 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 Local Planning Authority. 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.

- C10** Prior to the completion of the 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 approved Scheme shall thereafter be implemented upon commencement of use of the approved 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 LT3 of the Adopted Local Plan (First Replacement) and policies CS18 and CS19 of the Peterborough Core Strategy 2011.

- C11** The playing fields and pitches shall be constructed and laid out in accordance with the layout plan hereby approved (Drawing number 16690-SK01 _ D) and the standards/methodologies set out in the guidance note 'Natural Turf for Sport' (Sport England 2011). The playing fields and pitches shall thereafter be made available for use on first occupation of the development.

Reason: To ensure the quality of pitches is satisfactory and they are available for use prior to development and to accord with policy LT3 of the Adopted Local Plan (First Replacement) and policies CS18 and CS19 of the Peterborough Core Strategy 2011.

- C12** Before the development is brought into use 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 first use of the development.

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

- C13** The rating level of noise emitted from the site shall not exceed 35dB LAeq 1 hour between 7.00 and 23.00 Monday to Friday and 35Laeq 5 minutes at any other time. The noise level should be determined at the nearest noise sensitive 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.

- C14** The development hereby approved shall achieve as a minimum an energy efficiency of 10% above the Building Regulations standard in place at the time of construction. Prior to the first occupation of the building a statement setting out how this level of energy efficiency has been achieved shall be submitted to the Local Planning Authority.
Reason: In order to deliver energy efficiencies in accordance with policies CS10 of the Adopted Core Strategy.
- C15** Prior to the first occupation of the development details of the proposed cycle standards and enclosures shall be submitted to and approved in writing by the Local Planning Authority. The cycle stands and shelters shall thereafter be installed in accordance with the approved details in the locations shown on drawing number 16690-SK01_D, unless any alternative locations are agreed in writing by the Local Planning Authority, prior to first occupation of the building. The cycle parking shall thereafter be retained for the purpose of cycle parking in connection with the school and community facilities.
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.
- C16** Prior to the first occupation of the development the areas shown on drawing number 16690-SK01_D for the purposes of access, turning and parking/ shall be drained and surfaced. These areas shall thereafter be retained for the purpose of access, turning and parking of vehicles in connection with school and community 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).
- C17** The scheme of traffic calming measures shown on drawing number 25883/01 Rev A hereby approved shall be implemented in its entirety prior to the first occupation of the development.
Reason: In the interests of highway safety and convenience in accordance with policy Cs14 of the Adopted Core Strategy.
- C18** Prior to the first occupation of the development, a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall amongst other matters include details of a Travel Plan co-ordinator, SMART targets, and process for revision and review. The Travel Plan shall thereafter be implemented and reviewed in accordance with the approved details.
Reason: To encourage travel by sustainable modes in accordance with policy CS14 of the Adopted Core Strategy.
- C19** The development shall take place in accordance with the approved Hampton Phase 2 Surface Water Drainage Strategy (2002) or any amendment to this strategy which may be approved by the Local Planning Authority and the Individual Site Flood Risk Assessment dated 19 September 2011 (carried out by Peter Brett Associates). Foul and surface water drainage shall take place in accordance with scheme identified on drawing number 150. If any revisions to this strategy are required a revised scheme shall be submitted to the Local Planning Authority for approval. This shall include details of any new outfalls into the attenuation lakes.
Reason: To ensure that the impermeable area of the development is in accordance with the Hampton Phase 2 Surface Water Drainage Strategy to safeguard the site and the surrounding areas from flooding due to the discharge of surface water from the site and to ensure that there is adequate foul and surface drainage provision in accordance with policy U1 of the Adopted Peterborough Local Plan (First Replacement), policy CS22 of the adopted Core Strategy and PPS25 (Development and Flood Risk).
- C20** Prior to the commencement of the following structures, as identified on drawing number 16690-SK01_D, full details of their external appearance and materials shall be submitted to and approved in writing by the Local Planning Authority:-
(a) The Substation
(b) The Sprinkler Tanks
(c) The pump house
(d) The single storey garage
The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of visual amenity in accordance with policy CS16 of the adopted Core Strategy.

C21 Prior to the installation of any cooking equipment a Risk Assessment of Odour shall be completed and submitted to the Local Planning Authority for approval. If this assessment identifies odour issues a scheme of measures to control odour shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Risk Assessment/scheme of mitigation measures which should be installed before first use of the cooking facilities.

Reason: In order to protect the amenity of the surrounding area in accordance with PPS23 Planning and Pollution.

C22 Before the development is first brought into use, unless otherwise agreed in writing with the Local Planning Authority, the fencing, including the acoustic fencing, shown on drawing number 16690-SK01_D shall be erected.

Reason: In the interests of visual amenity, residential amenity and community safety in accordance with policy Cs16 of the Adopted Core Strategy.

Informatives:-

1. The applicant is advised that Building Regulation approval will be required. Please contact the Council's Building Control Section on 01733 453422 or email buildingcontrol@peterborough.gov.uk for further information.
2. The applicant is advised that the wheel cleansing equipment should be capable of cleaning the wheels, underside and chassis of the vehicles. The road between the cleaning equipment and the public highway shall be surfaced either in concrete or blacktop and be maintained free of mud, slurry and any other form of contamination whilst in use.
3. The development is likely to involve works within the public highway in order to provide services to the site. Such works must be licensed under the New Roads and Street Works Act 1991. It is essential that, prior to the commencement of such works, adequate time be allowed in the development programme for; the issue of the appropriate licence, approval of temporary traffic management and booking of road space. Applications for NR & SWA licences should be made to Transport & Engineering – Street Works Co-Ordinator on 01733 453467.
4. The development involves extensive works within the public highway. Such works must be the subject of an agreement under Section 278 of the Highways Act 1980. **It is essential that prior to the commencement of the highway works**, adequate time is allowed in the development programme for; approval by the council of the designer, main contractor and sub-contractors, technical vetting, safety audits, approval of temporary traffic management, booking of road space for off-site highway and service works and the completion of the legal agreement. Application forms for S278 agreements are available from Transport & Engineering - Development Team on 01733 453421.
5. With regards to condition 17 the applicant is advised that permission maybe required from the master developer of Hampton if a new outfall into the Serpentine Lakes is required to drainage the site.
6. With regards to condition 6 the applicant is encouraged to create area of wildflower meadow and use native tree/scrub planting. With regards to habitat area consideration should be given to the creation of a wildlife pond.
7. With regards to condition 19 the applicants attention is drawn to the Department for Environment, Food and Rural Affairs (DEFRA) document 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems (2005) which recommends best practice. In this document there is a Risk Assessment of Odour and it is recommended that this document is used to determine any necessary control measures for odour. Using the criteria it is possible to judge the impact risk associated with the premises and consequently the odour control requirements for the system. It should be remembered that additional odour control measures may be required dependant upon stack discharge conditions.

Copy to Councillors N North, S Scott OBE, D Seaton

This page is intentionally left blank