

Application Ref: 21/00229/REM

Proposal: Reserved matters application for matters of access, appearance, landscaping, layout and scale, for the construction of a new primary school and nursery with associated outdoor-sports areas, infrastructure, access, parking and landscaping works, pursuant to outline planning permission 16/02017/OUT

Site: Land East Of, Aqua Drive, Hampton Water, Peterborough

Applicant: Eco Modular Buildings Limited (on behalf of Peterborough City Council)

Agent: Ms Kayleigh Dixon
DPP

Referred by: Cllr Chris Wiggin

Reason: Called in if the recommendation is one of approval. There have been a significant number of objections lodged against this application from local residents. When an application has this level of objections it should be heard by the committee to allow all views to be heard and a proper debate to be had.

Site visit: 25.02.21 and 30.04.21

Case officer: Mrs C Murphy

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Recommendation: **GRANT** subject to relevant conditions

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

Site and Surroundings

The application site is part of a development area referred to as the Hamptons East. This area is located between the A15/ London Road to the east and the East Coast Mainline to the west. It extends as far as the Fletton Parkway in the north and the village of Yaxley to the south. It contains several large lakes.

The Hamptons East has outline planning permission for new houses, schools and local facilities. It is also allocated for development in the adopted Peterborough Local Plan. The relevant outline permission (planning application reference 16/02017/OUT) is also supported by an approved Hamptons East Framework Plan and Hamptons East Development Area Brief (DAB).

The application site which is identified as land parcel EDU3 is located within the Hampton Waters area of the Hamptons East. The site itself measures 2.55 hectares. It is rectangular in shape and is generally flat and clear of any vegetation.

The site will be accessed via the newly constructed Aqua Drive which in turn connects to London Road (A15). The site sits at the intersection of two primary streets of Aqua Drive and Hartland Ave which runs through Hampton Gardens to the north – this road also connects to the A15. Some parts of these roads from the London Road are already constructed (although not adopted).

The sections of roads which will serve this development and other parcels of land in the vicinity,

are in the process of being constructed. Planning permission was recently granted to further extend both Aqua Drive and Hartland Ave to this point (planning permission reference 19/01500/REM) and these works are currently under construction.

To the west of the application site along Aqua Drive is a residential scheme (Parcels R16/R19) currently under construction by Barratt/ David Wilson Homes and part occupied. Further to the east is further planned housing development by the same house builder, which has detailed planning consent but has not commenced (planning permission reference 19/01163/REM). A mixed use site to the south of the site is proposed, but no planning applications have been submitted.

To the north of the site, there is existing vegetation to the north along Stanground Lode with enhancements to the open space and landscaping approved (planning permission reference 19/00476/REM).

Background

Peterborough City Council, as the Local Education Authority (LEA), has a legal responsibility to ensure the availability of a school place for children of school age. The City of Peterborough has experienced a significant increase in pupil numbers over recent years as it remains one of the fastest growing cities in the UK.

There are significant pressures on the City to provide school places in the areas most in need. A review of demographic data, build out and occupation rates for new dwellings at Hamptons East has informed the decision to open this new school upon land which has outline planning consent.

The application site is identified as one of two new proposed primary schools within the approved plans for Hamptons East and subject to a Section 106 Agreement for land to be provided to Peterborough City Council for these. The other school site is located further north off Waterhouse Way within the 'Hampton Gardens' neighbourhood area and opened as 'Hampton Lakes Primary School' in September 2020.

The City Council has identified the need for a new 3 form entry (630 places) primary school for pupils aged 5 -11. There is also provision for a 26 place nursery. The school will be called the St. John Henry Newman Catholic Primary School and the aim is to deliver the new school building for occupation by September 2022.

The proposed school is expected to largely serve the families in the surrounding newly built and future planned residential development in the Hampton area and to provide sufficient school choices for residents. The Diocese of East Anglia will be responsible for running the school.

The school will be filled on an annual incremental basis. As such, there will be up to 1 reception class of 30 pupils and one mixed year 1 and 2 of 30 pupils and 26 nursery places made available in September 2022. Depending on demand, more classes will open from September 2023 up to the maximum of 3 classes per year group. If the school were to grow incrementally from 2022, the school would not be expected to be at capacity until 2030.

The staff numbers are expected to be 76 full time equivalent for both the school and nursery. The staff numbers will also grow incrementally with pupil numbers.

Proposal

The application seeks reserved matters consent relating to the access, appearance, landscaping, layout and scale for the construction of a three form of entry primary school with nursery with associated outdoor-sports areas, infrastructure, access, parking and landscaping works pursuant to outline permission reference 16/02017/OUT.

The school building will be located at the south east part of the site and is predominantly two

storeys in height. It will be constructed in a mixture of brick and timber and coloured panelling.

To the north of this there will be a large area intended for soft and hard play. This includes a Multi-Use Games Area (MUGA) which then leads on to playing fields intended for year round use.

Staff and visitor car/ motor cycling parking as well as drop off/ pick up area located in the southern part of the site. This provision has been increased and amended plans submitted. Cycle and scooter parking is provided at other locations within the site.

The site will utilise one access point for vehicles off Aqua Drive and three pedestrian access points from both Aqua Drive and Hartland Ave. There will be a one-way system through the car park, comprising an 'in' access point and 'out' egress point.

The proposals have been already been subject to a formal screening for Environmental Impact Assessment (EIA), under planning reference 21/0002/SCREEN. It was determined that the development would not have significant environmental effects and as such an EIA was not required.

Outline planning conditions

The outline permission contains a number of conditions which are required to be complied with, both across the development as a whole and within each parcel of land. Some conditions relate to further details which must accompany each reserved matters application, and other require details either prior to commencement of development or prior to occupation of new buildings.

A separate application to discharge a number of outline planning conditions (planning reference 21/00257/DISCHG) has also been submitted. The supporting technical documentation has been consulted on and the following conditions are acceptable to discharge.

- C6 - construction management plan
- C7 - hard and soft landscaping
- C11a - phase 1 ground conditions
- C14 - ecology
- C15 - foul sewerage
- C16 - surface water drainage
- C17 - surface water disposal
- C20 - noise

The applicant is aware that there is still a requirement to discharge a number of the outline planning conditions, via further applications.

Consultation

There have been 2 rounds of formal public consultation on the application. The first ran from 22nd February until 18th March. Since the receipt of the initial application further information and amended plans have been received to address comments received from technical consultees in respect of the access and parking arrangements. A full public re-consultation was undertaken between 23rd April and 21st May.

The amended plans reflect a re-design of car park area and landscape areas in this vicinity. An amendment to the extent of the application area has also had to be made. In the original submission the site was also not indicated to link up to the nearest public highway (A15/London Road). A second round of statutory consultation was therefore also required to reflect these changes.

No changes have been made to the proposed building or its location and the play and sports areas to the north of this also remain as originally shown.

2 Planning History

Reference	Proposal	Decision	Date
21/00257/DISCHG	Discharge of conditions C6 (construction management plan), C7 (hard and soft landscaping), C11a (phase 1 ground conditions), C14 (ecology), C15 (foul sewerage), C16 (surface water drainage), C17 (surface water disposal) and C20 (noise) of Outline Permission 16/02017/OUT	Pending	N/a
16/02017/OUT	Renewal of planning permission 02/01845/OUT - Outline application for 1700 (approx.) dwellings with associated community, education, leisure, industrial and commercial areas, and associated open spaces, roads, service infrastructure	Permitted	13/12/2017
02/01845/OUT	1700 (approx.) dwellings in addition to those permitted by permission 91/P0556 with associated community, education, leisure, industrial and commercial, open space and infrastructure (Abbreviated description)	Permitted	13/12/2006

3 Planning Policy

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

National Planning Policy Framework (February 2019)

Paragraph 94 - School Provision

Local Planning Authorities should take a proactive, positive and collaborative approach to ensuring the sufficient choice of school place is available to meet the needs of existing and new communities. Great weight should be given to the need to create, expand or alter schools.

Section 9 - Promoting Sustainable Transport

Transport issues should be considered from the earliest stages so that the potential impacts on the network can be assessed, opportunities from existing and proposed transport infrastructure can be realised along with opportunities for walking and cycling, the environmental impacts can be assessed and the patterns of movement are integral to the design.

Paragraph 108 - Transport Impacts

Any significant impacts from development on the transport network (capacity and congestion) or on

highway safety should be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highway safety grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact on the road network would be severe.

Section 12 - Achieving well-designed places

Decisions should ensure that development will function well and add to the overall quality of the area over the life time of the development, are visually attractive as a result of good architecture, layout, appropriate and effective landscaping, are sympathetic to the local character and history, establish or maintain a strong sense of place, optimise the potential of the site, create places which are safe, inclusive and accessible.

Paragraph 131 – Design

Great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 155 - Flood Risk

Inappropriate development in areas at risk from flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas the development should be made safe for its lifetime without increasing the risk of flooding elsewhere. Development should be subject to a sequential test and if appropriate an exceptions test.

Paragraph 175 - Biodiversity Enhancement

Development whose primary objective is to conserve or enhance biodiversity should be supported. Opportunities to incorporate biodiversity in and around developments should be encouraged.

Peterborough Local Plan 2016 to 2036 (adopted July 2019)

LP05 - Urban Extensions

Development of new urban extensions (500 or more dwellings) must be planned and implemented and in a comprehensive way through an agreed broad concept plan. Urban extensions should (as appropriate) make efficient use of land, provide open space, play facilities and landscaping, a mix of housing including self-build plots, include a range of employment opportunities, provide an appropriate level of school facilities, retail, leisure, social, cultural, community and health facilities, minimise the need to travel and maximise sustainable travel, provide appropriate access and mitigate against any wider highways impacts.

LP13 - Transport

LP13a) New development should ensure that appropriate provision is made for the transport needs that it will create including reducing the need to travel by car, prioritisation of bus use, improved walking and cycling routes and facilities.

LP13b) The Transport Implications of Development - permission will only be granted where appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

LP13c) Parking Standards - permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

LP16 - Urban Design and the Public Realm

Development proposals would contribute positively to the character and distinctiveness of the area. They should make effective and efficient use of land and buildings, be durable and flexible, use appropriate high quality materials, maximise pedestrian permeability and legibility, improve the public realm, address vulnerability to crime, and be accessible to all.

LP17 - Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

LP17b) Part B Amenity of Future Occupiers- Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

LP28 - Biodiversity and Geological Conservation

Habitats and Species of Principal Importance- Development proposals will be considered in the context of the duty to promote and protect species and habitats. Development which would have an adverse impact will only be permitted where the need and benefit clearly outweigh the impact. Appropriate mitigation or compensation will be required.

Part 2: Habitats and Geodiversity in Development

All proposals should conserve and enhance avoiding a negative impact on biodiversity and geodiversity.

Part 3: Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact as the first principle. Where such impacts are unavoidable they must be adequately and appropriately mitigated. Compensation will be required as a last resort.

LP29 - Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered. Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

LP32 - Flood and Water Management

Proposals should adopt a sequential approach to flood risk management in line with the NPPF and council's Flood and Water Management SPD. Sustainable drainage systems should be used where appropriate. Development proposals should also protect the water environment.

LP33 - Development on Land Affected by Contamination

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

LP35 - Urban Extensions Allocations

Identifies the site allocated for urban extensions in accordance with Policy LP05.

Equality Duty and Human Rights

In line with the Public Sector Equality Duty the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

In line with the Human Rights Act 1998, it is unlawful for a public authority to act in a way which is incompatible with a Convention right, as per the European Convention on Human Rights. The human rights impact have been considered, with particular reference to Article 1 of the First

Protocol (Protection of property), Article 8 (Right to respect for private and family life) and Article 14 (Prohibition of discrimination) of the Convention.

The Human Rights Act 1998 does not impair the right of the state to make decisions and enforce laws as deemed necessary in the public interest. The recommendation is considered appropriate in upholding the Council's adopted and emerging policies and is not outweighed by any engaged rights.

4 Consultations/Representations

PCC = Peterborough City Council

Cambridgeshire Fire & Rescue Service

No objection - Requests that adequate provision be made for fire hydrants, by way of Section 106 agreement or a planning condition.

PCC Peterborough Highways Services

No objection, subject to the imposition of conditions and informatives.

First comments

- The submitted transport assessment was not specifically required in support of this application, as the principle had been established and assessed at outline application stage, but was submitted to further inform the PHS study currently being undertaken on the A15 London Road corridor through the Hampton area.
- The site as shown on the location plan is remote from the public highway.
- The swept path analysis shows different movements overlaid on the same drawing, this makes it difficult to see the individual paths taken for each manoeuvre, for example the left-in and right-in manoeuvres and the left-out and right-out manoeuvres need to be shown on separate viewports, or different colours need to be used for the individual manoeuvres to enable them to be clearly seen.
- Whilst the exiting vehicles are shown to encroach onto the oncoming lane as they leave the site, there should be ample visibility between the approaching vehicles to enable any appropriate reduction in speed required to prevent any conflict.
- Cycle parking is way under the minimum standards for the use. No scooter parking has been provided.
- Future expansion areas are required to be identified on the drawings, to demonstrate that at least the minimum standard can be achieved as the school attendee numbers increase.
- No specific staff cycle parking has been identified – ideally this would be provided as lockers to ensure that there is also space for a change of clothes etc. to enable cyclists to shower and change on arrival.
- The pupil cycle stands should be 'A'-frames to cater for smaller cycles.
- Motorcycle parking for staff / visitors doesn't appear to have been provided.
- The whole car park should be ducted for easy future conversion to EV bays (not cabled etc., just the ducts installed as part of the construction).
- At pre-application stage it was indicated that a drop-off provision in the region of 10% of pupil numbers would be appropriate, not the 10% of overall parking spaces as proposed.

- As the site itself is too constrained to accommodate the required level of drop-off parking, alternatives measures need to be proposed to alleviate pressure on the surrounding roads. There are a few nearby on-street parking laybys, but a Park and Stride arrangement with the nearby Local Centre would go a long way to addressing the LHA concerns in relation to school drop off / pick up times. This is something that would have to be agreed with O&H, and written in to the proposals for the development of this parcel of land (MU4). The school will be on a bus route as well as the pedestrian/cycle routes so promoting these in the Travel Plan is essential.
- The parking management plan will need to have a clear mechanism for preventing highway parking by school traffic (including parents).
- The parking management plan must detail how coaches should travel to the school site, and where they are expected to park.

Second comments

- The submitted transport assessment was not specifically required in support of this application, as the principle had been established and assessed at outline application stage, but was submitted to further inform the PHS study currently being undertaken on the A15 London Road corridor through the Hampton area.
- The principle of a primary school in this location was established under the outline consent.
- The delivery vehicle swept path analysis (and the lining details) demonstrate that the delivery vehicle will access the site in contraflow to the main directional arrows for the car park. This, and the shared-use of some of the drop-off bays for deliveries mean that deliveries to the site should be managed to occur outside of school hours wherever possible, and definitely outside of drop-off and pick up times. This can be controlled through the future Parking Management Plan.
- The visibility splays drawing does not include the required splays from the substation service bay. These will require a minor alteration to the position of the substation, but this would not appear to impact on the other elements of this submission.
- The Indicative Car Parking Strategy details how the one-way system will be implemented and also how parking will be managed, particularly at drop-off and pick-up times. It also explains about transport for school trips etc.
- Aqua Drive and Hartland Avenue will be main distributor roads in and out of this development, so they will have parking restrictions to prevent drop-off and pick-up.
- The school will be on a bus route as well as the pedestrian/cycle routes so promoting these in the Travel Plan is essential.
- The parking management plan will need to have a clear mechanism for preventing highway parking by school traffic (including parents).
- Cycle parking for staff, pupils and visitors has been shown in accordance with the minimum standards set out in LP13. Future expansion areas have also been identified, to enable additional facilities to be provided as the demand increases (this will be monitored through the Travel Plan, and expanded accordingly).
- Motorcycle parking for staff / visitors has been provided.
- A large section of the car park is shown to be ducted for easy future conversion to EV bays, with a few bays being provided from construction. The demand for these bays should be monitored through the Travel Plan, with additional charging facilities being installed as demand increases.

- The LHA would raise no objections to the proposals, subject to these conditions and informatives being appended to any permission granted.

PCC Travel Choice

No objection.

First comments

The Transport Assessment predicts 27 pupils will arrive by car during the AM Peak however, I believe this number will be significantly higher (especially when the school is fully occupied). This coupled with the limited access to the site (and the nearby Hampton Gardens School) will cause further congestion and parking on residential streets. The school should develop a culture of sustainable travel from initial occupation to ensure that walking, cycling, and public transport are the natural choices for school journeys.

The current Interim Travel Plan does cover all the relevant details at this stage. Once the school is operational a 'Full' Travel Plan must set out clear actions and targets to encourage greater use of sustainable modes of travel. A designated Travel Plan Coordinator (TPC) must be appointed, and a 'Full' Travel Plan based upon the 'Interim' document must be produced within 3 months of first occupation (and a full travel survey must be undertaken with staff and pupils to set realistic actions and targets).

The TPC should contact Peterborough City Council's Travel choice team to ensure the development of a concise and inclusive Travel Plan and to agree any actions and targets. The Travel choice team will work with the school to encourage sustainable travel behaviours using a range of initiatives, engagement, and activities. In addition, pupil travel surveys should be completed termly in the first 2 years to ensure accurate data is collected and targets monitored.

Finally, I would request that a point of contact should be provided to ensure the smooth transfer of Travel Planning commitments once the school is occupied. It is imperative that communication channels remain open and that Peterborough City Council (Travel choice) are notified once a Travel Plan Coordinator has been appointed.

Second comments

I have reviewed the revised Travel Plan and I am happy that it covers everything required at this stage and confirm a commitment to the full Travel Plan.

Police Architectural Liaison Officer (PALO)

No objection.

Very supportive of the design and layout and where attention has been made to support community safety and hopefully reduce vulnerability to crime. I would wish to see an external lighting plan when available but no other comments at this me.

Lead Local Drainage Authority

No objection, subject to the imposition of conditions.

First comments

We require the following information:

- Details of how the MUGA is proposed to drain. From previous discussions with the drainage design engineer I understand that the MUGA was proposed to be positively drained via a permeable surface. However no details have been provided to confirm how surface water will be collected and eventually discharged to S6 / MH13.

- Overland flood flow and exceedance routes in the event of exceedance or surface water system failure. The applicant should consider the impact of the development to adjacent properties in regards to surface water flooding.

- Maintenance and management schedules for all drainage assets, which includes details of the parties responsible for said maintenance for the lifetime of the development.

Second comments

We have no concerns with the proposals of this development. However, we require the following, which can be provided by way of condition:

- A full and up to date surface water drainage layout plan, which includes, but is not limited to, details of how the proposed MUGA and sports field will drain.

PCC Tree Officer

No objection, subject to the imposition of conditions.

I am happy to accept the submitted detail with regard to the Landscape Layout and at this stage, I'm happy to accept the detail within the two draft Planting Plans and the Outline Landscape Management and Maintenance Framework.

PCC Ecologist

No objection, subject to the imposition of conditions.

First comments

According to the submitted documentation any impacts the proposed construction and continued operation of the development will create will be suitably mitigated for or conditioned. Overall it has been determined that if the recommendations from the ecology report are followed the development will result in a positive impact on biodiversity.

While the landscape plans make reference to these recommendations, it is suggested that each should be integrated into the landscape design itself.

All lighting design should follow the recommendations given within section 4.24 of the PEA.

The plan includes a wildflower meadow mix, which will need an annual cut and arisings collected and appropriate management/ maintenance for this which are not clear and clarification is sought.

Second comments

The supplied information sufficiently answers the questions previously raised. No further comments.

PCC Pollution Team

No objection, subject to the imposition of conditions.

Noise: The submitted information is noted and accepted, suitable Internal Ambient Noise Levels can be achieved for the school by following the recommendations for appropriate mitigation within the report.

To prevent noise level from plant associated with the development impacting upon the amenity of dwellings in the area, the rating level of noise emitted from the site should not exceed set levels, to be secured through a condition.

Ground conditions / Contamination: The submitted information is noted and accepted.

Soils: Due to previous land use some remedial work is required for areas not covered by building footprint or hard surfacing. The basic cover system proposed is likely to be suitable.

Gas: The conclusions of the investigation are noted and accepted. On this basis, basic ground gas protection measures would be required. The installation of the measures will need to be independently verified by an experienced engineer in accordance with guidance to ensure discharge of planning conditions relating to contaminated land.

Environment Agency

No objection - No comments to make.

Anglian Water Services Ltd

No objection.

Foul Water

The submitted foul drainage strategy and flood risk documentation and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge the outline planning conditions.

Surface Water

The proposed method of surface water discharge does not relate to an Anglian Water owned asset.

Sport England

No objection, subject to the imposition of conditions.

Sport England offers its support for this application, as it is considered to meet Objective 3 (provision of new sports facilities) as set out in its guidance and the provisions of the NPPF. If the Local Planning Authority is minded to approve the application conditions should be imposed in respect of the layout of the pitches and also in respect of securing a scheme for community use.

Peterborough Cycling Forum

Objection.

First comments

The Forum is pleased to note the proposed level of parking is in line with the PCC parking standards.

It should be noted that PCC policy is that all new cycle infrastructure must also now comply with LTN 1-20, Cycle Infrastructure Design (DfT, July 2020). This is particularly relevant for the detailed design and dimensions of cycle parking.

The Forum is pleased to note the location of visitor parking which follows best practice. However, although uncovered parking is acceptable for short visits, of perhaps no more than 15 minutes, covered parking should be provided for those visiting the site for longer periods, for example for appointments, meetings, parents' evenings and special events.

Rising arm barriers will be installed at the vehicle entrance and exit. A cycle bypass should be provided at each barrier, to allow cyclists to enter and leave the site unobstructed, without having to queue with motor vehicles and without the risk of being struck by a falling barrier. Bypass width should be no less than 1.5m to accommodate all forms of cycle.

Cyclists should not use the pedestrian entrance. Cycles are vehicles and should be treated as such.

There are circumstances in which a path, no less than 3m wide, may be designated shared-use by pedestrians and cyclists, but this should only be a last resort, which is clearly not the case for a new development.

Second comments

Further comment is made in addition to that submitted previously.

Cycle Parking

All of the earlier comment still stands. In particular, the parking for visitors should be covered.

Cycle Access – Visitors

Although cycles are vehicles and should normally travel on the carriageway or a designated cycle track, it does appear sensible from the site layout that access for visitors should be via the south-east entrance currently marked as 'pedestrian', rather than through the car park. In this case, this path should be at least 3 metres wide and signed for shared use. There is clearly ample space for a wider path, possibly with minor relocation of some of the motorcycle parking. At the site entrance, the gaps between the central bollard and edge of the path should be a minimum of 1.5 metres.

If this is the designated cycle route, there will no need to provide a cycle bypass at each of the rising arm barriers, and the previous comment made no longer applies. This route for cyclists will also be much shorter and simpler than travelling through the car park. An essential requirement however is that those who arrive by cycle must be able to ride between the site entrance and their parking place, just as those who arrive by car are able to drive between their entrance and parking place.

Cycle Access – Staff

It is noted that staff cycle parking is within the area enclosed by security fencing and so it appears this will be accessed via the entrance on the north-east boundary of the site rather than from the south-west entrance. If this is the case, the route between entrance and parking will need to be at least 3 metres wide if it is shared with pedestrians.

It appears the route is not wide enough where it passes the west side of the building, where doors open outwards, and so the route needs to be wider between the entrance to the hard play area and the parking area. As with access to visitor parking, staff who arrive by cycle must be able to ride safely between the site entrance and their parking place, in the same way that those who arrive by car are able to drive to their parking place.

Natural England - Consultation Service

No objection – No comments to make.

Archaeological Officer

No objection – No comments to make.

Waste Management

No comments received.

PCC Rights of Way Officer

No comments received.

Hampton Parish Council

No comments received.

Yaxley Parish Council

No objection - Yaxley Parish Council supports this application.

Councillor M Farooq - Hargate & Hempsted

Received on 23/02/21.

No objection - I can confirm that, I have no feedback from any residents regarding this planning issue (apart from being against opening of catholic school, which is not relevant to this planning application). Therefore, I do not have any comments to make on this application.

Councillor John Howard - Hargate & Hempsted

No comments received.

Councillor Chris Wiggin - Hampton Vale

Received 17/03/21.

Objection - As a ward Councillor for Hampton Vale I wish to object to this application on the following grounds and also to refer this decision to the Planning and Environmental Protection Committee if the Council is minded to approve the application.

There have also been 87 objections lodged against this application and 0 supporters from local residents, when an application has this level of objections it should be heard by the committee to allow all views to be heard and a proper debate to be had.

The traffic survey for this application was done in 2019 when ~254 people lived in Hampton East, currently there are ~967. The Transport Assessment applies a Traffic Growth Flow Factor of 1.0331/1.0318 from 2019 to 2021. Using the data at hand that would indicate around 262 people living in Hampton East now. This huge discrepancy is of course because of the huge brand new development, which the TEMPRO model does not take into account. To forecast the traffic into the future a Traffic Flow Factor of 1.0745/1.0769 from 2021 to 2026 is used. By this time there will be around 1,500 homes with more than 3,000 people living in the area. While this factor would only lead to 281 people.

Also Figure 9 in the Transport Assessment suggests only 63 vehicles will leave Aqua Drive in the AM peak in 2026 and 24 will join onto Aqua Drive, before the school is taken into account. Even in 2021 during lockdown, far more cars than this use the Aqua Drive/A15 junction. This indicates the first issue is that the Transport Assessment does not take the unique circumstances of the area into account and is out of date. The area has gone from a muddy field to a thriving community in only a few years, and will be a bustling town in a few more.

The second issue in regards to traffic generation is that this is a school which needs special consideration when looking at its catchment area. This is because as a faith school it will attract students of faith from a wide area, leading to a large increase in car usage. The evidence for this is as follows:

- Studies such as Faith Schools, Pupil Performance and Social Selection (Andrews, 2016) show that the catchment areas of primary faith schools are 25% larger than a non faith school.
- The Catholic Education Service says "On average, Catholic schools have catchment areas ten times larger than community schools.
- "Primary Schools, Markets and Choice: Studying Polarization and the Core Catchment Areas of Schools (Harris, 2008) says "The school with the largest core catchment area is a

VA Roman Catholic school: at 17km² it is over twenty times larger than the median.” This school will be a VA RC school.

- Using the Department for Transport’s National Travel Survey (NTS) the main modes of travel for Primary School children are as follows.
- Under 1 mile - Walk: 80% - Bike: 1% - Car: 18% - Bus: 1%
- 1 to 2 miles - Walk: 19% - Bike: 4% - Car: 71% - Bus: 5%
- 2 to 5 miles - Walk: 1% - Bike: 1% - Car: 87% - Bus: 9%
- As can be seen just a small increase in catchment size can drastically increase the proportion of car usage compared to walking.
- In the Transport Assessment during the AM Peak (07:45-08:45) it predicts 27 pupils will arrive by car. There will be 656 students when the school is fully open. They think only 27 pupils will arrive by car out of 656 when the average distance to the school for pupils will likely be 1-2 miles. Using the NTS this would show that around 465 cars would be expected. That is 465 cars arriving and leaving every morning rush hour and 465 cars arriving and leaving every afternoon.
- This issue is further exacerbated by the road access to the site. Even when the Hampton East development is complete there will be only two main access routes, as shown in the Transport Assessment. Hartland Avenue to the north and Aqua Drive to the south. Hartland Avenue contains the Hampton Gardens Secondary School, which though not fully occupied already leads to back to back traffic and parking on the residential roads in the area at peak times. This is also with a secondary school which has a far lower proportion of car travel as shown in the National Travel Survey.
- As such it is likely that parents taking their children to the application school would take the southern Aqua Drive route. This would lead to over 600 cars trying to get up a winding and off camber residential road, past many houses to get to the site. The plan includes only 8 drop off spaces, this would not enable the number of cars that will arrive to safely use it. As such they will use any space in the area to drop off their children, including cul de sacs and side roads.
- There is also the issue of staff travel, out of the 75 staff members the Transport Assessment says that only 11 will arrive by car in the AM and PM peak. Though I am sure teachers would be hard working, it seems very unlikely that so many staff would arrive before 7.45am and leave after 5.45pm. This adds further traffic to the development.
- As well as this there will also be a 30 place nursery, nearly all of these children will be taken to the school via car for obvious reasons. Especially as they will likely be a part of the same large catchment as mentioned previously.
- Another issue regards the possible use of the school outside of normal school hours, which would increase traffic issues even further. The main issue with traffic would arise if the school was used as a church, as there is currently not a Roman Catholic church in Hampton. The Sacred Heart RC School in Bretton was used for a time as a church on Sundays and other evenings in the week. Also the Hampton Vale Primary School was used for the Christ the Servant King church until they had built their own premises. I would strongly ask that if the application happens to be approved, that a condition is made to restrict opening hours and other non schooling uses. This has been done in various areas of the country and is easily implementable.
- To summarise, the main issue and planning problem with this application is that this is not an average school or an average area, it is a Catholic selective faith school in a very fast growing area which this application fails to take into account in anyway. As such this application breaks LP13 - Transport of the local plan and will have significant effects on the residents of my ward due the effect of the traffic generated.

Councillor M Cereste - Hampton Vale

No comments received.

Councillor D Seaton - Hampton Vale

No comments received.

Local Residents/Interested Parties

Initial consultations: 104

Total number of responses: 138

Total number of objections: 135

Total number in support: 2

There have been comments both supporting and objecting to the proposal.

A total of 138 comments have been received from 77 different addresses. 135 were received in objection to the proposal, 2 comments were in support and 1 neither in support/objection to the proposal. The representations received following the two consultation exercises are summarised thematically below.

Of the 138 total comments, 108 comments were received in response to the original consultation; 105 in objection, 2 in support and 1 neither in support/objection to the proposal.

One letter of support from Saint Luke's Catholic Parish included 121 letters in support of the proposal, the letters are in a set text format but aside from a postcode details of the names and full addresses of the petitioners is not included. Therefore, these letters of support have been counted as one formal representation as the covering letter from the Catholic Parish includes the necessary details to register as a formal comment.

During the re-consultation process a total of 30 comments have been received, all in objection to the proposal. Some comments were repeated from the original consultation period, these have not been duplicated in the revised comments summary below and are referred to in the original comments summary.

It is acknowledged that during the consultation period the Council's IT system went down for some time on around 18th May 2021 which near to the closing date, but any comments that were received later in the following days and have been duly recorded.

Original Consultation:

a. Traffic

- Traffic in this area is extremely busy without people travelling at peak times to drop children at school.

- The Transport Assessment during AM Peak (07:45-08:45) predicts 27 pupils will arrive by car. There will be 656 students when the school is fully open. Using National Travel Survey data around 465 cars would be expected in the morning and afternoon.

- The traffic issue is further exacerbated by the road access to the site with only two main access routes. Hartland Avenue to the north and Aqua Drive to the south.

- Hartland Avenue contains Hampton Gardens Secondary School, which is not fully occupied already leads to back to back traffic and parking on the residential roads in the area at peak times. This is with a secondary school which has a far lower proportion of car travel as shown in the National Travel Survey. This would result in cars using the Aqua Drive route.

- The plan includes only 8 drop off spaces, this would not enable the number of cars that will arrive

to safely use it. As such any space in the area to drop off children including cul-de-sacs and side roads will be used.

- Staff travel: out of the 75 staff members the Transport Assessment says that only 11 will arrive by car in the AM and PM peak. This seems unlikely and will further add to the traffic impact.
 - There is also 30 nursery places, nearly all of these children will be taken to the school via car.
 - Transport Assessment was done in 2019 when around 254 people lived in Hampton East, currently there are around 967. The growth factor used in the TA has a huge discrepancy because of the huge brand new development which is not accounted for.
 - Figure 9 of the Transport Assessment suggests only 63 vehicles will leave Aqua Drive in the AM peak in 2026 and 24 will join onto Aqua Drive, before the school is taken into account. Even during 2021 lockdown, far more cars than this use the Aqua Drive/A15 junction.
 - The Transport Assessment does not take into account the unique circumstances of the area and is out of date.
 - The parking and drop off provided for in the proposal does not cater for the volume expected and it is not a true reflection of the need of the school. This will also cause congestion to and in the area, and parking issues for the local residents.
 - My property is next to the school and being a parent who collects a child from a school the other side of Peterborough (due to no spaces locally) I understand what roads can be like around 3pm. My concern is that our street will become a car park and due to the narrow roads, this will mean safety is compromised.
 - Object over absence of correct infrastructure and facilities to deal with the sheer number of vehicles, congestion and parking issues.
 - Fails to accommodate dropping off points, parking, bus parking/turning around points, safe pedestrian access, adequate traffic measures for expected volume of traffic.
 - Unless the school can prove the locality of its 80% catholic students this can only be worse than Lakeside edge.
 - The school and vehicle access is not capable of handling all the necessary parking and traffic coming in from the outside area.
 - With almost 750 people moving into the area since the last traffic assessment and a further 2000 moving to the area over the next 5 years the amount of traffic at peak times will cause gridlock at junctions and feeder roads to Aqua Drive and London Road as well as cause potential risks to pedestrians.
- The proposed school will turn our estate into an extended parking area and highway for people getting to the school.
- Aqua Drive will be the shortest route for anyone coming from the Yaxley direction and so this estate will be constantly used as a cut through.
 - The access into the proposal is limited, with 3 access roads in total, two of which lead to other schools.

b. Catchment area

- Studies show that the catchment areas of primary faith schools are 25% larger than a non-faith school
- The Catholic Education Service says "On average Catholic schools have catchment areas ten times larger than community schools"
- Primary Schools, Markets and Choice: Studying Polarization and the Core Catchment Areas of Schools (Harris, 2008) states: "The school with the largest core catchment area is a VA Roman Catholic school: at 17km² it is over twenty times larger than the median". The proposal will be a VA RC school.
- A small increase in catchment size can drastically in the proportion of car usage compared to walking.
- My daughter has to fight for 6 seats among the presently promised 30 seats to get into the school as we are not Catholic. There is no guarantee at the minute as they can change to 100% Catholic admission.
- This school should be for local children and families 100% not reserved for those who are of a particular faith. The local schools are over-subscribed and we need full access to these facilities.
- The published estimate for catchment size is approximately 20x that of a non-faith school.
- The nature of the school being of a particular faith with potentially only 20% of the admissions

being offered to local children in the first year will bring a lot of extra traffic to the area and cause huge parking issues at school start and finish times.

- I have no objection to the building of a primary school in the area as I have a young family but the school should take more of the children from the local area.

c. Long term plan

- The plan has always been for a large three form entry school on what is a relatively small part of the Hamptons, regardless of the provider, to increase and improve local provision.

- Seems that plans for this religious school were decided long before local residents bought a home on this estate have had a chance to have their say. Many of use moved here for this school and other local facilities.

d. Faith

- Not against the construction of a school in the area, but I am objecting to the idea of having a religious school.

- The school should be generic and approachable to all kinds of people and religions.

- I have heard that the school will have an extra building which will be a chapel causing traffic and parking issues on Aqua Drive and the Hampton Water area.

- Our daughter is 3, should be going to this school but we don't plan on sending her here as we are not religious. Therefore we will be driving out to another school and other will be driving into the area, doubling the traffic impact.

- The crucifix on the building entrance is grossly inappropriate, unnecessary and unsightly. Not all children will be of the Catholic faith so it would be unfair to consistently subject them to it. The image is unnecessarily graphic and violent, especially for young children.

- School is not the place for promulgation of a religion, education should encourage critical engagement with and non-dogmatic exposure to diverse, sometimes competing worldviews and beliefs on equal terms.

- County Council chiefs have serious concerns over a sex and relationship resource which is being taught at St Mary's Roman Catholic High School in Lugwardine.

e. Other uses

- Another issue could arise from the use of the school outside of school hours and as a church. Strongly ask that if an application is approved, that a condition is made to restrict opening hours and other non-schooling uses.

f. Neighbour impact

- The proposed school being built is a lot closer to my house than it was showed on a plan when purchasing the house. I live on Broadstone Drive and am concerned about turning into and out of the road, onto Aqua Drive.

- My house overlooks the land proposed for the school. We chose to live in Hampton Water as its a country park. They won't build a pub, restaurants or shops for that very reason so why on earth do they see hundreds of cars passing through as OK?

- We bought our home for the sole purpose that it is a private road and our children will be safe away from the main roads and plenty of traffic that passes by Hampton Water. The proposal takes away our and our neighbours peace of mind and safety of children, traffic will build up on these roads and cause danger to any children playing outside.

g. Other

- The issue with this application is that it is not an average school or an average area, it is a Catholic selective faith school in a very fast growing area which breaks LP13 Transport Policy of the Local Plan (2019).

- After being involved in the purchase of our house, no news of this school development was mentioned so am against it being built when this should be a quiet residential area.

- Air pollution, litter and anti-social behaviour are just a few of the concerns I have.

- This proposed school has been forced through with residents concerns ignored.

- The lack of a definitive answer that local children will be guaranteed a place at this local school is very concerning.

- A local non-selective school less than a year old with only perhaps 1 or 2 years groups under Covid conditions perhaps 60-80% attendance has just reported serious concerns over safety of cars and congestion, the head teacher recently sent letters out.
- House prices will go down.
- The objection is not against the school but against the poor execution of planning, disregarding the current and future issues affecting the local community and Hampton in general.
- Objector states that St Luke's collected around 1,000 responses supporting the proposal to open the new school from almost all the parishioners, friends and Catholics from neighbouring parishes. The support is not local as it's from neighbouring parishes and friends and families. As you can see from the petition and objections the support for the school is not local but the opposition is. Article in 'The Tablet' also states that the diocese has paid £250,000 to cover the cost of the construction of a school chapel. This cannot be seen on the plans, and I objection to the chapel in this location causing extra traffic at evenings and weekends if used for worship and hire.
- We were attracted by the quiet nature of the site and the plans to build a primary school we could walk our daughter to, however, the country park nature of the site is already attracting large numbers of non-residents who drive over, park and walk around the lakes.
- Concerns over the application have been raised by resident with local councillors. These concerns relate to the faith element of the school as well as concerns over traffic on the A15 and Aqua Drive and parking worries for local residents.
- Key Stage 1 pupils will need to be walked to their class by parents/carers and collected at the end of the school day by an adult who the teacher can see and recognise from a safeguarding perspective - they cannot simply walk unaccompanied to a waiting parent in the car park.
- The proposal will not benefit the local community, it will have a negative effect on property prices which was not possible to predict when we bought property here.
- The whole planning process is entirely flawed.
- The planning team has failed to address and acknowledge how many children will be travelling from outside the school area, therefore increasing traffic and having a substantial environmental impact.
- There are many flaws in the application which do not meet the council guidelines. I refer you to James Brown's rejection of this application as his comment sums everything up in total.

h. Support

- Whilst traffic would be of concern to some, any school of this size will likely have these issues to face and due regard for this seems to have been given in parking and drop off points.
- The atmosphere which has been created has left Catholic resident and other supporters of this school for the Hampton's feeling unwilling and unable to show their approval in any way which would expose their names and addresses.
- There are hundreds of Catholic families in the Hamptons, including on Hampton Water, who would value the opportunity to make use of a voluntary-aided school. My long experience of voluntary-aided primary schools is that the families using them are local, are usually within walking distance and almost all will never be more than one mile away, one mile distance being I believe the definition of a local school.
- The school will provide a further choice of school for the local area.
- The design appears to be well thought-out having taken into account the local environment.

Revised consultation:

a. Location of school

- We bought our house on the understanding that the school would be located on the opposite side of the plot from plans provided by the developer with a lower level of traffic impact on Aqua Drive and parking impact on Broadstone Drive.

b. Traffic

- Whilst the revised plans and drop off points serve to offer a solution but given the selective nature of the school the Travel Plan assumptions are incorrect.
- The Travel Plan makes incorrect assumptions on walking and cycling catchment and is outdated

given the size of development at completion.

- Parking is often a problem in new developments, as such Aqua Drive will have residents obstructing the road as well as visiting traffic for the proposal, resulting in hazards for children walking home.
- The date of adoption for the roads is also a concern.
- Aqua Drive is narrow and unsuited to large amounts of traffic.
- The Aqua Drive to Broadstone Drive junction is narrow meaning cars have to wait for any oncoming vehicles before exiting the junction to Broadstone Drive. The proximity to the proposal will result in the junction becoming obscured or blocked due to parking at school times.
- Proposal not in accordance with Policy LP13.
- The 10% of the traffic coming from outside of the Hampton Water area as stated in the Travel Plan is an underestimation because of the number of children currently residing in the Hampton Water area as well as the selection criteria of the proposed school.
- The signatories of the petition submitted by the Diocese indicate the geographical area of school attendees.
- The highway network is currently struggling due to the current Hampton schools which prioritise catchment areas, the Travel Plan is inaccurate in assessing the impact of the school on the highway network. The school will impact the highway negatively without guaranteeing school places for the local community.
- 66 parking spaces are not adequate. You need 400 parking spaces to provide adequate provision.
- Concerns over parents parking on the road and in visitor spaces on Aqua Drive.
- Concerns over congestion on London Road and environmental degradation.
- Table 7.1 in the Travel Plan suggests that only 66 additional trips will be generated by the school at a peak time with little or no calculation to show how this is derived.
- Please refer to my original objection.
- Objection to the Clancy Consulting Traffic Plan being factually inaccurate on their representation of the anticipated traffic levels generated by the proposal.
- Recalculation of school generated traffic numbers are statistically unsupported and not believable.
- For those of us that live here and will have to live with the negative impact of congestion and environmental degradation, this is an insult.

c. Additional uses

- Concerns over the use of the site for uses outside of school hours at weekends.
- Published information by Diocese/Parish that funding has been set out for a chapel on site, but this information not included on plans.

d. Comments made on application

- Comments with no names and addresses should not be accepted in accordance with Council's guidelines. Also shows a lack of transparency.

e. Other

- No adherence to Section 106 agreement of the original planning permission setting aside the site for a community space. The chapel is not a community space as it is for a specific religious purpose.
- Concerns over the appearance of the crucifix at the front of the school.
- Website is down on 18/05 which is the final date for comments, this should be extended. Unable to comment until site is back up and running.

5 Assessment of the planning issues

The main considerations are set out under the headings below.

1. The Principle of Development

2. Highways Impacts and Car Parking
3. Design and Layout
4. Landscape and Ecological Impacts
5. Drainage and Flood Risk
6. Others Matters – archaeology, contamination, construction management etc.
7. Miscellaneous

1. The Principle of Development

In planning policy terms, the National Planning Policy Framework places great emphasis upon supporting the building of new schools or the expansion of existing schools.

As indicated in Section 1 above, this application has been submitted as a reserved matters application under the 2016 outline planning permission.

The application site is located within the Urban Extension of Hampton as allocated under Local Plan Policies LP05 and LP35. In addition to housing it will comprise roads, schools, community centres, local centres and landscaping/open space. As expected for an urban extension of this size, proposals incorporate a number of schools across the development.

The application site is identified for a primary school site (parcel EDU3) as part of the overall masterplan for Hampton East. The land for the new primary school was agreed as part of the S106 Agreement for Hampton and there is an obligation that this land be transferred over to Peterborough City Council at an agreed trigger point of the overall development taking place.

The outline permission is also supported by a Framework Plan and Hampton East Development Area Brief (HEDAB) which were both approved in 2015. These documents set out the broad position of the various land uses within the site including the approximate location of the schools, local centres, main areas of open space and main streets and road connections.

The HEDAB also sets out the main design principles for each area within the Hamptons East which developers should follow when making their reserved matters applications. The applicant has provided a statement of compliance with the HEDAB and Officers are satisfied the proposal is in general accordance with this. This is set out further under the 'Design and Layout' section below.

There have been public comments made that residents were not made aware that a school site was planned in this location. In response, this specific site has been identified for some years for a new primary school as explained above.

Comments have also been made objecting to the fact that the school will be a faith school with selective pupil entry requirements. Appropriate account has been made in the consideration of the anticipated catchment area of the school which is covered in further detail below under 'Highway Impacts and Parking'. The fact that the school is intended to be a faith school and there is an admissions policy is not a material planning consideration in any other respect. Appropriate account has duly been taken of the relevant duties under Equality Duty and Human Rights legislation.

Conclusion

In summary, Officers are satisfied that this reserved matters application is considered to accord with the outline planning permission and the approved development area brief. As such the principle of development for a school on this site is acceptable.

2. Highways Impacts and Parking

Traffic Impacts

The highway impacts of Hamptons East as a whole were considered when the original outline permission was granted. The transport figures were reviewed as part of the 2002 application for and confirmed as part of the application made in 2016 for its renewal. The school has been included within the masterplan for Hamptons East for some years and taken into account within the strategic transport modelling submitted with the original outline application.

A transport assessment (TA) has been submitted with the application. It should be noted that the applicant was under no obligation to submit any further traffic assessment material for the proposed school and the Local Highway Authority (LHA) would be unable to request any significant infrastructure improvements as a result of this development, as the impacts were assessed at the outline stage.

The primary reason for the TA being submitted was to help inform an on-going study into existing and potential traffic issues in the area, which is currently being undertaken by the LHA.

Specifically, the TA seeks to establish the transport impact of the proposed school specifically at the Aqua Drive/Eagle Way/A15 signalised junction. The LHA in its review of the TA has identified a number of deficiencies in the methodology and modelling, critically the lack of validation of the base LinSig model.

This being the case there can be no certainty that the base model accurately represents the situation in terms of queues and delays at the time of the surveys. Observations made at the time would suggest that queues and delays were significantly lower than predicted by the modelling.

The LHA is of the view that there is currently no benefit in undertaking new surveys, given the national restrictions which have been in place due to the Covid pandemic, as this would mean that traffic volumes could not be said to be 'normal' in terms of traffic modelling guidance.

As indicated, the proposed school is expected to largely serve local families, but some account has been taken that as a result of parent preference there may be some children that apply to join the school who live outside of the immediate surrounding area and which may widen the catchment area for the school leading to a large increase in car usage. This has been a particular concern raised through the public consultation with a number of different percentages being quoted from different sources about what the actual catchment of the school could be anticipated to be.

The proposed trip generation of the school, including a 10% externalisation factor was previously discussed and agreed with Officers at the pre-application stage. This been compared to other school sites in Peterborough (including two Roman Catholic schools) and is considered to correlate well with other sites. Officers are therefore satisfied that this represents a realistic assumption to be used and also within the Peterborough context.

The distribution of the trips through the Hartland Avenue/A15 and Aqua Drive/A15 junctions is also considered to be a reasonable assumption on the basis that the majority of 'external' trips will originate in the existing Hampton Vale and Hargate areas. It is noted that currently the Hartland Way/A15 junction is subject to significant congestion during the school peak period and this is why the LHA is undertaking a study in this area to identify improvements to alleviate this issue.

Observations undertaken in association with this study have not identified any such issues at the Aqua Drive/A15 junction during school peak times. Whilst the predicted school traffic will add to congestion at the Hartland Way junction, this has been factored into the data being used in the study of this area. The LHA is of the view that the additional traffic through the Aqua Drive junction will be able to be accommodated without any severe impact on the operation of this junction.

The school will be required to produce a robust travel plan which will require management of the traffic associated with the school – see further below. As part of this monitoring, the number of pupils arriving by car will be carried out with appropriate interventions being implemented to reduce car travel to the site.

The LHA has concluded that whilst the TA conclusions in terms of traffic modelling could not be verified, the transport implications of the development are considered to be acceptable. This is on the basis that the predicted trip generation will not cause an unacceptable impact, and the fact that as stated the school was included in the transport modelling submitted with the original Hamptons East outline application.

Public comments

It is acknowledged that a significant number of the objections received are in relation to concerns over the school causing potential impacts on the local highway network given the current situation referred to above and also that the school population could travel from further afield due to it being a faith school. The traffic impact has been reviewed on the basis of the predicted flows and in consideration of the fact that this is a reserved matter application. Some additional commentary is provided below to clarify this in relation to the representations made.

- Traffic in this area is extremely busy without people travelling at peak times to drop children at school.
Officer response: Journeys to school are a consequence of any residential development and therefore school traffic will be on the local network irrespective of where the school is located.
- The Transport Assessment during AM Peak (07:45-08:45) predicts 27 pupils will arrive by car. There will be 656 students when the school is fully open. Using National Travel Survey data around 465 cars would be expected in the morning and afternoon.
Officer response: Local Census and survey data has been used in the calculation of the vehicle trips to and from the site, as well as information from other comparable schools. It is unclear as to the origin of the Travel Survey data referred to in this comment. Whilst National Travel Survey Data is useful in some instances it is, by its very nature, based upon a wide range of sites that would not take into consideration this specific site and its surroundings.
- Objection over absence of correct infrastructure and facilities to deal with the sheer number of vehicles, congestion and parking issues.
Officer response: The overall amount of planned development for housing at Hampton has been taken account of in the strategic traffic modelling. The school places will also fill incrementally over a number of years whilst the development at Hamptons East completes.
- The traffic issue is further exacerbated by the road access to the site with only two main access routes. Hartland Avenue to the north and Aqua Drive to the south.
Officer response: Hampton East is an on-going development. As it progresses there will be more highway links and public transport provision. Future links to the main highway network will be implemented as part of the ongoing Hampton East Development, with connections through to Waterhouse Way and up to the A15 London Road through the future Hampton Woods and Hampton Beach developments.
- Hartland Avenue contains Hampton Gardens Secondary School, which is not fully occupied already leads to back to back traffic and parking on the residential roads in the area at peak times. This is with a secondary school which has a far lower proportion of car travel as shown in the National Travel Survey. This would result in cars using the Aqua Drive route.
Officer response: The highway issues at Hampton Gardens School are currently being looked at by Peterborough Highway Services as part of their study of the A15 corridor (London Road) within the Hampton area. It has always been anticipated that, once the Hampton East development is fully built out, traffic will use all available routes to enter and leave Hampton East to dilute the impact of vehicles on any one particular junction. Whilst it is acknowledged that parking on residential roads and congestion occurs outside the Hampton Gardens School at peak times, the LHA could not require this development to

solve existing problems at other sites. Once the roads have become highway, the introduction of any necessary parking restrictions could be considered.

- Staff travel: out of the 75 staff members the Transport Assessment says that only 11 will arrive by car in the AM and PM peak. This seems unlikely and will further add to the traffic impact.
Officer response: The assessment is based upon external network peak hour trips i.e. those that arrive from outside the Hampton East area. The majority of staff will arrive before peak times in the morning. This is not an unusual situation and occurs at numerous other schools.
- There is also 30 nursery places, nearly all of these children will be taken to the school via car.
Officer response: It is agreed that a significant number of Nursery trips will be by car. However these trips will be linked to trips to work which would have been on the local network irrespective of the school development.
- Transport Assessment was done in 2019 when around 254 people lived in Hampton East, currently there are around 967. The growth factor used in the TA has a huge discrepancy because of the huge brand new development which is not accounted for.
Officer response: The 2019 surveys are the most recently available data. It is not possible to carry out accurate surveys during national restrictions on the movement of people. The growth factors that have been applied are localised factors produced from data which takes into consideration specific developments in the City.
- Figure 9 of the Transport Assessment suggests only 63 vehicles will leave Aqua Drive in the AM peak in 2026 and 24 will join onto Aqua Drive, before the school is taken into account. Even during 2021 lockdown, far more cars than this use the Aqua Drive/A15 junction.
Officer response: As previously stated, the traffic flows are based upon known survey data undertaken at a time before the current/recent national restrictions. Any surveys undertaken during the time of national restrictions could not be considered to be a measure of the highway network under 'normal circumstances' and would therefore not be accurate to use for future traffic predictions.
- Unless the school can prove the locality of its 80% catholic students this can only be worse than Lakeside edge.
Officer response: This school is not specifically restricted to Catholic Faith students and the majority of pupils are anticipated to come from the Hampton East area.
- A small increase in catchment size can drastically in the proportion of car usage compared to walking.
Officer response: Whilst the propensity to walk diminishes with distance, there is no data to suggest that small increases in catchment will have significant impacts.

Provision for accessing the site by vehicle, bus, walking and cycling

As indicated, the school will be served via a vehicular access off Aqua Drive. An 'in and out' arrangement is proposed for the car park which is acceptable in principle. The entry and exit will be barrier controlled and as indicated in the car parking strategy these will open at school arrival and departure times to allow parents to use the car park drop off. These are shown to be set back a suitable distance from the Highway and further details of the barriers will be secured via condition.

Conditions requiring the provision of visibility splays to the new access will be imposed in the interests of highway safety. The visibility splays drawing does not include the required splays from the substation service bay. These will require a minor alteration to the position of the substation,

but this would not appear to impact on the other elements of this submission and can be dealt with via planning condition which is acceptable in this instance.

In addition to the main vehicular access off Aqua Drive on the south side of the site, there will be 3 pedestrian and cycle access points, including 2 on Aqua Drive and one off Hartland Avenue to the east of the site. These will provide good connections to the surrounding school catchment area as well as ensuring no cross-over with vehicle or service delivery zones inside the site. Associated with the on-site parking facilities, the school will be on a bus route and users will also be able to make use of the pedestrian/ cycle routes across the Hampton development so promoting these modes of travel in the Travel Plan is essential.

Parking provision

Policy LP13 sets out maximum car and cycle parking standards for schools. These are 1 car space per full time member of staff, plus additional drop-off facilities which are considered on a case-by-case basis. For cycle stands 1 cycle stand per 8 staff member is required, plus 1 stand per 6 pupils.

The scheme as submitted showed a barrier controlled car park area with a total of 76 staff parking spaces which accords with the proposed staff numbers; a total of 8 drop-off bays; and spaces for cycle parking (staff, visitor and pupils).

The LHA raised initial concerns and requested a number of areas of improvement for the parking arrangements for the school to address inadequate drop-off arrangements; insufficient pupil cycle/ scooter parking; insufficient cycle parking for staff and other visitors; together with a lack of motor cycling spaces and car parking recharging points. Clarification was also sought of how school coaches will be able to access the school.

Following discussions with Officers, the applicant has reviewed the proposals and revised plans have been submitted to address the points raised. The amendments show an increase in the number of drop-off bays from 8 to 30; an increase in cycle/ scooter provision; and a number of motor cycling parking spaces. The drop-off bays will be available during the school day for visitor use.

Further evidence of a commitment to a robust Travel Plan and parking management plan has also been submitted. An interim car parking strategy has been prepared to be read alongside the framework Travel Plan. This details how the one-way system will be implemented and also how parking will be managed, particularly at drop-off and pick-up times and how pupils can gain access to the school safely. It also explains about transport for school trips etc.

Some related amendments to the parking areas to assist with better zoning of the drop-off bay and staff parking areas have been carried out, together with achieving better turning and reversing arrangements. The proposal for an 'in and out' access remains.

A larger section of the car park is now shown to be ducted for easy future conversion to EV bays 28no. in total, with a 4no. bays (5%) being provided from construction. The demand for these bays should be monitored through the travel plan, with additional charging facilities being installed as demand increases.

The amendments to the on-site cycle parking arrangements adequately address the main concerns made by the LHA and Peterborough Cycle Forum about the need for sufficient and conveniently located cycle parking to meet the needs of different users including over the lifetime of the development.

Through revisions made this equates to a total of 90 cycle spaces - 70 cycle spaces for pupils; 10 spaces for staff members; and a further 10 spaces for visitors. Officers are satisfied that the cycle parking for staff, pupils and visitors is now shown to be in accordance with the standards set out in

Policy LP13. An additional 40 pupil scooter spaces are to be provided. Future expansion areas have also been identified, to enable additional facilities to be provided as the demand increase. This will be monitored through the Travel Plan, and expanded accordingly.

The cycle parking provision has been designed to accord with best parking guidance such LTN 1-20, Cycle Infrastructure Design (DfT, July 2020) where possible, but this has needed to be balanced with the other requirements and Government standards for the new school in the available limited budget. Further details of the cycle stands and shelters can be secured via a condition.

Whilst the cycle parking areas provides for some areas of covered parking, it has not been possible to accommodate a separate cycle by-pass adjacent to the rising barriers which are installed at the access and egress points in line with the Cycle Forum's comments.

Regarding the latter point made to widen the pathways to accommodate cycling within the site. The surrounding roads which the school will be accessed from shared-use footway/ cycleways. The applicant has responded that the site layout is unable to accommodate cycle lanes due to there being constrained space. As this is a primary school development, it is not considered necessary to have separate cycle lanes as cyclists would be expected to dismount at the pavement and push their bicycle to the designated parking space. The school would also not allow cycling on site due to health and safety concerns, as it would introduce a risk of collisions between cyclists and the pedestrians. Therefore, cyclists will be expected to dismount and wheel their cycles to the designated cycle shelters.

In terms of visitor cycle parking, this is shown as uncovered on the current plans, however, the travel plan does allow for flexibility so that if there was a proven demand for covered visitor space in the future, this could be considered and implemented via the Travel Plan.

Travel Plan/ Parking Management Plan

In conjunction with a good parking scheme being achieved on site the LHA has been clear that the proposed Travel Plan for the school will need to be robust in order to develop a culture of sustainable travel from initial occupation to ensure that walking, cycling, and public transport are the natural choices for school journeys. This position is supported by the Council's Travel Choice Team.

In the light of the above, a full detailed Travel Plan and parking management plan will need to be secured via planning condition. The requirement for a parking management plan (with regular reviews) will also ensure the parking facilities are suitable and are being promoted by the school. The parking management plan will also need to have a clear mechanism for preventing highway parking by school traffic (including parents).

The applicant has also been advised, however, that the delivery vehicle swept path analysis (and the lining details) demonstrate that the delivery vehicle will access the site in contraflow to the main directional arrows for the car park. This, and the shared-use of some of the drop-off bays for deliveries mean that deliveries to the site should be managed to occur outside of school hours wherever possible, and definitely outside of drop-off and pick up times. This can be controlled through the future parking management plan.

It is acknowledged that there has been concerns from the objections received about the proposed parking and drop off provided which would not cater for the volume expected and that is not a true reflection of the needs of the school. This will result in causing congestion to and in the area, and parking issues for the local residents with other side roads and cul-de-sac being used. There would be inadequate traffic measures for expected volume of traffic. No bus parking/turning around points. Also, there is a need to ensure safe pedestrian access.

In response, the parking provided is now in accordance with the Local Plan Policy LP13 relating to parking of cars, cycles/ scooters and motorcycles. Unlike some other schools, including Hampton Gardens secondary school, this school will have the advantage of a number of dedicated drop-off bays to take traffic off the surrounding roads at the start and end of the school day. There will be a pedestrian crossing facility within the site to enable safe access from the drop-off bays to the school doors. Pedestrian crossing points (dropped kerbs) will also be provided on the roads around the site. There will be a bus stop immediately adjacent to the site on Hartland Avenue (once this route is completed), and there are also laybys nearby for school trips to collect / drop off pupils.

In summary, Officers are satisfied that, subject to the aforementioned conditions, the amount and type of proposed parking to be provided accords with Policy LP13 of the Peterborough Local Plan (2019).

Conclusion

It is not considered that the proposal would unduly impact on the surrounding highway network. The site is accessible by a choice of means of transport the proposal would ensure that a safe and convenient access for all users would be available. Satisfactory provision has been made for car and cycle parking, including car drop off/ pick arrangements. The Local Highways Authority raise no object to the proposal.

Having assessed all of the above matters and subject to the imposition of appropriate highway conditions, Officers are satisfied that the proposal complies with Policy LP13 of the Peterborough Local Plan (2019).

3. Design and Layout

Building Design

The proposed two storey building and associated hard standing (pedestrian walkways and parking and delivery areas) is focussed in the southern portion of the site, with the remainder being open and green and to be used for play and PE purposes.

The building layout has been influenced predominantly by the functional requirements from the school's perspective, as well as the site itself and the locations of surrounding features and uses. The building will directly face onto Hampton Water's proposed village centre.

The building layout is centred around a main centre, whilst the two teaching wings lead off from this. Classrooms to accommodate the youngest children are on the ground floor allowing access to outdoor play/ learning areas. Classrooms for older children are located on the first floor.

There are a number of access points into the building from different parts of the school site to provide appropriate safeguarding measures and parental access. The main hall is located at front of the building and its corner position allows it to form a focal landmark building with its entrance at this point.

The school building is of modular construction and will be a pre-engineered module unit manufactured off-site. It will extend to a maximum height of around 7.5 metres. The school building is an inverted L shape in approximate terms, measuring 69 metres in length and 56 metres in width.

Overall, the design of the new building is considered to be acceptable and appropriate in its scale and massing within other buildings in this part of Hampton, which are 2 to 3 storey in height and residential in character. There is also a mixed use site opposite which is intended for some commercial uses. It includes a strong entrance feature at the inter-section of two primary streets and which the HEDAB highlights as an important area of public realm and the school will assist in providing for a community focus within the village centre.

Some details of external materials have been indicated on the submitted plans, it is proposed to use a mix of brick and timber with blue coloured panelling to reflect the school's branding and also tie into the surrounding water features. Linking to the surrounding housing, the base of the school up to the first floor will be a buff brick base. The indicative colour pallet draws on that envisaged for the adjacent residential development as set out in the HEDAB.

A planning condition will be attached stipulating further details of the external materials of the buildings are to be submitted and agreed by the local planning authority.

It is normal for a school to have signs and logo at its entrance. There have been concerns raised over the appropriateness of including a religious symbol such as crucifix on the front of the building. Some images have been shown on the submitted drawings for illustrative purposes only, and would be considered further through an application to discharge the proposed planning condition on external details, so far as it relates to being a planning matter.

Noise

A Noise Assessment has been submitted with the application in line with outline planning condition C20. The main noise sources to impact the site is road traffic on the A15/ London Road (approximately 200m away) along with traffic on the access road currently used by construction. Noise from temporary construction works was also noted during the surveying periods.

The report concludes that suitable internal noise levels for general teaching areas can be achieved by following the recommendations for appropriate mitigation within the report to achieve better sound insulation which are advisory only.

The Council's Environmental Health Officer accepts the findings of the report and no conditions have been requested regarding necessary mitigation required. Condition C20 can therefore also be discharged.

Playing Field Provision and Community Use of Schools

As set out above, the application includes a range of outdoor play including a large area of hard play, with playing fields to be marked out for sports use.

It is proposed that planning conditions are imposed in respect of the layout out of the playing fields to meet Sport England requirements as well as restrictions on their use (for sports purposes only).

At this point, the school has indicated it does not intend for the facilities to be opened up to the wider community. This is a matter that has been raised through the public consultation on the applications over concerns that the school could be used during the evenings and weekends for other uses such as church services or for hire. Also, that a chapel may be included in the proposal for these purposes. To confirm there is no separate chapel proposed to be constructed as part of this application.

The planning application is only being considered for that proposed with no other additional buildings on site for wider community use. Notwithstanding this, it is normal practice to secure via condition details to be approved by the local planning authority of any intended community use of the school building or indoor/ outdoor school facilities. This condition will therefore be imposed.

Some comment has been raised through the public consultation that the site identified for the school also includes a community social hall. Whilst there is a requirement in the S.106 agreement that this should be provided in this part of Hampton, this has not formed part of the proposals for the school site.

It is understood that that the landowner / master developer O&H is currently reviewing its outstanding community provision requirements across the wider development, which also includes

other sports provision, with a view to consolidating the provision elsewhere. The matter of the community hall is therefore being dealt with outside the remit of this planning application. The Council's education team has also advised that it there has been a move away from providing a community hall or room within school buildings, such as was done on the first primary schools in Hampton. Rather the preferred approach nowadays to provide these types of facilities separate to a school due to practical reasons.

Impact on Neighbour Amenity

Proposals which have the potential to introduce noise and disturbance to an area are assessed against Local Plan Policy LP17 (Part A). This advises that development should not result in an unacceptable impact on the amenity of existing occupiers or nearby properties.

There are no existing properties to the south or east of the site, although planning permission has recently been granted on parcels R12/R13 which runs along the opposite side of Hartland Ave parallel to the eastern boundary of the application site. The housing will be separated by 25 metres to the site boundary and 34m to the nearest part of the new school building as this is set back into the site.

To the east of the site on parcels R16/R19 the closest existing housing is located on Broadstone Drive and which front the western boundary of the application site. Between both parcels there is a landscape buffer approximately 30 metres wide but the overall separation distance is 40 metres from the proposed P.E. areas and car park which are located along this boundary. The nearest dwellings to the school building would be 64 metres away.

These are all considered to be acceptable separation distances and the proposal is not expected to have any detrimental effect on neighbouring properties, in terms of overlooking, loss of privacy, shadowing or over bearing impact for these neighbours.

Some neighbour representations have been received which raise concerns that the school site is closer to the housing than anticipated, but no comments have been received regarding these potential amenity nuisances.

Conditions will be stipulated, however, requiring appropriate levels of background noise and lighting that may impact on those nearby, including neighbours. The existing requirement under the outline planning permission for a Construction Management Plan will also negate potential issues which may arise during the construction stage of the development.

Having reviewed the potential noise from the school building including plant, the Council's Environmental Health Officer has advised that a planning condition should be imposed to limit the plant noise. The applicant has been made aware of the noise levels emitted from the site should not exceed set levels.

Security

The applicant has stated within their submission that the proposed site layout will provide for a high level of security to ensure safety and ease of management of the site. These include indicative details of measures such as appropriate boundary treatment for the different areas of the school. For example, suitable fencing will be erected around the perimeter of the site and car park barriers to prevent unauthorised access.

The Police Crime Prevention Design Team has raised no objections to the proposals in terms of community safety and vulnerability to crime.

Subject to these matters set out above being satisfactorily addressed through conditions, Officers consider the development will accord with Policies LP16, LP17 and LP21 of the Peterborough Local Plan (2019).

4. Landscape and Ecological Impacts

Arboricultural and Landscape Impacts

No arboricultural information supports the application as there is no existing trees on-site.

In terms of new hard boundary treatment, the front boundary along Aqua Drive will feature 0.6 m high timber knee rail to ensure the safety of the users of the school but maintaining an open aspect to the front entrance of the school. The rest of the school site will be secured with a perimeter fence of 2.4m weld mesh fencing.

In order to ensure that sufficient new soft landscaping is introduced to break up the extent of hard surfacing and boundary treatments, the proposed planting will consist predominantly of native trees around the perimeter of the site. A small orchard is also proposed to the west of the school building to aid learning opportunities for pupils.

There is low level planting to the south and east of the site to include hedgerows and grassed areas. There will also be an area off the car park and along part of the eastern and western site boundaries for wildflower planting which will have a positive contribution towards bio-diversity.

The Council's Tree Officer finds the landscaping proposal to be acceptable, subject to the final details being, via planning condition. A Landscape Management Plan will be secured by condition.

Ecology Impacts

In terms of biodiversity, an accompanying extended Phase 1 Habitat Survey Report has assessed the conservation value of the site, including the likely presence of rare or protected species. This is in accordance with the requirements of outline planning condition C14.

Previous data collected for adjacent developments show that great crested newts, water voles and common lizards are present in the wider catchment. However, this site is now surrounded by ongoing and completed construction with any adjacent areas largely with only recently created habitats and landscaped areas (including the new waterbodies). The report concludes that within the application site no habitats or features were recorded contains no features with potential to support protected species.

The Wildlife Officer is satisfied that any impacts the proposed construction and continued operation of the development will be suitably mitigated, and those recommendations which are made for the development will result in a positive impact on biodiversity.

Whilst the landscape plan does make reference to such recommendations, it is suggested that each should be integrated into the landscape design itself together with the landscape and management plan. This will be particularly important for the meadow areas which require an appropriate cutting regime as raised by the Wildlife Officer. All lighting design should also follow the recommendations given and this is will conditioned accordingly. Otherwise, condition C14 may be discharged.

Having considered the landscaping and ecological impacts, subject to above conditions, the proposal is considered to accord with Policies LP28 and 29 of the Peterborough Local Plan (2019).

5. Flood Risk and Drainage

The application is supported by a drainage layout for the site and a detailed Flood Risk Assessment which includes details about how the scheme complies with the Hampton Phase 2 Surface Water Strategy as required by conditions C16 and C17 of the outline permission.

The Council's Drainage Team, in its capacity as the Lead Local Flood Authority, has raised no objection to these outline planning conditions being discharged. However, they have requested the imposition of a further condition under this application requiring the submission and approval of further detail detailed design of the surface water drainage, including for the proposed MUGA and sports field. This is in order to ensure that the principles of sustainable drainage are incorporated within the development. This is considered to be a reasonable request and will be secured by condition.

Outline planning condition C15, requires a scheme for foul sewerage disposal to be submitted prior to the commencement of development. Anglian Water has reviewed the applicant's submitted foul drainage strategy under planning application 21/00257/DISCHG and confirmed that consider that the impacts on the public foul sewerage network are acceptable and this condition may be discharged.

Therefore, the proposal accords with Policy LP32 of the Peterborough Local Plan (2019).

6. Other matters

Archaeology

This part of Hampton appears to have been heavily truncated during clay extraction and has lost large areas of archaeological potential. No further archaeological assessment has therefore been required.

Contamination

Details on the ground conditions of the site from previous land uses were submitted with for the outline planning application. A number of outline conditions relating to ground conditions (C11, C12 and C13) including the need for further potential assessment work in respect of contamination on a site by site basis were imposed and remain valid for this site. The applicant has submitted details to discharge the first of these conditions (C11a) under planning application 21/00257/DISCHG relating to further investigation on the soils and ground gas. Some remedial work and ground protections measures are required for areas not covered by the building footprint or hard standing.

The Council's Pollution control Team is satisfied that the submitted information is acceptable and the condition can be discharged in part pending further details on the methods of remediation to be submitted. The intended remedial works will need to be verified once they have taken place as required by the other relevant outline planning conditions (C11b, C12 and C13).

Subject to these outline conditions, the proposed development complies with Policy LP33 of the Peterborough Local Plan (2019).

Construction Management

The requirement for a Construction Management Plan (CMP) is required by condition C6 of the outline planning consent in order to mitigate against that including the impacts of construction on-site such as dust and noise control during demolition/ construction; hours of working and deliveries; plant & machinery. The applicant has submitted details of the CMP under planning application reference 21/00257/DISCHG which is acceptable and this condition may be discharged.

Fire Hydrants

The Fire Service has requested that provision be made for fire hydrants. This is considered to be a reasonable request and will be secured by condition as such provision is not already covered by the outline planning condition or S.106 Agreement.

S106/CIL

This development is covered by a S106 Agreement as part of the outline permission and is not therefore CIL liable.

7. Miscellaneous - Items not covered in the above report

Comments have been made regarding the impact of property prices in the area. *Officer response: This is not a material planning consideration.*

Comments have been made the school will cause litter and anti-social behaviour. *Officer response: This is a matter that will need to be managed by the school if there are any direct impacts caused by its users.*

Comments have been made that the proposal could lead to air pollution. *Officer response: A Travel Plan is required to ensure that users of the school will be encouraged to access the school via a choice of means of transport which will help to minimise car journeys.*

Comments made on financial contributions made from the Diocese to the school project. *Officer response: This is not a material planning consideration.*

Comments about the school having a selective admissions policy: *The school's admission policy has been subject to separate consultation undertaken by Peterborough City Council and does not form part of the consideration of this application.*

Comments about what the potential content of the school curriculum. *Officer response: This is not a material planning consideration.*

6 Conclusions

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

- The principle of locating a school on this site was established by the granting of outline planning permission. The development will help meet the existing demand for school places arising from the development of Hampton and in the neighbouring areas. The proposal accords with the National Planning Policy Framework (Paragraph 94) and Policy LP05 of the Peterborough Local Plan (2019) and approved masterplan.
- The traffic impacts of the development were assessed at the outline planning stage and found to be acceptable. The development will provide for a satisfactory level of parking and gives some opportunities for travel by bus, walking and cycling. The development will also be subject to a detailed Travel Plan and Parking Management Plan. As such the proposal is considered to accord with Policy LP13 of the Peterborough Local Plan (2019).
- The design of the new building is considered to be acceptable for the location. It is also not considered that there would be any unacceptable adverse impact upon neighbouring residents. The development is therefore considered to comply with Policies LP16 and LP17 of the Peterborough Local Plan (2019).
- New landscaping and biodiversity enhancement measures are proposed. The development will not have any unacceptable ecological impacts. The development therefore accords with Policies LP28 and LP29 of the Peterborough Local Plan (2019).
- Subject to a condition the site can be adequately drained in accordance with Policy LP32 of the

7 Recommendation

The Executive Director of Place and Economy recommends that Planning Permission is **GRANTED** subject to the following conditions:

C1 The development hereby approved shall be carried out in accordance with the following approved plans and details:-

- FS0980-DLA-ZZ-00-DR-L-9112-P06 Location Plan
- FS0980-DLA-ZZ-00-DR-L-9100-P09 Site Plan
- FS0980-DLA-ZZ-00-DR-L-9104-P07 Levels
- FS0980-DLA-ZZ-00-DR-L-9105-P07 Fencing
- FS0980-DLA-ZZ-00-DR-L-9106-P08 Deliveries
- FS0980-DLA-ZZ-00-DR-L-9107-P06 Fire Tender Access
- FS0980-DLA-ZZ-00-DR-L-9108-P08 Sports pitches
- FS0980-DLA-ZZ-00-DR-L-9109-P05 Landscape layout
- FS0980-DLA-ZZ-00-DR-L-9110-P06 Visibility Splays
- FS0980-DLA-ZZ-00-DR-L-9111-P05 Site sections
- FS0980-DLA-ZZ-00-DR-L-9113-P05 Planting Plan 1 of 2
- FS0980-DLA-ZZ-00-DR-L-9114-P05 Planting Plan 2 of 2
- FS0980-DLA-ZZ-00-DR-L-9115-P05 Planting details and Softworks Schedule
- FS0980-DLA-ZZ-00-DR-L-9102-P08 Access & Security Schematic
- FS0980-DLA-ZZ-00-DR-L-9103-P06 External Works
- FS0980-DLA-ZZ-00-DR-L-9116-P01 External Canopies
- FS0980EFAA-AVE-ZZ-XX-DR-C-0001_P08 Proposed Drainage Layout FS0980EFAA-AVE-ZZ-XX-DR-C-0002_P07 Proposed Drainage Layout – continued
- FS0980EFAA-AVE-ZZ-XX-DR-C-0003_P03 Surfacing Layout Sheet 1
- FS0980EFAA-AVE-ZZ-XX-DR-C-0004_P03 Surfacing Layout Sheet 2
- FS0980EFAA-AVE-ZZ-XX-DR-C-0008_P04 Proposed Impermeable Areas Plan
- Date 20/04/2021 Drainage Calculations 1
- Date 20/04/2021 Drainage Calculations 2
- FS0980EFAA-AVE-ZZ-XX-DR-C-0013_P02 Overland Flows Layout Sheet 1
- FS0980EFAA-AVE-ZZ-XX-DR-C-0014_P02 Overland Flows Layout Sheet 1
- FS0980-AVE-XX-00-RP-C-0001-Drainage Strategy (updated version)

- 21-0377.1- St John Henry Newman Primary School TP-05-02-21 Rev 2
- N005v2 Indicative Car Park Strategy
- Outline Landscape Maintenance Specification JHN-DLA-ZZ-00-DR-L-9201-P01
- Geo-Environmental Appraisal 10-1582 Proposed School, Hampton Waters, Peterborough - Geoenvironmental Appraisal Report FINAL
- Extended Phase 1 Habitat Survey Report Hampton Waters Sch - Ph1 Report July 2020
- Letter Addendum to Phase 1 Ecology Report Letter Addendum_Hampton Waters Ph1_Jan2021
- Preliminary Flood Risk Appraisal CCL-21-0377 PFRA St John Henry Newman Primary School
- Noise Assessment WIE17992-100-R-1.2.2_Acoustics-Draft-CPs-Report
- FIRST FLOOR PLAN FS0980-DLA-B1-01-DR-A-2001_RevP04_GA
- ROOF PLAN FS0980-DLA-B1-02-DR-A-2002_RevP02_GA
- GROUND FLOOR PLAN FS0980-DLA-B1-GF-DR-A-2000_RevP04_GA
- ELEVATIONS FS0980-DLA-B1-XX-DR-A-2030_RevP03_GA
- Proposed Drainage Layout Details Drawing 1 FS0980EFAA-AVE-ZZ-XX-DR-C-0010_P01
- Proposed Drainage Layout Details Drawing 2 FS0980EFAA-AVE-ZZ-XX-DR-C-0011_P01
- Sustainable Drainage Assessment P3220
- MUGA Drainage – Indicative Proposals
- Sustainable Drainage Operation and Maintenance Manual P3220
- Additional Noise Assessment RTP.200714.0 – Hampton Water School Peterborough – Noise Assessment

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

- C2 The vehicle parking, drop off and delivery areas, and associated turning areas hereby approved shall be laid out with marked bays and ready for use prior to first operational use of the building in accordance with the approved site plan drawing JHN DLA ZZ 00 DR L 9100 P09 prior to the first use of the building. The parking and turning areas shall thereafter be retained and shall not be used for any purpose other than parking and turning of vehicles, unless expressly permitted by the Local Planning Authority.

Reason: In order to ensure that sufficient parking and turning space is available in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C3 Notwithstanding the submitted details and prior to their implementation a scheme of cycle and scooter stands and shelters (day 1 provision and future expansion areas) shown on the approved site plan drawing JHN DLA ZZ 00 DR L 9100 P09 along with details of the type of cycle/ scooter stands and shelters to be provided shall be submitted to and approved in writing by the Local Planning Authority.

The initial cycle/ scooter parking shall thereafter be installed in accordance with the approved details prior to first occupation of the building to which it relates, with the future expansion areas being brought forward in conjunction with the travel plan measures. Once installed, all cycle parking facilities shall thereafter be retained.

Reason: In order to ensure that sufficient and suitable cycle parking is available in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C4 The accesses hereby approved shall be provided in accordance with the details shown on the approved site plan drawing JHN DLA ZZ 00 DR L 9100 P09 prior to first occupation of the building. They shall thereafter be retained in accordance with the approved plans.

Reason: In the interests of highway safety in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C5 The gradient of the accesses shall not exceed 1:20 for a distance of 15 metres from the back edge of the proposed public highway.

Reason: In the interests of highway safety in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C6 Prior to first use of the building hereby approved visibility splays shall be provided in accordance with the details shown on the approved visibility splays plan drawing JHN DLA ZZ 00 DR L 9110 P06. The splays shall thereafter be maintained and retained free from any obstructions over 600mm in height above ground level.

Reason: In the interest of highway safety in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C7 Notwithstanding the details shown on the approved plans drawings JHN DLA ZZ 00 DR L 9100 P09 and JHN DLA ZZ 00 DR L 9110 P06, prior to construction of the substation, a drawing showing the vehicle-to-cycle and vehicle-to-pedestrian visibility splays from the associated service bay shall be submitted to and approved in writing by the Local Planning Authority. The substation and associated service bay shall be constructed in accordance with the approved details and the splays retained thereafter free and from any obstruction over 600mm in height above ground level.

Reason: In the interest of highway safety in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C8 Notwithstanding the submitted information prior to the implementation of any trees located within 4.5 metres of the highway, details of the proposed tree pits 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.

Reason: In the interests of highway safety, in accordance with Policies LP13 and LP29 of the Peterborough Local Plan (2019).

C9 Within two months of the commencement of development, a detailed external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include the design of the lighting columns, details of the lighting for both adoptable and private areas and a lux plan showing the extent of the illumination. All lighting design should follow the recommendations given within section 4.24 of the approved Extended Phase 1 Habitat Survey (Ecologylink, 2020). The lighting scheme should also include details of the proposed times of lower lighting levels for the site.

For the avoidance of doubt the lighting scheme shall accord with Zone E2 of the Institute of Lighting Engineer Guidance (2012). The use of the columns for lighting shall not exceed the obtrusive light limits specified in the Institution of Lighting Professionals document "Guidance Notes for the Reduction of Obtrusive Light: Guidance Note 01:20".

Any lighting of private roads or parking areas shall be arranged so that no danger or inconvenience is caused to users of the adjoining existing or proposed public highway.

The development shall thereafter be carried out in accordance with the approved lighting details and installed before the new school is brought into use.

The applicant is required to demonstrate compliance with this condition e.g. by measurement or calculation, in circumstances where reasonable concern arises from resultant lighting levels.

Reason: In the interests of residential amenity, highway and community safety in accordance with Policies LP13, LP16 and LP17 of the Peterborough Local Plan (2019).

C10 The maximum total cumulative plant noise emitted from the site shall not exceed 41 dB LAeq, 1 hour between 07:00 and 23:00 Monday to Saturday and 31 dB LAeq, 15 minutes at any other time. The noise levels should be determined at the nearest noise sensitive premises. The measurements and assessment should be made according to BS:4142:2014.

Reason: In order to protect the amenity of the adjacent residents including future occupiers in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C11 No above ground development, shall take place until a full and up to date surface water drainage layout plan, which includes but is not limited to, details of how the proposed MUGA and sports field will drain is submitted to and approved in writing by the Local Planning Authority.

The drainage system shall be implemented in accordance with the approved details prior to the use of the building and thereafter maintained in accordance with the approved strategy and plan.

Reason: In order to ensure that the site can be adequately drained and that the principles of sustainable drainage are incorporated into the development and maintained thereafter, in accordance with Policy LP32 of the Peterborough Local Plan (2019).

C12 The playing fields shall be used for outdoor sport and for no other purpose including without limitation any other purpose in class F2c of the Town and Country Planning Use Classes Order as amended or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: In order to protect the playing fields/tennis courts and synthetic pitch in the future from other no sporting uses in accordance with Policies LP21 and LP23 of the Peterborough Local Plan (2019).

C13 Prior to the commencement of its construction, a full technical specification for the proposed grass pitches and multi-use games area shall be submitted to and approved in writing by the Local Planning Authority.

(a) A detailed assessment of ground conditions of the land proposed for the new playing field land as shown on drawing number 2020-104 shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and

(b) Based on the results of this assessment to be carried out pursuant to (a) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality (including appropriate drainage where necessary) shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England.

The specification shall include full details of base construction, surfacing, pitch marking, fencing and flood lighting. These details shall comply with Sport England/NGB technical guidance including Sport England's publication 'Artificial Surfaces for Outdoor Sport' (2013). The pitch/ multi use games area shall thereafter be constructed in accordance with the approved details.

The works shall be carried out in accordance with the approved scheme.

Reason: To ensure that the playing field is prepared to an appropriate standard and is fit for purpose and to accord with Policies LP21 and LP32 of the Peterborough Local Plan (2019).

C14 In the event of the school hereby approved being proposed to be used for community use, a scheme for such uses shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall apply to the school building and all indoor and outdoor sports facilities on this site and shall include details of pricing policy, hours of use, access by non-educational establishment users/ non-members, management responsibilities, a mechanism for review and a programme of implementation. The approved scheme shall be implemented upon the commencement of use of school and shall be complied with for the duration of the use of the development.

Reason: To secure well managed safe community access to the sports facilities to ensure sufficient benefit to the community in accordance with Policies LP17 and LP21 of the Peterborough Local Plan (2019).

C15 Notwithstanding the submitted information within two months of the commencement of the development a scheme for the provision of fire hydrants 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 and the hydrants shall be installed and ready prior to the first occupation of the part of the site which they serve.

Reason: In order to ensure that sufficient resources are available for fighting fires in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C16 Notwithstanding the submitted information (including the interim travel plan and indicative car parking strategy), prior to the new school being brought into use a Travel Plan and a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall contain SMART targets to encourage the use of non-car modes of transport to access the school including proposed measures to be implemented to achieve the targets and also hard/soft measures to mitigate the effects of the additional pupils/staff

and to reduce car mode share. The Travel Plan shall thereafter be implemented and monitored as agreed.

The Parking Management Plan shall set out in detail the methodology which the school will use to control and manage staff parking within the site and also to control parent parking in the vicinity of the site including pick up/drop off. This plan should be audited on a regular basis (no less than annually) to ensure that the parking / drop off facilities are suitable and are being promoted by the school. The development shall thereafter operate in accordance with the approved plans.

Reason: In order to promote the use of sustainable modes of transport in accordance with Policy LP13 of the Peterborough Local Plan (2019).

C17 No above ground development shall take place until samples/details of the following external materials to be used in the construction of the new school have been submitted to and approved in writing by the Local Planning Authority, including:

- Walling (samples) including brickwork, cladding panels and timber boarding
- Roofing (details)
- Windows (details)
- Doors (details)
- Rainwater goods (details)
- Surface of the car park

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 LP16 of the Peterborough Local Plan (2019).

C18 Notwithstanding the approved schemes for the hard and soft landscaping of the site, within two months of the commencement of the development, further details shall be submitted to and approved in writing by the Local Planning Authority, as follows:

- All hard surface finishes including the parking bays and paths.
- Ecology measures as recommended and set out in Extended Phase 1 Habitat Survey Report including those measures relating to bat and bird boxes; 'hedgehog holes' facilitating movement of wildlife between surrounding habitats through appropriate gaps made in the fencing; planting of native trees and shrubs and wildflower lawns.
- A timetable for implementation (where phased).
- A Management and Maintenance Plan, including those measures set out in the Extended Phase 1 Habitat Survey Report.

The approved hard landscaping/boundary treatment details shall be implemented in accordance with the approved details prior to first occupation of the building hereby permitted.

The soft landscaping shall be carried out in accordance with the approved details no later than the first planting season following first occupation of the building hereby permitted.

Any trees, shrubs or hedges forming part of the approved landscaping scheme that die are removed, become diseased or unfit for purpose [in the opinion of the Local Planning Authority] within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the Developers, or their successors in title with an equivalent size, number and species being replaced. Any replacement trees,

shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual amenity of the area and to promote biodiversity in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019).

C19 Notwithstanding the approved plans, prior to the new school being brought into use, details on the proposed car park entrance barrier to the site shall be submitted to and approved in writing by the Local Planning Authority. The barriers shall thereafter be installed in accordance with the approved details.

Reason: In the interests of highway safety and visual amenity of the area, in accordance with Policies LP13 and LP16 of the Peterborough Local Plan (2019).

C20 Notwithstanding the submitted details, prior to the commencement of development (save for enabling works which for the purpose of this permission means remediation works and any site preparation works associated with these works) a detailed levels plan showing existing and proposed ground and building slab levels shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers and/or in the interests of the visual amenity of the surrounding area, in accordance with Policies LP16 and LP17 of the Peterborough Local Plan (2019).

C21 Prior to the first opening of the new school the footways, carriageway and lighting of the access road to the east and south of the site, from which the parking areas will be accessed, shall be completed to at least binder course level and open to the public.

Reason: In order to ensure an appropriate and safe access into the site in accordance with Policies LP13 and LP16 of the Peterborough Local Plan (2019).

Copies to: Councillors Farooq, Howard, Moyo, Cereste, Sharp and Wiggins