

PLANNING COMMITTEE**Date: 4th November 2015**

Application Number	15/1303/FUL	Agenda Item	
Date Received	5th July 2015	Officer	Michael Hammond
Target Date	4th October 2015		
Ward	Trumpington		
Site	Stephen Perse Foundation Senior School Union Road Cambridge Cambridgeshire CB2 1HF		
Proposal	Erection of teaching block and sports hall (with Multi-Use Games Area above) following demolition of administration and corridor block on Union Road together with external works and landscaping.		
Applicant	c/o Agent United Kingdom		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The design of the proposed teaching block is acceptable and would be in keeping with the character of the Conservation Area.- The proposed Multi-Use Games Area (MUGA) would not significantly harm the amenity of neighbouring properties in terms of noise and light disturbance.- The proposal would not result in harmful overshadowing, visual enclosure or overlooking to neighbouring properties.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site comprises the school buildings, car park and play area of the Stephen Perse Foundation Senior School located in the heart of the New Town area of the Central Conservation Area, situated within close proximity to the centre of the city. The site is approximately 3,700m² in area and incorporates several protected trees.
- 1.2 To the north of the site there are other large education buildings including the Centre for Molecular Informatics, the Crystallography building and the Department of Chemistry building, all associated with the University of Cambridge. There are also other education institutions in the surrounding area, such as St Paul's Primary School, St Mary's School, St Mary's Sixth Form College and St Alban's Primary School. The surrounding area is also comprised of a high density of residential terraced properties which are set linear to the road, with the notable exception being the Princess Court and Hanover Court flats which are considerably larger in built form.
- 1.3 The site is not allocated in the Cambridge Local Plan (2006). It is within the Central Conservation Area. There are no listed buildings or buildings of local interest on-site, although the school does own two listed terraced buildings to the west of the site. Several of the trees on-site are designated as Protected Trees. There are some listed buildings and buildings of local interest to the west of the site. The site is within the Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 The application seeks planning permission for the demolition of three of the Union Road buildings and the erection of a new four-storey building including an external multi-use games area (MUGA), associated parking and landscaping works. The demolition works exclude the western-most buildings of the Union Road frontage, the Drama and STEM (Science, Technology, English and Maths) building to the east and the remaining buildings on the south and west of the site.
- 2.2 The proposal will provide a replacement teaching block which will adjoin and integrate with the existing buildings on the site. The reason the application has been submitted is because the

senior school will become co-educational in 2017 with a 'diamond formation of learning' and will cater for 550 pupils. The existing capacity is 430 pupils. The proposed building would provide the following functions for the school:

- Basement: Sports Hall and associated changing rooms
- Groundfloor: Activity space and circulation. (Void over the Sports Hall as unusable floor space)
- First-floor: Meeting rooms/ office space for staff, viewing balcony and quiet spaces for students. (Void over the Sports Hall as unusable floor space)
- Second-floor: Classrooms and MUGA
- Third-floor: Classrooms

2.3 The proposed building would be four-storeys in scale and would be designed externally in buff brick, bronze coloured cladding, PPC aluminium windows and patterned perforated metal screens. The second and third floors would be set back 2.6m from the building outline and would provide outdoor terrace areas for some of the classrooms. The proposal also aims to provide a more articulated and legible entrance from Union Road compared to the existing entrance. The overall approach to the scheme is generally contemporary and a contrast to the traditional built form in the immediate context of the site.

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Acoustic Report
3. Archaeology Assessment
4. Heritage Statement
5. Planning Statement
6. Flood Risk and Drainage Report
7. Statement of Community Involvement
8. Transport Statement and Travel Plan
9. Tree Survey and Assessment
10. Ecological Appraisal
11. Energy Statement
12. Ground Investigation
13. Drainage Statement
14. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
15/0988/FUL	Relocation of the existing liquid nitrogen (LN2) tank, Denios unit and cycle parking facilities.	Pending Consideration
15/0530/FUL	Installation of exhaust flue and external ducts	Permitted.
13/150/TTPO	T1 - Copper Beech - Reduce large lateral limbs by up to 3m and re-brace using non invasive Cobra system	Permitted.
11/491/TTCA	T1 - Row of Apple trees - re-prune back to previous pruning points T2 - Pear adjacent to car parking area - shorten back branches over parking bay to kerb line approx 2.5m. Shorten canopy over paved cycle store area by approx 1.5m.	No objection.
11/490/TTCA	T1 - Lime - adjacent to cycle sheds - to fell T2 - Yew - adjacent music block and tennis court - cut back branches over walkways to approximately 0.5m behind paved areas T3 - Yew - rear of bandstand - remove limb over walkway, clip back this side of tree by approx 0.5m T4 - Yew - adjacent footpath - remove 3 lowest lateral branches over footpath and clip back upper canopy by approx 1m T5 - Cherry - adjacent Corsican pine - to fell	No objection.
11/082/TTCA	T7 - Self Set Walnut: fell and remove T8 - Self Set Walnut: fell and remove T9 - Self Set Ailanthus: fell and	No objection.

	remove T10 - Self Set Ailanthus: fell and remove	
06/0491/CAC	Renewal of unimplemented Conservation Area Consent, reference C/01/0389/CAC, for the demolition of a single storey prefabricated timber classroom and office and two-storey portakabin and glazed roof link.	Permitted.
06/0490/FUL	Renewal of unimplemented planning permission, reference C/01/0388/FP, for extension to existing school to provide new library and main entrance.	Permitted.
05/0674/FUL	Erection of an additional bicycle shelter.	Permitted.
05/0099/FUL	Erection of part single part two storey rear extension.	Permitted.
04/1393/FUL	Demolition of school hall and erection of two storey building to house new Dining Hall, Assembly Hall and offices.	Permitted.

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/6 3/7 3/11 3/12 4/4 4/11 4/13 4/15

	5/11 5/12
	6/2
	8/2 8/4 8/6 8/10 8/16

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridge City Council (January 2010) - Public Art
Material Considerations	<u>Area Guidelines</u> New Town and Glisson Road Conservation Area Appraisal (2012)

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan which are of relevance.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No objection: The tracking diagram demonstrated that a small car can manoeuvre effectively, however the manoeuvring should be tested for a large car as it is that size of vehicle that would be more likely to encounter problems. Conditions recommended:

- Traffic Management Plan
- Travel Plan

Head of Refuse and Environment

6.2 No objection.

6.3 Lighting: Mott Macdonald have submitted an external lighting assessment (issue 2). The provision of an automatic time switch so the lighting does not operate beyond the recommended hours is a welcomed design feature. The predicted light intrusion into the windows of the Bentinck Street properties is a max lux of 3. This is reasonable and well within the recommended ILP vertical illuminance pre-curfew limit for E3 zone. The horizontal spill contour within appendix A also exhibits reasonable lux levels.

6.4 MUGA Usage/ Noise: Section 4 of the Acoustic Report advised that the MUGA is not to be used outside the existing hours of the current netballs courts (i.e not into the evening). This would coincide with the assumed hours discussed above regarding floodlighting. The applicants are requesting hours of use until 1800hrs Monday – Saturday, and not at all on Sundays or public/bank holidays. These hours are reasonable, from an environmental health perspective. The reported sound levels within section 4.6 of the Acoustic Report and their impacts on residential properties are reasonable in principle. Condition recommended:

- Contaminated Land

- Collection during construction
- Construction Hours
- Construction/ demolition noise, vibration and piling.
- Dust
- Plant Noise Insulation
- Hours of Use
- MUGA Perimeter Structure
- MUGA Lighting (compliance)

Urban Design and Conservation Team

6.5 The submitted scheme is generally supported in design and conservation terms. The proposed Union Road elevation with the 2.6m setback proposed at 3rd floor level together with the classroom terraces at 2nd floor level reduce the perceived height of the building when looking north and south along Union Road. The height of the brick projections forms a similar height to the eaves line of the STEM building and the parapet level of the Unilever Centre opposite. The arrangement of the windows at ground and first floor levels together with the classroom terraces improve opportunities for activity and surveillance to Union Road and help to offset the somewhat limited activity of the buildings fronting the north side of the street.

6.6 The brick panelled projections, whilst helping to create a varied and articulated frontage to Union Road, appear prominent given their size and bland treatment facing a public street. Further detailed design of the brick projections is needed, as discussed at pre-application stage. Panels of projecting dog-tooth brickwork, herringbone brickwork or a different brick bond would help break up the brick projections and provide further interest to the Union Road elevation. The Urban Design and Conservation Team are content that the design of the projections and brickwork be agreed as part of a specific planning condition. Recommended conditions:

- Sample panel of facing materials
- Roofing details
- Rooftop plant screening details
- Raised table details
- Cycle store details

Senior Sustainability Officer (Design and Construction)

6.7 No objection.

Access Officer

6.8 Double doors should be powered or asymmetrical so one leaf is at least 900mm clear opening. For the wheelchair accessible changing room, I recommend guidance from Sport England document, 'Access for All'. I agree to the design on p,42 Sport England 'Accessible Sports Facilities Design Guidance Note' 2010.' There should be good colour contrast and signage with tactile markings throughout. Teaching and interview rooms should have induction loops.

Head of Streets and Open Spaces (Tree Team)

6.9 Although the loss of so many mature trees is regrettable, it is acknowledged that the losses will have limited impact on the character and appearance of the area given the trees' secluded locations. For this reason the removals are not a sufficient reason for refuse alone, provided replacement planting can be accommodated within the site.

Head of Streets and Open Spaces (Landscape Team)

6.10 No objection. Recommended conditions:

- Hard and Soft Landscaping
- Boundary Treatment
- Landscape Management Plan

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.11 No objection. Recommended condition:

- Drainage maintenance plan

Cambridgeshire Constabulary (Architectural Liaison Officer)

6.12 No objection.

Cambridgeshire County Council (Archaeology)

6.13 No objection. Recommended condition:

- Archaeological investigation

Sport England

6.14 No objection.

Lead Local Flood Authority (County Council)

6.15 No objection. Recommended conditions:

- Surface water drainage scheme
- Implementation of drainage scheme

Design and Conservation Panel (Meeting of 12th August 2015)

6.16 The minutes of the Panel meeting were as follows:

6.17 Main entrance on Union Road.

Some concerns remained around the strength and effectiveness of the entrance, particularly when viewed west down Union Road. The entrance is being created from the space between an existing building and a new building and, as such, will be a difficult trick to pull off. Primarily for the benefit of visitors, the Panel would encourage the introduction of additional highlights to further emphasise that this is the principal entrance. These could include:

- o Sand-blasting the school crest in relief into the high level brickwork above the entrance, which would then be visible when looking east down Union Road (the direction of the one-way street),
 - o Introducing additional lettering suspended from the soffit over the top of the entrance (similar to that employed at Marque House),
 - o Introducing some openings into the soffit over the entrance to allow more sunlight to penetrate the entrance,
 - o Projecting the floor surface/paved element across the road.
- Panel noted that the introduction of a 'raised table' to control road speeds outside the new entrance was an aspiration of the

school and the subject of ongoing discussions with the County Highways Authority. If this could be delivered, along with a change in materials away from tarmac, then that might also help bring greater definition to the entrance.

6.18 Union Road frontage (north elevation)

Detailing will be key here, particularly in relation to the brickwork, including the brick projections which will cast a significant shadow onto the Union Road elevation and thereby enriching the elevation. Where the splayed reveals have been introduced to some ground floor windows, the Panel recommended the use of moulded brick specials, rather than cut bricks, to form the 135 degree splay. The Panel also noted that introducing an alternative bond to stretcher bond might enliven the close view of the elevation for pedestrians on the south side of the street, and recommended that consideration is given to using lime mortar rather than a cement based mortar. Such details might be resolved through the use of planning conditions.

6.19 Internal landscaping.

The proposed development is to be delivered at the cost of a substantial tree that is visible from outside the site. The evaluation of this tree and justification for its loss has not been presented to the Panel. Should its loss be deemed acceptable, then the Panel would stress the need for appropriate mitigation through replacement planting of the highest quality – possibly including loftier trees than those currently proposed – that would be appropriate to this Conservation Area setting.

6.20 Rooftop MUGA

Additional information was presented to the Panel on the rooftop MUGA, but this did not include explicit information on lighting for evening use. The Panel therefore felt unable to comment on this aspect of the design and will have to leave the Planning Authority to ensure the acceptability of the eventual lighting proposal. In respect of the details presented, some concern was expressed by the Panel over the suggestion that the steel columns supporting the netting might be highly polished, since this could result in glare. A more muted tone of matt stainless steel or galvanised metal might be preferable,

although there might also be scope to introduce some colour in this location.

6.21 Distribution of cycle parking.

The Panel expressed some concern regarding the proposed location for the additional cycle parking on the Coronation Street edge of the site as this may result in conflict between students or visitors using the cycle racks and drivers approaching via the vehicular entrance to reach the car parking beyond.

6.22 Conclusion

The progress made regarding this scheme is noted, although the Panel felt it could benefit from further work, particularly in relation to the entrance where the design team are challenged with the task of creating a really positive space out of what might otherwise be a negative void between two buildings. The remaining points of detailing are left in the hands of the Planning Authority to resolve.

6.23 VERDICT – GREEN (unanimous)

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations:

3 Bentinck Street	5 Bentinck Street
61 Norwich Street	12 Panton Street
21 Panton Street	35 Panton Street
57 Panton Street	3 Pemberton Terrace
16 Russell Court	2 Saxon Street

7.2 The representations can be summarised as follows:

Design

- Out of character with Conservation Area
- Too high
- Inappropriate design.
- Proposal would create enclosed 'canyon-effect' on street.
- Materials should be conditioned
- Further drawings/ info of buildings opposite should be provided
- Proposal fails to comply with Local Plan Policy 3/14
- MUGA has prison-like appearance.

Trees

- Lack of tree planting and landscaping on Union Road frontage.
- Existing mature oak tree should not be removed.

Residential amenity

- Noise disturbance from increase in traffic and 'canyon-effect' due to sound travelling off walls.
- Light pollution from MUGA
- Noise pollution from MUGA
- Full evidence of lighting and massing should be provided to understand the full impact on Bentinck Street and wider properties.
- Overshadowing/ loss of light
- Visual enclosure/ dominance
- Loss of privacy/ overlooking
- Disturbance during construction phases (parking/ traffic/ noise)
- Conditions for construction/ delivery traffic should be imposed.
- Increase in traffic congestion and parking in surrounding area
- The shadow study is inaccurate as Bentinck Street properties receive more light than this study shows.
- The MUGA should not be used outside specific times.
- Loss of residents parking spaces
- The Tilia Cordata tree could block sunlight
- Use of MUGA on Saturdays is not supported

Transport/ Parking

- How many parking spaces will the car park be reduced by?
- Increase in congestion/ need for travel plan.
- Insufficient car and cycle spaces
- Additional information regarding traffic impact on street should be sought prior to decision.

- Highways should ensure by condition that there is no damage to the local roads

Other

- Impact on bats/ birds ability to access green space due to increase in building height
- The majority of the open space is hard-landscaping and should be improved to allow more green spaces for soakaway and wildlife habitat potential.
- If the school teaches classes in mixed sex classrooms rather than single sex class rooms the proposed building would not need to be so large.
- A cost-benefit analysis is needed to compare benefits and costs.
- There is no information on the height of the fence to the car park (drawing GA 002).
- Gates of car park from Coronation Street are not shown on drawings.
- The tree at the rear of no.3 should be correctly labelled tree at the rear of no.5 Bentinck Street.

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces, Impact on Conservation Area and Trees
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Highway safety
8. Car and cycle parking
9. Third party representations

Principle of Development

- 8.2 The Stephen Perse Foundation Senior School caters for girl pupils of between 11-16 years old and is situated in the heart of the New Town area of Cambridge, accessible from key arterial routes such as Trumpington Road, Lensfield Road and Hills Road. The purpose of the proposed works is to enable the senior school to be ready for the introduction of boys in order for the school to become co-educational in 2017 which will increase the capacity of the senior school up to 550 pupils from 430.
- 8.3 The Design and Access Statement explains that the current facilities on site are not sufficient for this influx of new pupils in 2017, nor are they adequate for the current level of school pupils. Upon visiting the site, it was clear that the proposed works would be a significant improvement for the facilities of the school.
- 8.4 In my opinion, the principle of replacing the existing building and the other associated improvements is acceptable and is in accordance with policies 5/11 and 5/12 of the Cambridge Local Plan (2006). The school buildings and outdoor spaces clearly suffer from a degree of dilapidation and are in need of improvement. Whilst any part(s) of the existing school building could be renovated without the need for demolition, there are clearly advantages associated with a new building scheme in terms of energy efficiency operational improvements and circulation.
- 8.5 Policy 6/2 of the Local Plan (2006) states that the development of new leisure facilities will be permitted if:
- A) It improves the range, quality and accessibility of facilities;
 - B) It is of an appropriate scale for the locality; and
 - C) It would not have a negative impact upon the vitality and viability of the City Centre, including the evening economy.
- 8.6 The policy also states that where sports facilities are provided through educational development community use may be sought through planning obligations.
- 8.7 The proposed MUGA would comply with all of the above criteria and the reasons for this are discussed in the relevant sections

of this report. The proposed MUGA would be used between 09:00hs – 18:00hrs Monday – Saturday and would be predominantly used by the school in the core hours of the day, as well as outside these core hours for extracurricular activities after school and on Saturdays. The applicant has stated that the MUGA could be used by users outside of the school in the wider community when it is not in use by school, in accordance with the aforementioned hours of use.

- 8.8 Policy 6/2 normally requires schools to enter into a Community Access Agreement when facilities would be capable of being accessed by the public. However in this case the applicant has confirmed that given the limited permitted hours of use the MUGA will be almost entirely used by the school or its associated after school clubs and weekend activities. In the circumstances I do not consider it reasonable to require a Community Access Agreement in this case.

Context of site, design and external spaces, Impact on Conservation Area and Trees

- 8.9 The site is located within the New Town and Glisson Road area of the Cambridge Central Conservation Area and is situated between the 1970's 3.5 storey pitched roof red brick Science and Technology (STEM) building to the east and smaller more domestic scale buildings to the west. The Conservation Area Appraisal identifies the 4 storey building on the corner of Panton Street and Union Road and the westernmost range of buildings fronting Union Road as 'buildings important to the character'. The main views that need to be considered in terms of the proposals impact on the Conservation Area are those from Union Road where the proposed building will be most prominent.
- 8.10 The proposed building forms a 40m long frontage to Union Road and rises to a height of 4 storeys (approximately 13.7m) adjacent to the STEM building to the east, dropping to 3 (10.2m) and 2 storeys (6.4m) adjacent to Panton House and the main entrance to the west. The north elevation, fronting Union Road includes three brick projections which rise to 10.4m to the 2nd floor parapet. The brick projections are approximately 0.9m taller than the eaves line of the of the STEM building but are of a similar height to the parapet level of the Unilever Centre opposite. The 3rd floor level and classroom terraces (located

between the projecting brick elements) at 2nd floor level are setback 2.6m from the front elevation. In this way they give articulation to the street frontage to reduce the impact of the massing.

Scale and Massing

- 8.11 In respect of scale and massing, the proposal responds positively to the Conservation Area and adjacent buildings. The Urban Design and Conservation Team are supportive of the proposed approach to scale and massing, as detailed below:

“The submitted CGIs (D&A Statement pages 38 and 39) show that the setbacks proposed at 2nd and 3rd floor level reduces the perceived height of the building when looking north and south along Union Road. The brick projections and fragmented parapet line create a varied and articulated frontage to Union Road. The stepped building height also helps transition the scale of development form from the taller STEM building to the east to the lower 2 storey buildings to the west.”

- 8.12 I agree with the advice from the Urban Design and Conservation Team and consider the overall scale and massing of the scheme to be acceptable from a design perspective.

Elevations and Materials

- 8.13 The general approach of the scheme towards the detailing of elevations and materials is that of a contemporary rather than traditional nature. The proposed brick projections and the dark bronze coloured cladding proposed for the setback areas are generally supported and contribute towards the articulation of the Union Road elevation and the parapet level. Materials are listed on the submitted elevations and include buff brick, bronze coloured cladding, PPC aluminium framed windows and patterned perforated metal screens. I consider that these materials are generally in keeping with the character of the street, a view shared by the Urban Design and Conservation Team. The Urban Design and Conservation Team have requested a sample panel for the brickwork and I agree with this recommended condition.
- 8.14 The Urban Design and Conservation Team, while supportive of the overall approach to the elevations are concerned that the

brick projections appear prominent due to the lack of variation in design and size. This was also identified as an area for improvement by the Design and Conservation Panel. However, both the Urban Design and Conservation Team and the Design and Conservation Panel are satisfied that this detailing can be dealt with through a planning condition. I agree with this advice and have attached a condition to this effect.

- 8.15 It was raised during pre-application discussions that the scheme may not have the desired impact on Union Road in terms of creating an active frontage due to the void created by the basement level sports hall. In response to this, the layout has been reconfigured to orientate active areas such as viewing balconies, corridors, hub spaces and roof terraces of class rooms to the north side of the building so that there are outlooks across Union Road. The Urban Design and Conservation Team are supportive of this arrangement and consider this configuration to improve the levels of activity and surveillance fronting this street.
- 8.16 The proposed roof plant will only be partially visible from street level views when looking east along Union Road. Whilst I do not believe this plant will detract from the character of the area, a condition has been attached to ensure that the details of the treatment are in keeping with the character of the area, as recommended by the Urban Design and Conservation Team.

Main entrance

- 8.17 The main entrance is located at the western end of the building within the 2.8m wide gap between the proposed new and refurbished existing buildings. The entrance is a double height space with a canopy and includes a fully glazed corridor at 1st floor level setback 4m from the front elevation. Adjacent to the main entrance is the student 'Hub' to the east and main reception to the west (within the existing Panton House building). The flank (west) elevation of Panton House is proposed to be treated with 'a change in material' (D&A Statement page 18) and includes 'The Stephen Perse Foundation' signage. Similar signage is also proposed for the 'Hub' windows. The Urban Design and Conservation Team are supportive of the proposed main entrance, subject to the detailing of the materials which they consider can be dealt with through condition.

- 8.18 The Urban Design and Conservation Team has recommended a condition regarding the details of the raised speed table adjacent to the entrance of the site along Union Road. However, as this speed table is not included in the application description, nor is it referred to on the proposed drawings or included under the red-line ownership of the applicant, I do not consider it reasonable to apply this condition.
- 8.19 The Design and Conservation Panel has recommended additional details to the proposed main entrance to improve the strength and effectiveness of the entrance when viewed west down Union Road. The proposal has not been amended to reflect this additional detailing. The proposed entrance has been discussed with other officers and I believe the proposal is acceptable without the detailing suggested by the Design and Conservation Panel. One of the main points raised by the Design and Conservation Panel is the raised speed table, which, as outlined in the preceding paragraph, is not included under this application. Both the Urban Design and Conservation Team or the Design and Conservation Panel have not raised this entrance as a critical issue and they are both fully supportive of the proposal. Consequently, I do not consider the suggested detailing necessary in order for the proposed entrance to be acceptable.

Landscaping/ Trees

- 8.20 The approach to landscaping and outdoor spaces on site is to sub-divide the external space into different themed areas.
- 8.21 In the north-west corner of the external space there would be a library courtyard/ entrance space, designed to provide a 'break out' area for the adjacent library and to provide an entrance space for visitors entering from the new visitor entrance to the north. The western area of external space would be catered for as a calm social space with interactive features for pupils to engage with such as a patterned paving area for life-size games (i.e. chess) and a table tennis table. The central area would be designated as a run-around space which would also be used as an over flow parking area outside of school times for events such as parents evenings. The north-east area would be occupied by a garden/ allotment area, as well as integrated seating and a timber stage as an outdoor learning hub,

replacing the existing car park hardstanding and netball court. A row of trees would be planted along the boundary with Bentinck Terrace properties to provide a buffer between the proposed building/ MUGA and views from the rear elevations of these properties. Finally, the south-east area would be used for the consolidated car parking spaces and cycle storage, accessible from Coronation Street to the south.

- 8.22 The Landscape Team is supportive of the proposals for landscaping on-site and has recommended conditions to manage the implementation and maintenance of this. I agree with this advice and consider the landscape proposals to be a positive contribution to the outdoor space and consideration has been made through this proposal to reduce the impact of the proposed building and MUGA on adjoining properties.
- 8.23 It is noted that concerns have been raised regarding the loss of the large oak tree on-site, identified as T4 in the tree survey and assessment. The large oak tree would need to be removed in order for the proposed building to be developed. This tree is partially visible from the street scene but is not highly visible due to the position of the tree in the centre of the site and the buildings which enclose the site from street view. The Tree Officer has not raised an objection to the removal of this tree, nor any of the other trees proposed to be removed therefore the removal of the trees is considered to be acceptable.
- 8.24 Concerns regarding the lack of tree planting and landscaping on the Union Road frontage have been raised. However, I do not consider the need for additional trees along this frontage in order for the proposal to be in keeping with the street scene. The Urban Design and Conservation Team nor the Streets and Open Spaces Team have recommended planting along this frontage.
- 8.25 Concerns regarding the proposed Tilia Cordata tree at the rear of no.5 Bentinck Street in terms of overshadowing have been raised. This tree has been removed from the proposals and so no overshadowing will be caused by this. There was also a point raised from neighbouring properties regarding the inaccuracy of the labelling of the tree but I do not consider this necessary to be addressed in light of the removal of this proposed tree from the application.

Cycle Storage

- 8.26 The proposal would increase the number of cycle spaces from 172 cycle spaces to 208 spaces, an increase of 36 spaces. The cycle parking would be provided adjacent to the vehicular access from Coronation Street to the south of the site. While the principle of this covered cycle storage is supported, further details regarding the treatment of this cycle store will need to be provided through a condition.

Multi-Use Games Area (MUGA)

- 8.27 Objections have been raised regarding the 'prison-like' appearance of the MUGA and that this part of the scheme is of a poor design. The MUGA will not be visible from any public viewpoints, therefore the actual impact on the character of the Conservation Area will be minimal. Furthermore, the landscape measures discussed in paragraph 8.16 help reduce the visual prominence of this MUGA from views out of Bentinck Terrace properties. The appearance of the MUGA from private gardens is covered in the residential amenity section of this report. The Urban Design and Conservation Team have not raised any objection to the design of the MUGA and I agree with their advice.

Summary

- 8.28 The overall scale and massing of the proposal is supported as it relates positively to the existing forms of development in the vicinity of the site. The proposed development is contemporary in style but does not clash or detract from the buildings further to the west which are highlighted as buildings important to the character of the Conservation Area. The detailing of elevations and materials is generally in keeping with the character of the area, although improvements to the detailing of the bricks and projections could be made but this can be dealt with through condition. The new main entrance is a significant improvement in terms of its articulation and legibility along Union Road compared to the current entrance and will contribute positively to the street scene.
- 8.29 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 4/4 and 4/11.

Public Art

- 8.30 The design and access statement makes reference to the use of the glazed hub on the corner of the new entrance along Union Road as an opportunity to display public art. It is also explained that the intention will be to seek to involve both the students and the local community in the preparation of suitable and appropriate public art. A Public Art Delivery Plan is described by the applicants and this is supported by officers. Conditions relating to the delivery and maintenance of public art have been recommended to ensure that a Public Art Delivery Plan is delivered and public art maintained.
- 8.31 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 3/7 and the Public Art SPD 2010

Renewable energy and sustainability

- 8.32 The applicants propose a natural ventilation process for the majority of the spaces, except for the basement spaces and the 3 class rooms on the third floor level. A variety of other sustainable measures have also been proposed, including orientating classrooms to the north to avoid excessive solar gain, utilising sustainable drainage systems, maximising off-site construction, water conservation measures and the use of cross laminated timber to avoid thermal bridging and provide an airtight envelope. All of these measures are welcomed by the Council's Sustainability Officer.
- 8.33 Policy 8/16 requires developers of major proposals to meet a 10% renewable energy requirement. The passive solar design measures would exceed this 10% renewable energy requirement and so there is no need for additional measures such as photovoltaic panels to meet this requirement. The Sustainability Officer is supportive of the approach to renewable energy.
- 8.34 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Disabled access

- 8.35 Level access would be available from all entrances and car parking areas. There would be lifts serving all floors and disabled toilets would be provided on the basement, ground, second and third floors. Two disabled parking spaces would be provided which accounts for 25% of the total formal parking provision and are situated in the parking bay adjacent to the vehicular entrance from Coronation Street. Given the context and constraints of the site, I consider the position of these disabled parking spaces to be acceptable. I also recommend that the Access Officer's comments are appended as an informative to any permission.
- 8.36 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.37 The main consideration in terms of impact on residential amenity is the impact of the proposal on the neighbouring properties to the east of the site along Bentinck Terrace and Bentinck Street.
- 8.38 These neighbouring properties all back onto the site boundary of the school with a high brick wall, in excess of 2.4m in height, which runs along the rear boundaries. There is also some high level vegetation overgrowth which climbs above this wall along properties further to the south on Bentinck Street. These properties all have relatively small rear gardens of roughly 8m in depth and rear facing windows.

Overlooking

- 8.39 Concerns have been raised regarding the potential overlooking and loss of privacy that the use of the MUGA could cause to adjacent properties. The MUGA would be set at second floor level and would be surrounded by a brick wall with no windows or openings looking out in the direction of these neighbouring properties. The mesh fencing would be situated over 2m above the floor level of this MUGA and would serve as a means of

ensuring that any objects cannot escape the MUGA. There would be no means of overlooking available from the MUGA. The external staircase would have a 1.9m high screen along the outside which would prevent any views out towards properties along Bentinck Street. In any instance, this staircase would be used as a means of circulation rather than as a space where pupils will congregate.

Visual Enclosure/ Dominance

- 8.40 Objections have been raised regarding the visual enclosure that the proposal will have on properties along Bentinck Terrace and Bentinck Street. The proposed building would project out to approximately the building line of no.6 Bentinck Terrace and so it is these properties along Bentinck Terrace that are likely to be affected the most. Objections have also been received from nos.3 and 5 Bentinck Street further to the south of the site.
- 8.41 The proposed building, by nature of its four storey form, would be visible from nos.3-5 Bentinck Street. However, the proposed building would be situated approximately 23m from the boundary of these properties and so there is a considerable separation distance. Furthermore, the views directly out to the west and south of these properties windows will not be interrupted by the built form and so the visual impact will be limited to far more restricted views out to the north-west. There is a very high wall and vegetation that effectively encloses these gardens at present, and despite the compactness of these gardens, I do not consider the proposal will appear visually enclosing from these properties.
- 8.42 Nos.1-6 Bentinck Terrace are situated immediately to the east of the proposed building and so the building will be more visually prominent than from the properties to the south along Bentinck Street. The proposed building would be positioned over 21.5m away from the rear boundaries of these neighbouring properties which is a comfortable separation distance. Similar to the explanation in the preceding paragraph, the boundary wall at over 2.4m is considered to be very high and already encloses the small gardens of these properties. The proposed building will not be significantly enclosing due to the existing impact of this high garden wall. The proposed building will however clearly be noticeable from the upper floor windows of these neighbouring properties. Nevertheless, these

windows would be over 23m from the proposed building and this separation distance is acceptable. Furthermore, a row of multi-stem trees which start at a planted height of 3m and can grow up to 10m are proposed along this boundary and this will help break up the view of the building from these properties.

Overshadowing/ Loss of light

- 8.43 In studying the orientation of the site, the main consideration is the impact of overshadowing in the afternoon hours on properties to the west of the site. A shadow study has been provided by the applicants to demonstrate the impacts of overshadowing.

March Equinox

- 8.44 The proposed building would result in a very slight increase in overshadowing across nos.1-7 Bentinck Terrace at around 15:00hrs. There would then be an increase in overshadowing in the late afternoon until around 17:00hrs which would affect nos.1-7 Bentinck Street. However, whilst there would be an increase, this would only be for a relatively limited period of the day, and the amount of light received throughout the day would not be significantly reduced.

August Equinox

- 8.45 The proposed building would only have a noticeable impact on properties along Bentinck Terrace around 17:00hrs. Again, the restricted time that this proposal would impact on these neighbouring properties is acceptable and not so significant as to adversely harm neighbours amenity.

November Equinox

- 8.46 The proposed development would affect nos.1-3 Bentinck Terrace around 15:00hrs and the sunlight for other properties will be unaffected at this equinox.
- 8.47 It is noted that nos.3 and 5 Bentinck Street have stated that the shadow study is not accurate and that the proposal will overshadow these neighbouring properties. However, these properties are situated to the south-east of the site and so any overshadowing will be in the very late afternoon/ early evening

hours and realistically, would not be significantly different to that of the existing high boundary wall.

- 8.48 Overall, I consider the level of overshadowing to be acceptable and not harmful to the amenities of neighbouring properties.

Lighting and noise from MUGA

- 8.49 Concerns have been raised regarding the noise and light pollution that the MUGA could emit and the effect this could have on neighbouring properties.

- 8.50 The MUGA has been proposed to be used between 09:00 – 18:00hrs Monday to Saturday and at no time on Sundays and public holidays. The Environmental Health Team considers these hours to be reasonable and not harmful from an environmental health perspective. I agree with this and consider the proposed hours of use to be acceptable. Concerns regarding the use of the MUGA on Saturdays have been raised from neighbouring properties. However, as the Environmental Health Team considers the hours of use on Saturdays to be acceptable, I am of the opinion that the proposed use of the MUGA on Saturdays is not unreasonable. A condition has been recommended to ensure that the MUGA is not used outside of the aforementioned hours.

- 8.51 Also, in respect of noise, an acoustic report has been provided in relation to the MUGA usage and plant noise. The Environmental Health Team have taken this into consideration and consider that in principle the MUGA and plant noise levels of noise are acceptable. Conditions for the insulation of plant noise and the MUGA perimeter structure have been recommended by the Environmental Health Team. In my opinion, subject to meeting the conditions, the proposal is acceptable from a noise perspective.

- 8.52 Finally, in terms of lighting, the MUGA would have external floodlighting which would be used to light the area when appropriate. A lighting assessment has been provided as part of this application and this has been considered by the Environmental Health Team. The predicted light intrusion into the windows of the Bentinck Street properties is a max lux of 3 which is considered to be reasonable and well within the recommend levels according to the Environmental Health

Team. A compliance condition for the lighting has been recommended by the Environmental Health Team to ensure that the lighting is as stated in the lighting assessment report. I accept the expert advice offered by the Environmental Health Team and consider the lighting to be acceptable in principle, subject to condition.

Construction noise and disturbance

- 8.53 Concerns have been raised regarding the noise and disturbance that the demolition and construction works could cause to the detriment of properties in the surrounding area.
- 8.54 In consideration of the potential disruption to traffic during the demolition/ construction phases, a traffic management plan has been recommended by the Highway Authority to deal with issues such as contractor parking, interference with the highway and movement of vehicles. I consider that this condition will ensure that the levels of disruption to traffic caused by the proposed works will be manageable and not to the detriment of properties in the surrounding area.
- 8.55 Conditions have been recommended by the Environmental Health Team to cover issues such as construction hours, dust, construction/ demolition noise, vibration and piling and delivery times. I consider that the imposition of these conditions will ensure that the amenity of neighbouring properties, as well as those in the wider area, will not be adversely affected by the proposed works.

Pressure on on-street parking and traffic

- 8.56 Concerns have been raised from properties in the surrounding area regarding the increase in on-street parking and traffic from the dropping off and picking up of pupils before and after school time. The New Town area is a controlled parking zone and the parking of vehicles is limited. The increase in school capacity will inevitably lead to a rise in the number of cars picking up and dropping off pupils before and after school. However, I consider the current high levels of car activity at these times will act as a deterrent for parents to collect and drop off pupils at the school. A travel plan condition has been recommended by the Highway Authority and this will address the matter of staff parking and what measures the applicant will undertake to encourage

alternative modes of transport to and from the site. The requirement for a travel plan, the city centre location of the site and distances to public transport modes will, in my opinion, help alleviate the pressure on the streets around the school. Therefore, while I note there will likely be an increase in car journeys to and from the site, I do not consider it will be so significant as to adversely harm the amenity of properties in the surrounding area.

- 8.57 In my opinion, subject to conditions, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Highway Safety and Travel Plan

- 8.58 The Highway Authority is in general supportive of the proposal although they have asked for the tracking diagram for the overflow car park to be amended to show a larger vehicle than that shown. I do not consider this additional information requested by the Highway Authority to be necessary for the scheme to be acceptable from a Highway Safety perspective. The overflow car park is only to be used on rare occasions such as parent's evenings and will not be frequently used by staff or parents of the pupils. Given the low frequency of use, I do not consider it reasonable or necessary for this additional information to be provided and that the tracking diagram for the smaller vehicle is acceptable.

- 8.59 The applicants have expressed a willingness to provide a travel plan for the proposed development and this has been included as a condition. The Highway Authority is satisfied with the imposition of this condition.

- 8.60 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

- 8.61 At present there are 33 car parking spaces which occupy a large proportion of the eastern section of the school's outdoor space. The proposal will involve the loss of the majority of the

parking area and will reduce the parking spaces down from 33 spaces to 6 spaces. The standards require a maximum of 1 space for every 3 members of staff and as these levels are set as maximum standards, the loss of parking spaces is acceptable in principle. The New Town area is covered by a large controlled parking zone which covers all of the streets between Trumpington Road, Lensfield Road and Hills Road. As a result, the loss of the parking spaces will not lead to an increase in on-street parking in the immediate vicinity of the site. The travel plan condition and the difficulty in parking in this area will, in my opinion, encourage staff to travel to work by alternative methods such as bicycle, bus or train, particularly given the city centre context of the site and close proximity to the train station.

Cycle Parking

- 8.62 The school currently provides 172 cycle spaces. The application proposes 208 cycle spaces in total, an increase of 36 spaces. The existing 172 spaces are provided along the south side of the site and the new cycle spaces would be situated on the south-east corner of the site with 16 covered spaces and 20 uncovered spaces. 40 of these 172 spaces are designated for staff cycle parking and are accessed to the rear of no.41 Panton Street.
- 8.63 The adopted standards require cycle spaces for 75% of all pupils. 430 pupils are currently enrolled at the school therefore requiring some 323 spaces. Consequently there is an overall deficit of at least 151 spaces at present.
- 8.64 The proposed development would increase the capacity of the school by 120 pupils to 550 pupils. Excluding the existing deficit, this would require an additional 90 spaces based on the adopted standards and so the proposed increase of 36 cycle spaces would fall well short of this requirement. There would be a total deficit of 205 spaces based on the standards of the Local Plan (2006).
- 8.65 The Transport Statement provided by the applicant has justified the proposed increase based on the Travel Survey undertaken for the site. The Travel Survey predicts that 132 pupils will cycle to the school and that 49 members of staff will cycle to the school, following the proposed increase in capacity. The

demand for pupil and staff cycle parking is therefore $132+49 = 181$ cycle parking spaces based on the aforementioned predicted figures. The remaining 27 cycle spaces of the 208 proposed total cycle spaces have been allocated as a reserve provision to the anticipated increase in cycle spaces required which could be used by staff when the 40 spaces to the rear of no.41 Panton Street are full to capacity.

8.66 While this deficit of cycle spaces is not ideal, the site is relatively constrained in terms of its density and the lack of space available for cycle parking. To meet the standards of the Local Plan (2006), the proposal would have to be drastically amended and a significant proportion of the proposed outdoor landscaped space would need to be sacrificed to make room for this large volume of cycle spaces. The applicants have provided justification for the proposed increase in cycle spaces and I agree with the reasoning provided. The site is situated in a central location and is within walking distance of alternative modes of transport that also help contribute to the site's overall sustainability and reduce the need for cycle spaces. In my opinion, in light of the constrained nature of the site, the central location of the site, the accessibility of the site from alternative modes of transport and the justification provided in the Transport Statement, the proposed level of cycle parking is acceptable.

8.67 The Walking and Cycling Officer has been consulted under this application but the Officer's comment has not been received yet. This will be updated on the amendment sheet.

8.68 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.69 The below table addresses the representations made on this application:

Representation(s)	Response
Out of character with Conservation Area Too high Inappropriate design.	See paragraphs 8.9 - 8.29

Proposal would create canyon-effect on street and cause noise disturbance from this.	I consider the overall scale and massing to be appropriate for the site. The third and fourth floors would be set back from the main building line and there are examples of this scale of built form in the surrounding area. The level of traffic and noise in this location will not be so significant as to generate the volumes or frequencies of noise associated with the canyon-effect from bouncing off of buildings.
Materials should be conditioned	A materials condition has been included.
Further drawings/ info of buildings opposite should be provided.	This is not reasonable to impose on the applicant. Only information/ drawings for the application site are required to make an assessment. I have visited the site and am aware of the buildings and applications present in the surrounding area.
Proposal fails to comply with Policy 3/14 of the Local Plan (2006)	Policy 3/14 is not relevant to this proposal. In my view, although it does form an extension to the school, policy 3/12 is the relevant policy for this proposal and the proposal is considered to comply with this policy.
MUGA has prison-like appearance.	See paragraph 8.27
Lack of tree planting and landscaping on Union Road frontage.	See paragraph 8.24
Existing mature oak tree should not be removed.	See paragraph 8.23
<ul style="list-style-type: none"> - Light pollution from MUGA - Noise pollution from MUGA 	See paragraphs 8.49- 8.52
Full evidence of lighting and	The Environmental Health

massing should be provided to understand the full impact on Bentinck Street and wider properties.	Team is satisfied with the level of information provided as part of this application.
Overshadowing/ Loss of Light	See paragraphs 8.43 – 8.48
Visual enclosure/ dominance	See paragraphs 8.40 – 8.42
Loss of privacy/ overlooking	See paragraph 8.39
Disturbance during construction phases (parking/ traffic/ noise)	See paragraphs 8.53 – 8.55
Conditions for construction/ delivery traffic should be imposed.	See paragraphs 8.53 – 8.55
Increase in traffic congestion and parking in surrounding area	See paragraph 8.56
The shadow study is inaccurate as Bentinck Street properties receive more light than this study shows.	See paragraph 8.47
The MUGA should not be used outside specific times.	A condition has been attached to control the hours of use.
Loss of residents parking spaces	New Town is a controlled parking zone and the proposal does not result in the loss of existing residents parking spaces.
<ul style="list-style-type: none"> - The Tilia Cordata tree at the rear of no.5 could block sunlight. - The tree labelled as 'at the rear of no.3' should be correctly labelled 'tree at the rear of no.5 Bentinck Street'. 	See paragraph 8.25
Use of MUGA on Saturdays is not supported	See paragraph 8.50
How many parking spaces will the car park be reduced by?	The car park will be reduced by 27 spaces
Increase in congestion/ need for travel plan.	See paragraph 8.56
Insufficient car and cycle spaces	See paragraphs 8.61 – 8.68
Additional information regarding traffic impact on street should be sought prior to decision.	The Highway Authority has not requested additional information in relation to this

	and I do not consider it necessary to make an assessment.
Highways should ensure by condition that there is no damage to the local roads	Any damage to the roads is a matter for the Highway Authority and is not a planning consideration.
Impact on bats/ birds ability to access green space due to increase in building height.	The application site is not situated within a designated wildlife site or any other ecology related zones. I do not consider the proposed building will have a significant impact on bats or birds.
The majority of the open space is hard-landscaping and should be improved to allow more green spaces for soakaway and wildlife habitat potential.	The Landscape Team have raised no objection to the proposed landscaping. Neither the Drainage Officer nor the Lead Local Flood Authority has raised an objection in relation to flooding/ drainage.
If the school teaches classes in mixed sex classrooms rather than single sex class rooms the proposed building would not need to be so large.	This is not a planning consideration.
A cost-benefit analysis is needed to compare benefits and costs.	This is not required as part of the planning application nor is it needed for the Local Planning Authority to make an assessment.
There is no information on the height of the fence to the car park (drawing GA 002).	The proposed fence to the car park would be 1.8m high, as annotated on the landscaping plan.

9.0 CONCLUSION

- 9.1 The principle of the replacement of the existing buildings is acceptable. The design of the proposed replacement building and associated works is supported, subject to conditions. The proposal will not adversely impact on the amenity of neighbouring properties. Approval is recommended.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

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

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Site investigation strategy based on the information identified in the desk study.

(b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

5. Implementation of remediation.

Prior to the first occupation of the development or (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

9. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

10. There should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

11. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

12. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2006 policy4/13

13. Before the development/use hereby permitted is occupied, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of the adjoining properties. Cambridge Local Plan 2006 policy 4/13

14. The roof top MUGA shall only be used during the following hours:
0900 - 1800 hrs Monday to Saturday
At no time on Sundays and public holidays

Reason: To protect the amenity of the adjoining properties. Cambridge Local Plan 2006 policy 4/13

15. Prior to use, full details of the acoustic properties of the MUGA perimeter wall/fencing to reduce impact noise shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented and maintained thereafter.

Reason: To protect the amenity of the adjoining properties. Cambridge Local Plan 2006 policy 4/13

16. The MUGA lighting as stated within the Mott Macdonald External Lighting Assessment (issue 2) shall be fully implemented, maintained and not altered. The lighting shall not be used outside of the MUGA permitted hours of use.

Reason: To protect the amenity of the adjoining properties.
Cambridge Local Plan 2006 policy 4/13

17. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development.
(Cambridge Local Plan 2006 policies 3/12 and 4/11)

18. No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the local planning authority as samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

19. Full details, to a large scale, of the rooftop plant screening system to be submitted to and approved in writing by the LPA. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. Rooftop plant screening systems, etc. shall be installed thereafter only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

20. Full details of the cycle store to be submitted and approved in writing by the LPA. This may include any lighting. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and detailing of the structure. (Cambridge Local Plan 2006 policies 3/12 and 4/11)

21. Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed drainage strategy (000180 / June 2015) has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

22. Prior to occupation, details of the implementation; maintenance and management of the surface water drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

23. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority."

Reason: To secure the preservation of the archaeological interest of the area either by record or in situ as appropriate.

24. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority.

Reason: in the interests of highway safety

25. Prior to occupation of the proposed development, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan should include details of pick up and drop off of pupils. In addition staff post code data should be mapped to identify those that could travel by alternative modes other than the private car to the site.

Reason: In the interests of highway safety and to encourage sustainable transport to and from the site (Cambridge Local Plan 2006 Policy 8/2).

26. Within six months of the commencement of development, a Public Art Delivery Plan shall be submitted to and approved in writing by the local planning authority and shall include the following:

- Details of the Public Art and artist commission;
- Details of how the Public Art will be delivered, including a timetable for delivery;
- Details of the location of the proposed Public Art on the application site;
- The proposed consultation to be undertaken with the local community;

The approved Public Art Delivery Plan shall be fully implemented in accordance with the approved details and timetable.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 3/4 and 3/7 of the Cambridge Local Plan 2006.

27. Prior to the occupation of the development, a Public Art Maintenance Plan shall be submitted to and approved in writing by the local planning authority and shall include the following:

- Details of how the Public Art will be maintained;
- How the Public Art would be decommissioned if not permanent;
- How repairs would be carried out;
- How the Public Art would be replaced in the event that it is destroyed;

The approved Public Art Maintenance Plan shall be fully implemented in accordance with the approved details. Once in place, the Public Art shall not be moved or removed otherwise than in accordance with the approved Public Art Maintenance Plan.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 3/4 and 3/7 of the Cambridge Local Plan 2006.

28. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

29. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

30. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

31. TRAFFIC MANAGEMENT PLAN INFORMATIVES:

The principle areas of concern that should be addressed are: i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway) ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street). iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway) iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

INFORMATIVE: To satisfy the plant noise insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: Double doors should be powered or asymmetrical so one leaf is at least 900mm clear opening.

For the wheelchair accessible changing room, I recommend guidance from Sport England document, 'Access for All'. I agree to the design on p,42 Sport England 'Accessible Sports Facilities Design Guidance Note' 2010

There should be good colour contrast and signage with tactile markings throughout.

Teaching and interview rooms should have induction loops.