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Minutes of a Meeting of the Planning and Environmental Protection Committee
held at the Town Hall, Peterborough on 22 November 2011

Members Present:

Councillors – North (Chairman), Serluca (Vice Chairman), Hiller, Casey, Simons, Todd, Winslade, Harrington and Lane

Officers Present:

Lee Collins, Area Manager Development Management
Vicky Hurrell, Principal Development Management Officer
Jez Tuttle, Senior Engineer (Development)
Carrie Denness, Principal Solicitor
Gemma George, Senior Governance Officer

1. Apologies for Absence

Apologies for absence were received from Councillor Stokes and Councillor Martin.

Councillor Winslade was in attendance as substitute.

2. Declarations of Interest

4.1 Councillor North declared that he was the Ward Councillor for the item, and although he had taken a keen interest in the proposals, he did not have a personal or prejudicial interest.

3. Members' Declaration of intention to make representation as Ward Councillor

There were no declarations of intention from any Member of the Committee to make representation as Ward Councillor on any item within the agenda.

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

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

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

Adjoining the site to the east was a vacant parcel of land (originally intended for use as a cemetery) and a shelterbelt. Beyond the shelterbelt was the A15 London Road. At the current time there was no through route from Clayburn Road to the A15 but a new

junction, which would also serve the development area of Hampton Leys which lay to the east of the A15, was currently being constructed.

To the west of the application site was the Hampton Community College, Hampton's secondary school. The site was comprised of two storey school buildings, car parking (which was accessed from Clayburn Road), landscaping and playing fields. Phase 1 of the school was complete and phase 2 works, which already had consent, were due to commence in the (the phase 2 works would enlarge the school from four forms of entry to seven forms of entry).

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

The application was comprised of the following key elements:-

- The construction of a new two storey building with a maximum height of some 10 metres within which there would be;
- A new primary school with approximately 420 places;
- Community facilities comprising of a reception area (accessed separately from the primary school), offices, sports hall, library, changing facilities, a dance studio and a 40 station gym.
- Provision of informal outdoor soft play and hard play areas;
- Provision of outdoor sports pitches for the school and community. It was 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 had 86 parking spaces and creation of new additional parking spaces. 186 spaces were 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; and
- New electricity substation adjacent to Clayburn Road.

The Principal Development Management Officer addressed the Committee and gave an overview of the proposal. Members were advised that the main issues for consideration were the principle of development, highway impacts including parking, the design and layout, the impact on neighbour amenity, landscaping and ecological impacts and flood risk and drainage. The recommendation was one of approval.

Members were advised that the application site had consent for community use, therefore the application represented an alternative use and consideration had to be given to this. There were a number of issues associated with this including:

- The loss of the playing field. Sport England had been consulted and had concluded that the community benefits, due to the overall sporting facilities which would be delivered as part of the application, would ultimately outweigh any detriment caused by the reduction in the overall area available for community pitches;
- S106 agreement. It was acknowledged that the community facilities proposed as part of the application would not meet all of the obligations set out in the

original Hampton S106 agreement. The S106 agreement would therefore need to be reviewed with appropriate changes made to it, taking into account changing circumstances. Members were advised that this point was not of concern for them whilst debating the application;

- Highway impacts including car parking. There had been a number of issues raised by local residents with regards to traffic flows to the site as a result of development. A Transport Statement had been submitted which considered the likely additional traffic flows to the site; the conclusion being that the existing network including the junctions had sufficient capacity to accommodate the development. This conclusion was accepted by the Highways Department. Officers had also agreed, in principle, a scheme of traffic calming along Clayburn Road.
- Car parking. There were currently 83 parking spaces available on the site and the application proposed 186 for the secondary school, primary school and community facilities. This provision was below the maximum permissible by the Local Plan, it was considered that the provision was acceptable;
- Design. Some concerns had been raised with regards to the 'simple and unimaginative' design of the building, however Officers did not consider the design to be unacceptable or inappropriate for the location;
- Neighbour amenity. There had been a number of concerns raised by local residents and these were outlined in the committee report. Whilst Officers did acknowledge that the proposal would change the outlook of the properties opposite, the minimum separation distance was 33 metres and this was considered acceptable. Conditions had been proposed to set noise levels and construction management. Concerns around increased traffic noise along Clayburn Road had also been highlighted and Officers did accept the application would increase the intensification of the use of the road but the impact was not considered to be unacceptable;
- Landscape and ecology. There were no specific ecological or landscaping issues on the site; and
- Drainage. A flood risk assessment had been submitted by the applicant which confirmed that the development was in accordance with the Hampton Surface Water Drainage Strategy (2002), therefore the Environment Agency had raised no objections or issues.

Members' attention was drawn to additional information contained within the update report. The cricket club had emphasised the importance of the cricket square being laid early on in the development programme due to the bedding in period. The applicant had been made aware of this request and was in the process of reviewing the programme in light of these comments. Clarification had also been given to the club on a number of other points including car parking and fencing. A number of detailed comments had also been made by the club which had been passed to the applicant with regards to internal specifications.

Changes to conditions C2 and C22, were recommended and these changes were outlined to the Committee.

The Highways Officer addressed the Committee and advised that a lot of time had been spent looking at the issues which could result from development on the site. There were no concerns with regards to the capacity of the road and issues in relation to school drop offs and parking could be managed by a Travel Plan. This would help to reduce the number of vehicle trips and would, alongside the additional traffic calming measures, help to keep the site manageable.

Councillor Sheila Scott, Ward Councillor, addressed the Committee on behalf of both herself and Councillor David Seaton, Ward Councillor, and responded to questions from Members. In summary the issues highlighted to the Committee included:

- This was an extremely important development for Hampton as an additional primary school was desperately required
- The application would directly impact on 20 – 30 houses and would block the view of these houses across green fields
- Although the application would have an impact on these houses, the benefit for the community as a whole would be great
- The two areas of concern for Ward Councillors in relation to the existing residents were Clayburn Road and the conditions relating to building works
- Clayburn Road was a narrow road and it always had cars parked on one side. The road was to be the main exit onto the A15 and measures for the interests of local residents therefore needed to be taken
- There were a number of children living in the area and they needed to be protected from the additional traffic
- The hours of construction work needed to be addressed to protect the local residents
- The community benefit was important but the current resident's interests also needed to be protected
- The traffic calming measures

Mr Peacock-Smith, a local resident, addressed the Committee and responded to questions from Members. In summary the issues highlighted to the Committee included:

- There were a number of local residents whom opposed the development
- There were two main elements to the objection and these were the location of the development and the issues around traffic
- Hampton did need additional primary schools however it felt as if the proposal had a number of facilities bolted on in order to entice the residents of Hampton into thinking that this was a positive move forward
- The original proposal for the site, in 2005, was for a single storey changing facility located in the middle of the site
- A subsequent planning application, around 2007, was for a two storey building set back into the field
- The current application was 10 metres high and 30 metres away from the properties on Clayburn Road. This would take over the entire site
- The committee report seemed to minimise the impact that the development would have on local residents
- The construction would completely block the view of the residents opposite
- The residents of Clayburn Road felt that the proposal should be one of compromise
- The committee report did not wholly address alternative locations for the school
- Due to the nature of the proposed building and the surrounding fences, the perception the development would convey would be that the site was for school use only
- Traffic was a contentious issue and the report alluded to the fact that Clayburn Road would be able to cope with the increase in traffic. This was not believed to be true by the local residents
- The current car parking provision at the school was not sufficient, going forward there was concern that there would still not be enough spaces
- With the provision of community facilities, it was anticipated that other road users would take up the parking spaces currently used by residents
- The traffic currently utilising the road was residential traffic and the school traffic for the secondary school

- A restriction on construction hours was requested by residents. There should be no work on the site before 8.00am Monday to Friday and 9.00am at the weekend

In response to issues raised by the speakers, the Principal Development Management Officer outlined the proposed parking provision and advised that a new access was to be implemented from Clayburn Road. This would create a loop which parents could use to drop their children off. With regards to the request to set the construction hours, it was suggested that they be set at 7.00am to 6.00pm Monday to Friday, and 8.00pm to 1.00pm on a Saturday, with no working on a Sunday or Bank Holidays. This was consistent with other construction timings. Construction noise levels could also be set if the Committee wished this to be addressed.

The Highways Officer addressed the Committee and stated that the width of Clayburn Road was adequate for the vehicles it was carrying. Members were further advised that solutions were being looked into to address the issue of parking in Hampton.

A query was raised as to whether there were to be any pedestrian crossings located along Clayburn Road. The road was set to become busier and there would be vast numbers of children crossing the road to get to both the primary and secondary schools and the community facilities. Members further commented that the implementation of a 20mph speed limit outside both of the schools should also be facilitated. In response, the Highways Officer advised that there were no proposed pedestrian crossings for Clayburn Road.

Members expressed concern at the lack of a crossing and sought clarification as to whether a crossing could be conditioned. In response, the Highways Officer advised that a crossing could be conditioned, however the implementation of barriers and guard rails would also be required to encourage people to use the crossing. Members were further advised that it would be prudent to identify whether a crossing was required in the first instance and if it was, a scheme could be requested identifying the type of crossing required.

The Legal Officer advised Members that if they were minded to approve the application with the proviso that further work was required to be undertaken on the provision of a crossing, delegation could be given to the Chairman and Ward Councillors for them to look at any works undertaken, to ensure that they were happy with the outcome prior to any determination being made.

Following debate, a motion was put forward and seconded to approve the application, subject to the amended conditions C2 and C22 as detailed in the update report and the implementation of a further two conditions. The first condition to deal with the hours of construction, which were to be 8.00am to 5.00pm Monday to Friday, and 9.00am to 1.00pm on Saturday, with no work taking place on Sundays or Bank Holidays. The second condition was to deal with the necessity of a pedestrian crossing being implemented, subject to the specified formulaic approach being undertaken. A follow up discussion was then to be held with the Chairman and Ward Councillors prior to a determination being made. The motion was carried by 8 votes, with 1 abstaining.

RESOLVED: (8 for, 1 abstention) to approve the application, as per officer recommendation subject to:

1. The amended condition C2 as detailed in the update report
2. The amended condition C22 as detailed in the update report
3. An additional condition relating to construction timings, those being 8.00am to 5.00pm Monday to Friday, 9.00am to 1.00pm on Saturdays and no working on Sundays or Bank Holidays

4. An additional condition to deal with the necessity of a pedestrian crossing being implemented along Clayburn Road
5. The conditions numbered C1 to C22 as detailed in the committee report and as updated in the update report
6. The informatives numbered 1 to 7 as detailed in the committee report

Reasons for decision:

Subject to the imposition of the conditions, the proposal was 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 was 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 was 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 was considered to be appropriate and through the imposition of a condition the development made a contribution toward the Council's Environment Capital objectives. It therefore was in accordance 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 was not considered that the impact upon residential amenity would be unacceptable. The proposal was therefore in accordance with Policy CS16 of the Core Strategy 2011
- The additional traffic created by the development could be accommodated within the existing road network. The proposed cycle parking, car parking and access arrangements were considered to be sufficient. The school/community facilities would also be supported by a Travel Plan to encourage access by non car modes. This was in accordance with Policy CS14 of the Core Strategy 2011
- The impact on existing trees and ecology was considered to be acceptable. New landscaping would be planted and a new habitat area created. The proposal was therefore in accordance 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 was in accordance with the Strategic Hampton Surface Water Drainage Strategy (2002). It could also be adequately drained. The proposal was therefore in accordance with Policy U1 of the Adopted Local Plan, Policy CS22 of the Adopted Core Strategy and Planning Policy Statement 25' Development and Flood Risk'.

13.30 – 14.41
Chairman