

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 18 September 2019

Application Number##	S/0064/19/CC (S/0064/19/CM (South Cambridgeshire District Council))		
Date Received	21 January 2019	Officer	Jonny Rankin
Target Date	22 April 2019 (Extension of Time 25 September 2019)		
Parishes/Wards‡	Fen Ditton (Parish) / Fen Ditton & Fulbourn (District Ward)		
Site‡	Land north of Newmarket Road, Cambridge		
Proposal	Full Application (Regulation 3) Erection of a two-storey, 2 Form Entry Primary School to accommodate 420 pupils with a 52-place nursery, creation of new accesses for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure.		
Applicant	Cambridgeshire County Council		
Recommendation	Approval		
Application Type	Major	Departure: No	

The above application has been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

SUMMARY	The application accords with the Development Plan for the following reason: 1. The proposals are considered to be in accordance with Policy 13: Cambridge East of the Cambridge Local Plan (October, 2018), in that the proposal would help to contribute to the creation of a distinctive sustainable community on the eastern edge of Cambridge. 2. The applicant has demonstrated that they have made improvements to the design of the proposal to take account of concerns raised during consultation and align with the design guide for the area and there is no adverse impact on residential amenity that is not capable of being controlled by planning conditions. 3. With the inclusion of wildlife access points the proposal is considered acceptable as it would enhance and mitigate for biodiversity on site and demonstrate a net gain in biodiversity as required by the NPPF.
RECOMMENDATION	APPROVAL SUBJECT TO CONDITIONS

APPENDICES

Ref	Title
1	Red Line Boundary Plan
2	Site Elevations
3	Hard Landscape General Arrangement
4	Soft Landscape General Arrangement

A.0 BACKGROUND

- A.1 This site is part of the wider development known as 'Wing' and forms part of the wider Cambridge East development as covered by the Cambridge East Area Action Plan (CEAAP) adopted in 2008. Outline planning permissions were granted for the Wing development for up to 1,300 dwellings and associated infrastructure in November 2016; S/2682/13/OL South Cambridgeshire District Council (SCDC) and 13/1837/OUT, Cambridge City Council. The outline applications required Environmental Impact Assessment (EIA). The resulting Reserved Matters application for Phase 1 of the Wing masterplan (S/1004/18/RM and 18/0459/REM) were granted in September 2018 at the Joint Development Control Committee.
- A.2 The proposed primary school forms part of Phase 1 of the development (along with a Local Centre (including a community building and retail units), site wide drainage, road infrastructure and 500 homes, which are not part of this application), to be delivered early on to provide social and employment uses on the site alongside the delivery of new homes.

1.0 SITE DESCRIPTION / AREA CONTEXT

- 1.1 The northern boundary of the site is defined by the Jubilee Way cycleway (National Cycle Route 51), following the course of an existing drainage ditch east to west connecting the Fison Road Estate with the Newmarket Road Park and Ride (P&R). The Jubilee Way is

currently on road through Fison Road, Thorpe Way and Tiptree Close, after which it is a shared foot and cycleway.

- 1.2 The western boundary abuts arable fields with the Marshalls car dealership beyond. The southern boundary is formed of a mature tree belt and an arable field which abuts Newmarket Road and a petrol station. The eastern boundary is comprised entirely of a mature tree belt which encloses the P&R.
- 1.3 Once the wider Wing development is built the northern and western site boundary will abut dwellings and the southern boundary a pedestrianised market square.
- 1.4 To the south of Newmarket Road is Cambridge Airport, the runway and associated hangars are located to the south of the terminal building and the Grade II listed art deco style airport control building.
- 1.5 The site falls within the CEAAP (Policy CE/3) and Cambridge Airport Air Safeguarding Zone requiring consultation upon all development. The site is within Flood Zone 1 and is located 340m from the Cambridge Green Belt which is to the north (measured at the closest point). Public Footpath No. 9 Fen Ditton runs along the eastern side of site, and is subject to temporary diversion until August 2020, thereafter, an application to permanently divert the route will need to be made.

2.0 THE PROPOSAL

- 2.1 The proposal seeks to erect a two-storey, 2 form entry primary school to accommodate 420 pupils with a 52-place nursery, 45 full time employees, creation of new accesses for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure.
- 2.2 The school halls are located on the main frontage to the Market Square, forming a landmark to the north west corner of the square; a central wing of teaching and admin spaces are located in a two-storey block to the centre of the frontage; whilst the north east end of the Market Square is defined by the nursery block.
- 2.3 To the rear of the Market Square frontage, single storey classrooms open directly to external play areas within the secure boundary of the site, with group rooms and specialist teaching spaces arranged to create outside teaching areas connecting to the landscape.
- 2.4 Entrances to the school and nursery are located in semi-private courtyards off the main Market Square, creating a buffer between the public space and the school environment. The main entrance offers direct access at the start and end of the day to play areas via the science technology, engineering and mathematics (STEM) garden, whilst a secondary woodland trail provides access to the Nursery and Early Years playgrounds for younger pupils.
- 2.5 Vehicular access to the school will be via Morley Street leading into a small staff car park and servicing entrance which is located north and west of the school. It is proposed that 30 staff spaces will be provided, this includes two disabled spaces.
- 2.6 Cyclists can enter the site via the main entrance off the Market Square and through a glazed link to the cycle store which is to be provided at the rear of the school. The primary school will provide a total of 234 cycle/ scooter spaces broken down to 82 (2

bikes per stand, giving a total of 164) cycle and 70 scooter stands (of which the nursery is allocated 12 cycle spaces and 10 scooter spaces).

2.7 The application is accompanied by the following supporting information:

1. Planning Application Form;
2. Site Location Plan
3. Proposed Site Plan
4. First Floor General Arrangement Plan
5. Roof General Arrangement Plan
6. Site Elevations
7. General Arrangement Elevations Sheet 1 – 3
8. Elevations
9. Site Sections
10. Building Sections
11. Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan
12. Prelim Arboricultural Impact Assessment
13. Environmental Noise Assessment Report
14. BREEAM Ecology Report
15. Landscape Management Plan
16. Design and Access Statement
17. Flood Risk Assessment and Surface Water Drainage Strategy
18. Planning Statement
19. Site Waste Management Plan
20. Transport Statement
21. Travel Plan
22. Site Access Management Plan
23. Landscape Site Plan
24. Tree Retention and Removal Plan
25. Drainage Strategy Report
26. Geo-Environmental Report
27. External Lighting Statement
28. Landscape Material Palette
29. Woodland Assessment and Recommendations

Amended Plans and Additional Information

30. Ground Floor General Arrangement Plan
31. BREEAM Education pre-assessment report
32. Accompanying Notes for Planning Application
33. Construction Phase Health and Safety Plan (CPHSP)
34. Drainage Layout Sheets 1 and 2
35. Hard Landscape General Arrangement Sheet
36. Soft Landscape General Arrangement Plan Sheets 1 and 2
37. Fencing Arrangement Plan Sheets 1 of 2
38. Landscape Scheme of Maintenance and Management
39. Wing Primary School Bat Survey

3.0 RELEVANT SITE HISTORY

- 3.1 S/2682/13/OL (13/1837/OUT, Cambridge City Council) - up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development (APPROVED 30 November 2016).
- 3.2 S/3317/17/NM – Non-Material Amendment to planning application S/2682/13/OL (APPROVED 09 November 2017).
- 3.3 S/1004/18/RM (18/0459/REM Cambridge City Council) - Reserved matters application detailing appearance, landscaping, layout and scale for infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan of approved outline application S/2682/13/OL for up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development (APPROVED 28 November 2018).
- 3.4 S/1096/19/RM Reserved matters application detailing access, appearance, landscaping, layout and scale for the creation of 239 new homes and non-residential floor space including 'Market Square', internal roads, landscaping and associated works as part of Phase 1a of the Wing masterplan, pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL (APPROVED 21 August 2019).

4.0 PUBLICITY

Advert – Yes
Site Notice – Yes
Adjoining Owners/Occupiers – Yes

- 4.1 This planning application has been subject to consultation and publicity via the standard consultation letters, statutory press notice and the display of site notices in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 4.2 In addition, the applicant undertook their own consultation on 13 June 2018 to enable members of the local community, relevant Council Officers, Ward and District Members to review the proposal ahead of their formal submission.
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5.0 POLICY & GUIDANCE

National Planning Policy Framework (February, 2019) and National Planning Practice Guidance

- 5.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was first published on 27 July 2012 (revised on 19 February 2019) and immediately became a material consideration for planning applications. The 2019 NPPF document encourages positive, balanced decisions and emphasises the primacy of the Development Plan and local decision making. The NPPF is accompanied by online Planning Practice Guidance.

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5.2 The following paragraphs within the NPPF are considered to be relevant to this application:

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- **Paragraphs 7 and 8 Achieving Sustainable Development** - state that the purpose of the planning system is to contribute to the achievement of 'sustainable development' pursued through mutually supportive economic, social and environmental objectives;
- **Paragraph 91 Promoting Healthy and Safe Communities** - requires that the proposals support healthy, inclusive and safe places;
- **Paragraph 92 Promoting Healthy and Safe Communities** - supports proposals which provide social, recreational and cultural facilities;
- **Paragraph 94 Promoting Healthy and Safe Communities** – states the importance of ensuring a sufficient choice of school places is available to meet the needs of existing and new communities. It provides that great weight should be given to the need to create, expand or alter schools;
- **Paragraph 96 Open Space and Recreation** - states the importance of access for communities to high quality open spaces and opportunities for sport and physical activity;
- **Paragraph 102 Promoting Sustainable Transport** - states that transport issues should be considered at an early stage and opportunities to promote walking, cycling and public transport should be pursued;
- **Paragraph 112 Supporting High Quality Communications** - supports high quality and reliable communications infrastructure;
- **Paragraph 124 Achieving Well Designed Places** - states the importance of creating high quality buildings and places with good design being a key aspect of sustainable development;
- **Paragraph 148 Meeting the Challenge of Climate Change, Flooding and Coastal Change** - supports development which would provide the transition to a low carbon future, taking full account of flood risk;
- **Paragraph 155 Planning and Flood Risk** - inappropriate development in areas of high risk of flooding should be avoided by directing development away from such areas;
- **Paragraph 170 (a-f) Conserving and Enhancing the Natural Environment** - supports planning decisions which protect and enhance the landscape, do not contribute to noise, odour, water or noise pollution and remediate and mitigate for contaminated land;
- **Paragraph 175 Habitats and Biodiversity** - Protects and enhances biodiversity and geodiversity; and
- **Paragraph 178 – 183 Ground Conditions and Pollution** – supports proposals which are located on suitable sites taking account of ground conditions and risks arising from land instability and contamination. Planning decisions are supported which ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on healthas well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

5.3 Relevant Development Plan policies:

PLAN

South Cambridgeshire Cambridge East
Area Action Plan February 2008
South Cambridgeshire Local Plan
September 2018 (SCDCLP)

POLICY NUMBER

CE/1, CE/2, CE/3, CE/4, CE/6, CE/8, CE/9

CC/1, CC/3, CC/4, CC/6, CC/7, CC/8, CC/9, HQ/1,
HQ/2, NH/2, NH/3, NH/4, NH/14, SC/2, SC/9, SC/10,
SC/11, S/3, SS/3 TI/2, TI/3, TI/7, TI/8, TI/9

Cambridgeshire and Peterborough
Minerals and Waste Core Strategy July
2011 (M&WCS)

W1, W8

Cambridgeshire and Peterborough
Minerals and Waste Site Specific
Proposals Plan February 2012
(M&WSSP)

W1E, W8A

5.4 Relevant Supplementary Planning Documents and Material Considerations:

Supplementary Planning Guidance	• LDF District Design Guide: High Quality and Sustainable Development in South Cambridgeshire (March 2010); • Landscape in New Developments SPD (March 2010); • Cambridgeshire Flood and Water SPD (November 2016); • Maintenance of Sustainable Drainage Systems in South Cambridgeshire (November 2016); • Biodiversity SPD (July 2009); • Health Impact Assessment SPD (March 2011); • Public Art SPD (January 2009); and • Trees and Development Sites SPD (January 2009).
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6.0 CONSULTATIONS

6.1 The following paragraphs provide a summary of the consultation responses received from statutory consultees, and have been separated out to show the comments received as part of the initial public consultation undertaken followed by any comments received in relation to the additional information provided by the applicant:

6.2 **Urban Design Officer (South Cambridgeshire District Council) – Supports the application.** Suggested alternative location for the proposed timber nursery store to be considered and requested a condition in respect of proposed materials.

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6.3 **Environmental Health (South Cambridgeshire District Council) – no objection subject to conditions.** Conditions in relation to construction hours, piling, lighting and contaminated land.

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- 6.4 **Landscape Officer (South Cambridgeshire District Council) – Not enough information to comment on the original scheme.** Responded with a list of 5 proposed amends to the proposal and improvements to the proposed soft landscaping that required further information to be submitted before a decision could be reached.

No objections subject to conditions in relation to the revised scheme. Following discussion with the agent for the application an increase in the number and size of the wildlife access holes confirmed no objection subject to conditions in respect of hard and soft landscaping, boundary treatments, tree pits and wildlife access points.

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- 6.5 **Ecology Officer (Cambridgeshire County Council) – Holding objection based on initial information.** Unable to determine the level of impact of the development on biodiversity, in particular in respect of bats and the potential for bat roost in woodland strip where trees are proposed to be removed. Objected to the enclosure of the woodland plantation which will lead to the adverse impact on biodiversity due to habitat fragmentation within the local area, which does not accord with local policy.

No objections subject to conditions in relation to the revised scheme. Following receipt of a bat survey and discussion with the agent confirmed no objection subject to conditions in respect of Construction Management Plan, Detailed Landscape Scheme, Bird and Bat Boxes, Landscape and Ecological Management Plan, Lighting Design Strategy (for Light Sensitive Biodiversity) and Fence (design of wildlife access holes).

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- 6.6 **Natural England – No comment.** However, referred officers to online standing advice in respect of protected species, ancient woodland and veteran trees; alongside consulting ecology colleagues on the proposals.

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- 6.7 **Highway Authority (Cambridgeshire County Council) – Recommended refusal based on the original scheme.** Recommended refusal of the application owing to conflict between pedestrian and non-motorised users having to cross the carriageway to reach cycle and scooter parking areas. In addition to amendments sought to the submitted Appendix F: Construction Phase Health and Safety Plan required in relation to the Traffic Management Plan.

Maintained recommendation of refusal in response to agent comments. Maintained recommendation of refusal owing to the lack for demarcation for the western access and details of how this entrance will be controlled. Also, requested more information in respect of how cyclists and scooters approaching from the north and west will access the Market Square via Morley Street.

No objection subject to condition. Following receipt of a site logistics plan County Highways confirmed no objection and suggested a condition in respect of how the school will manage the operation of the proposed motor vehicle entrance to prevent its use by non-motorised users.

- 6.8 **Transport Assessment Team (Cambridgeshire County Council) – Holding objection to the original information.** Responded that the submission did not include sufficient information to properly determine the highway impact of the proposal.

No objection to the revised information. Following receipt of points of clarification from the applicant team (Transport Technical Note 01, by WSP, dated 26 April 2019, received 22 May 2019) no objection subject to the application of a condition in respect of a School Travel Plan to be monitored annually over a 5 year period, with all measures reviewed to ensure targets are met.

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- 6.9 **Rights of Way (Cambridgeshire County Council) – No objection subject to the appropriate protection and re-routing of the public right of way.** Highlighted the position of Public Footpath number 9 which runs down the eastern boundary of the site and the legal requirement for the path to remain open. Whilst the path is currently closed to facilitate archaeological investigations (until August 2020) a formal application will need to be made to legally divert the route which Rights of Way have not yet received, so an informative was requested to highlight the applicant's legal responsibility in relation to this matter.

- 6.10 **Road Safety Officer (Cambridgeshire County Council) – No objection.** Confirmed the travel plan is acceptable.

- 6.11 **Environment Agency – No objection.** Referred to previous comments supplied as part of the outline planning application (S/2682/13/OL) and to standing guidance in respect of contamination and drainage, with suggested informatives and information for the applicant.

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- 6.12 **Lead Local Flood Authority (Cambridgeshire County Council) – Holding objection to the original scheme.** Objected to the proposal on the grounds of the proposed non-permeable paving and the omission of infiltration testing results and drainage calculations within the provided documentation. Informatives also provided.

No objection to the revised scheme. Confirmed that surface water from the proposed development can be managed by discharging to the wider WING drainage network. Requested conditions in respect of surface water drainage and maintenance of the drainage system.

- 6.13 **Anglian Water – No objection.** Offered standing advice to the applicant on both foul water and surface water drainage.

- 6.14 **Cambridge Airport – No objection subject to conditions.** Conditions applied in relation to a Bird Hazard Management Plan, the lighting of obstacles and the removal of permitted development rights for cranes.

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- 6.15 **Ministry of Defence – No objection subject to conditions.** No safeguarding objections subject to conditions in respect of a Bird Hazard Management Plan, use of cranes and provision of a construction management strategy. Also made Landscape Scheme recommendations with regards berry bearing trees and the inclusion of Scots Pine and Oak.

- 6.16 **Cambridgeshire Constabulary Designing Out Crime Officer (DOCO) – Supports the application.**

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- 6.17 **Historic Environment Team (Cambridgeshire County Council) – No objection.** Confirmed no planning conditions necessary, as archaeological investigations were undertaken as part of the outline planning application (S/2682/13/OL) and no further fieldwork is required.

- 6.18 **Public Health (Cambridgeshire County Council) – Holding objection based on no Health Impact Assessment (HIA) being submitted.** Responded that the application required a Health Impact Assessment to be compliant with Policy SC/2: Health Impact Assessment of the South Cambridgeshire District Council Local Plan.

No objections following discussion and receipt of further information submitted in relation to an HIA.

- 6.19 **Cambridgeshire Fire and Rescue Service – No objection.** Requested adequate provision of fire hydrants be secured by condition or Section 106 as required by Building Regulations Approved Document B5, section 16.

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- 6.20 **Sport England - Supports the application.** Noted the proposals meet Objective 3. Initially requested a planning condition in respect of the proposed playing fields, however, further discussion with the agent confirmed no condition required.

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- 6.21 **Camcycle – No objection.** Confirmed no objection and welcomed condition in respect of cycle parking detail.

7.0 REPRESENTATIONS (INCLUDING PRE-APPLICATION PRESENTATIONS)

- 7.1. **Fen Ditton Parish Council – No recommendation supplied but comments made.** Responded following their meeting on 5 March 2019 with no formal comment, although raised concerns in respect of the amount of proposed parking which may not be sufficient for staff, visitors and drop offs in the immediate and wider context, especially as the nursery is expected to use the same car park as the school.

- 7.2. **Teversham Parish Council – Raised concerns.** Queried when the school will open, which phase of development will start to take pupils and if there is a 500 (Wing) dwellings occupied threshold on the proposed school opening? Also raised concerns over the potential impact the school will have on pupil numbers at Teversham C of E Primary School.

- 7.3. **Teversham Primary School – Raised Concerns.** Requested the school does not open before a substantial number of the new houses are occupied. Concerned that children going to the Wing instead of Teversham, would render the school financially non-viable.

- 7.4. **Local Residents – no representations received.**

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- 7.5. **Quality Panel Comments -** The application was presented to Cambridgeshire's Design Quality Panel on 23 August, 2018. The panel provided a number of revisions to be considered by the applicant:

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- Develop the inside/outside relationship between classrooms and outdoor spaces;
- Can the hall design be improved to include doors to the square and better flow to the hard play area?
- Redesign the stairs so the relationship between the ground floor and first floor works better for the overall design;
- Improve the corridor environment in terms of natural light and width, allowing any flexible spaces in the central area to be part of the circulation;

- Exploit tree belt opportunities further and reconsider the need to fence it off within the school site?
 - Ensure all sustainable travel modes are provided for with appropriate storage;
 - Develop the relationship with the Market Square (accepting limitations of this planning application);
 - Develop a convincing landscaping strategy including the Market Square tree grove;
 - Create more 'places' for learning and socialising within the school site;
 - Aspire to BREEAM Excellent; and
 - Explore the different tones of colour and materials.
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8.0 PLANNING CONSIDERATIONS & OFFICER ASSESSMENT

8.1 The main planning considerations in relation to this planning application are:

- Principle of Need and Justification;
- Context of Site, Design and External Spaces;
- Residential Amenity (including noise, light & dust);
- Construction Works;
- Health Impact Assessment;
- Sport and Recreational Provision;
- Landscaping and Arboriculture;
- Ecology;
- Transport and Access;
- Car, Cycle and Scooter Parking;
- Surface Water, Foul Water Drainage and Flooding;
- Sustainability;
- Contaminated Land;
- Airport Safeguarding;
- Archaeology;
- Mineral and Waste Plan allocations;
- Waste and Recycling;
- Protection of Agricultural Land;
- Public Art; and
- Potential implications to other schools in the area.

Principle of Need and Justification

- 8.2 Paragraph 94 of the NPPF states that great weight should be given to the need to build new, expand and alter schools in order to ensure there are sufficient school places available. The proposal has been commissioned by Cambridgeshire County Council People and Communities Services and is supported by a Regulation 3 letter. Subsequently (13th May, 2019), the applicant provided demographic data for nearby Fen Ditton and Teversham Schools as well as forecast data covering a period up to 2028 justifying the need for the school.
- 8.3 The principle of the wider development (which included this primary school) was established via outline permission S/2682/13/OL (13/1837/OUT, Cambridge City Council) and subsequent reserved matters application S/1004/18/RM (18/0459/REM, Cambridge City Council). This application brings forward the detail solely in respect of the proposed Wing Primary School.
- 8.4 The application is for a 2 Form Entry primary school to accommodate 420 pupils with a 52-place nursery with a timetable for completion to provide additional capacity for

the new academic year beginning September 2021. The school is needed to serve the, up to 1,300 homes approved at the Wing site. The school is proposed to be opened in a phased manner, in tandem with the development of the surrounding housing. The school is being run by the same Trust who runs Fen Ditton Primary – one of the closer neighbouring schools.

- 8.5 The applicant provided Published Admission Numbers (PAN) for both Teversham and Fen Ditton Primary schools and demonstrated that both schools are likely to be at, or close to their admissions limit by May 2019. Since submission of the PAN for the two schools, the applicant has confirmed that as of September, 2019 the PAN has been reached in reception at Fen Ditton Primary and Teversham Primary is now full too. The applicant also advised that they had been informed that around 225 homes would be occupied by September 2021 generating an anticipated need for 90 primary school age children.

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- 8.6 The applicant provides annual school capacity forecasts to the Department for Education, including individual school based forecasts allowing demand for places to be compared with the capacity currently available. The number of reception children forecast over the next ten years, along with the number of four year olds anticipated from the wider Wing development, results in a shortage of places forecast across the area which could not be met by neighbouring schools and necessitates the opening of the Wing Primary School.

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- 8.7 Given the demographic data and justification of need provided by the applicant, planning officers consider the proposal would meet the educational need for the Wing development in accordance with paragraph 94 of the NPPF and South Cambridgeshire Local Plan (SCDLP) Policies S/3 and HQ/1. As such great weight has been given to providing these school places.

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Compliance with Wing parameter plans

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- 8.8 At the outline stage parameter plans were approved that fixed the primary road network, the location of the local centre, primary school, sports pitches and public open space. The location of the primary school fully accords with the approved (by SCDC) land use parameter plan (PL 04).

Compliance with Wing parameter plans

- 8.9 The location of the primary school is as mandated by Schedule 11 of the outline S106 Agreement.

Context of site, Design and External Spaces

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- 8.10 As proposed in the masterplan, the school halls are located on the main frontage to the Market Square, forming a landmark to the north west corner of the square; a central wing of teaching and admin spaces are located in a two-storey block to the centre of the frontage; whilst the north east end of the Market Square is defined by the nursery block.

- 8.11 To the rear of the Market Square frontage, single storey classrooms have been designed to open directly to external play areas within the secure boundary of the

site, with group rooms and specialist teaching spaces arranged to create outside teaching areas connecting to the landscape.

- 8.12 The entrances to the school and nursery are located in semi-private courtyards off the main Market Square, creating a buffer between the public space and the school environment. The main entrance offers direct access at the start and end of the day to play areas, whilst a secondary woodland trail provides access to the Nursery and Early Years playgrounds for younger pupils.
- 8.13 Vehicular access to the school will be via Morley Street leading into a small staff car park and service entrance which is located north and west of the school. It is proposed that 30 staff spaces will be provided, this includes two disabled spaces.
- 8.14 Cyclists and pedestrians should enter the site via the main entrance and through a glazed link to the cycle store which is to be provided at the rear of the school. The primary school will provide a total of 234 cycle / scooter spaces broken down to 82 cycle and 70 scooter stands across the primary school and Nursery locations.
- 8.15 The masterplan includes a Design Code which has been approved by South Cambridgeshire District Council (application reference S/1000/19/DC). The purpose of the Design Code is to provide a benchmark for quality and co-ordination across phases of the Wing masterplan.
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- 8.16 Appendix B to the applicants Design and Access Statement comprises a 'Response to Design Quality Panel Comments of the 23rd August 2018 and 04th September 2018' which demonstrates how the comments received from the Design Quality Panel have informed the evolution of the design during the pre-application stages. In summary:
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- Improved classroom links to outside spaces with; wildlife activity area, orchard trees, pond, habitat classroom and a woodland trail/ classroom which integrates with the eastern tree belt;
 - All ground floor classrooms have direct links to external spaces and landscape which has been further developed around the an 'L-shaped' building form;
 - Provision of direct access to the School from the Market Square which leads directly to Key Stage 2 and STEM play areas;
 - Improved visibility of the main entrance to the school;
 - Repositioning of the stairs within the central portion of the school improving the relationship with the ground floor and first floor teaching spaces;
 - Brick tones have been developed to work with the rest of the Market Square, the masterplan design code, and to incorporate more of the metal finishes suggested. A more developed materials palette is noted on elevation drawings included with the planning application, complementing the other buildings within the Market Square; and
 - The L-shape maximises north and south facing classrooms with only one teaching space facing west – which will be subject to solar shading to mitigate overheating.
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- 8.17 The proposals were presented to JDCC at pre-application stage on 19 December 2018. Issues raised by members included a number of the points related to the potential impact upon neighbouring schools, which is explored from paragraph 8.2 above. External play areas are not proposed to be lit, with lighting only provided for the following; building exit points, pedestrian access footpaths, road access, car park and cycle/Scooter shelters. Vehicular drop-off and collection (inclusive of delivery

lorries) is proposed from the adjacent Park and Ride site and Morley Street, priority is given to pedestrian and cycle/ scooter arrivals which will be via the three proposed pedestrian entrances from Market Square on the southern boundary of the application site. Two disabled bays are included for in the car park to the rear of the school. A total of 234 cycle / scooter spaces are provided across the primary and nursery school in three locations. Conventional boilers are proposed for heating with natural ventilation employed, where possible, along with glazing and shading of south facing classrooms (there are four of the sixteen classrooms which are east / west facing, the orientation more prone to over-heating, only one of the four has a primarily west facing orientation). Those points raised in relation to finance and or teaching practices are outside the remit of this planning application and are not considered here.

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- 8.18 South Cambridgeshire's Urban Design Officer confirmed that the design and layout of the proposal is acceptable in principle, subject to conditions requiring samples of materials. The design and layout of the scheme is also supported by the Cambridgeshire Constabulary Designing Out Crime Officer.

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- 8.19 The applicant has demonstrated that they have made improvements to the design of the proposal to take account of concerns raised and align with the design guide for the area. Subject to the materials condition imposed (see draft condition 8) the proposal is considered to be in accordance with SCDCLP Policy HQ/1.

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Residential Amenity

- 8.20 SCDCLP policies HQ/1 and CC/6 state that planning permission will not be granted where the proposed development would have an unacceptable adverse impact on residential amenity. The proposal has been assessed with regard to its potential impact on the adjacent neighbours with regard to overlooking and overshadowing, lighting and noise. Initially the period when this proposal is most likely to have an impact on residential amenity is during the construction phase, which is why this has been considered in its own right from paragraph 8.28 below.

- 8.21 The timings of the construction phases for the housing public realm (Market Square) developments are not confirmed and are outside of the control of the applicant. The inter-relationship between residential properties and the school has also been considered through the separate outline and reserved matters applications made to Greater Cambridge Shared Planning and the residential amenity of future residents is an important consideration.

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- 8.22 Residential amenity has been considered in respect of noise and light and the potential to cause unacceptable impact on the amenity of neighbouring and nearby properties. In accordance with South Cambridgeshire Local Plan Policy SC/9: Lighting, the application demonstrates sufficient lighting levels for safety whilst avoiding unacceptable adverse impact on neighbouring or nearby properties.

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- 8.23 External play areas are not proposed to be lit, with lighting only provided for the following; building exit points, pedestrian access footpaths, road access, car park and cycle / scooter shelters. The applicant has provided Lux levels for each area (car park, cycle park, pedestrian walkway and school perimeter walkway) and the County Ecology Officer has provided a condition (which is applied – see draft condition 22) to bring forward the detail of the lighting scheme to confirm acceptability.

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- 8.24 South Cambridgeshire Local Plan Policy SC/10: Noise Pollution requires development does not have an; *unacceptable adverse impact on the indoor and outdoor environment of existing or planned development*. The applicant has provided an Environmental Noise Impact Assessment establishing the baseline noise level and confirming that the required noise levels can be met inside the school building and at the nearest dwellings. In addition, a condition is applied (see draft condition 18) requiring operational noise impact assessment in respect of any heating, ventilation and extraction plant.

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- 8.25 The position, form and massing of the school has been considered (including through the wider Masterplan) to avoid or minimise any overlooking or overshadowing of the surrounding buildings and gardens. The closest (as yet unbuilt) residential properties to the proposed school are on Morley Street; the proposed Main Hall is the closest two storey element at 23m away from the nearest residence and the school kitchen is the closest single storey element being 12.5m away, when measured at the closest points. There is also a shared boundary fence line along the western and northern boundaries of the site with both the permitted houses and school including for 1.8m fences. The mass of the school is focussed on the boundary fronting the Market Square, with two storey elements abutting the square then stepping down to single storey within the site. The properties abutting the western and northern edge of the site also benefit from their intervening gardens and the woodland planting proposed along these boundaries.

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- 8.26 The application includes for daylight and sunlight studies at part 2.5 of the submitted Design and Access Statement. The provided drawings show the new school building is unlikely to have a substantial effect upon the new dwellings around the perimeter of the site in terms of daylight and over-shadowing. It is only in the morning and mid-winter (21st December) that the predicted shadows from the school encroach on properties at the south end of Morley Street the shadowing is limited to the rear gardens of the properties, the morning and requires no cloud cover. On this basis it would not have an adverse effect on residential amenity.

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- 8.27 Officers consider with the proposed mitigation measures discussed above, there is no adverse impact on residential amenity that is not capable of being controlled by condition. The proposal is therefore considered acceptable and in accordance with SCDLP policies HQ/1 and CC/6.

Construction Works

- 8.28 As already acknowledged above, the construction phase of any development, whilst limited in its nature, can have an impact on residential amenity. However, the impact from the construction can be minimised by securing planning conditions, such as ensuring the permitted construction hours and permitted construction delivery hours do not occur late into the evening, overnight, or early morning, where potential disturbance would be most likely (see draft conditions 4 and 5).

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- 8.29 In line with the South Cambridgeshire Environmental Health Officer's comments a Construction Environment Management Plan has been conditioned (see draft condition 16) to ensure that procedures and practices minimise disturbance to local residents as much as possible.

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- 8.30 Officers consider with the proposed mitigation measures discussed above there is no adverse impact on residential amenity arising from construction works, which is not capable of being controlled by condition. The proposal is therefore considered acceptable and in accordance with SCDLP policies HQ/1 and CC/6.

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Health Impact Assessment

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- 8.31 SCDCLP Policy SC/2 supports new development which has a positive impact on the health and wellbeing of new and existing residents and requires developments between 1,000 and 5,000 square metres to provide an extended screening or rapid Health Impact Assessment (HIA). The proposal is approximately 2,694 square metres of gross internal floor area.
- 8.32 Cambridgeshire County Council Public Health and South Cambridgeshire District Council's Health Specialist both confirmed that the initial Health Impact Assessment required had not followed the standard methodology proposed and should be revised. In order to address these concerns, the applicant attended a screening and scoping meeting on 29th May 2019 with public health specialists from Cambridgeshire County Council and South Cambridgeshire District Council and a revised Health Impact Assessment was submitted on 06 June 2019. The CCC Public Health and South Cambridgeshire District Health Officer have confirmed the revised HIA now follows the standard methodology and has used the HUDU (Health Urban Development Unit) Rapid HIA toolkit which is appropriate for this scale of development.
- 8.33 The Health Impact Assessment has been assessed and is considered acceptable and compliant with SCDCLP Policy SC/2.

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Sport and Recreational Provision

- 8.34 The proposal provides outdoor sports facilities including both a hard play area and playing field, located to the north of the school meeting the requirements for a new primary school. As the proposal is a new school and does not involve the loss of playing fields, Sport England has provided comments in support of the application. There is no public access to the playing fields as they are scaled for primary age children, access is restricted in line with safeguarding protocol and recreational provision is included for within the wider Wing site.
- 8.35 The proposal would provide a range of outdoor sports facilities suitable for a new primary school and meets requirements as set out in SCDCLP Policy HQ/1.

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Landscaping and Arboriculture

- 8.36 The main landscape feature associated with the proposal is the strip of woodland running down the eastern edge of the application site. This is to be retained and managed and a woodland trail created for use by the pupils subject to access via locked gates.
- 8.37 The northern half of the application site includes for a grassed six lane athletics track and sports field as well as a hard sports court. Between the school itself and hard sports court is a series of landscaped areas providing various learning opportunities for pupils; Wet Meadow, Trim Trail, Wildflower Meadow, Gazebo, Sandpit, Sun Dial,

Den Building Area, Wildlife Area (including pond), Allotment Planters, Sensory Garden and an area of lawn.

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- 8.38 A 2.4m high palisade fence is proposed around the strip of woodland and on the eastern shared boundary with the Park and Ride. The western and northern perimeter of the site is enclosed by a 1.8m Weld Mesh fence (originally proposed at 2.4m and lowered in response to the City Landscape comments and to match the height of the approved fences to the rear of adjacent properties). Within the site a 1.2m high timber fence is proposed to separate the woodland area from the main school and playing field and enclose the Wildlife Area (including pond).
- 8.39 Removal of two trees is proposed at the southern edge of the woodland strip to accommodate the nursery building. Otherwise, all trees onsite are proposed to be retained. The application site is currently barren and a selection of planting is proposed including; perimeter woodland planting to the western and northern boundaries, various sections of shrub planting, sections of native hedgerow, extensive areas of grass seeding and tree planting including six feature trees.
- 8.40 The Landscape Officer initially responded with amends to the scheme including the aforementioned fence, increased boundary buffer, enclosure of the woodland, recommending permeable surfacing and green roofs. The Landscape Officer also requested, as supported by the County Ecologist, moving the eastern fence line to the school side of the tree belt maintaining the appearance and permeability (for mammals) of the existing woodland. Whilst the applicant was unwilling to realign the fence in this manner owing to the need to provide a secure boundary line for the school, they have agreed to include 220mm x 250mm access holes (suitable for hedgehogs and badgers) at regular intervals around the fenced perimeter.

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Ecology

- 8.42 SCDCLP Policy NH/4 supports development which preserves and enhances biodiversity with opportunities to be taken to achieve positive gain from the design of the development with priority given to those sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy. Furthermore, NPPF paragraph 174 relating to habitats and biodiversity supports developments where there is a net gain in biodiversity on site.
- 8.43 The proposal includes the following in respect of onsite biodiversity; root protection zones to be implemented around existing trees and shrubs, native planting and bat and bird boxes. A total of 15 bat boxes and 12 bird boxes are to be installed, a planting plan has been proposed which incorporates shrubs, tree planting, hedging, bedding plants and bulbs inclusive of plants of known to benefit wildlife (either by providing nectar or fruits and berries).

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- 8.44 A total of 100m² of species-rich hedgerow is proposed along with 200m² of wildflower meadows positioned towards the site boundaries, see Soft Landscape General Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0122 Rev. P01) and Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0123 Rev. P01) both received 06 June, 2019.

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- 8.45 Natural England responded to the consultation with 'no comments' referring to standing advice in respect of protected species, ancient woodland and veteran trees. The County ecology officer responded with concerns over the submitted level of bat survey, the lack of roost potential assessment potential for bats (including those trees to be removed) and supporting the Landscape Officer request for the amended fencing arrangement in relation to the woodland strip.

- 8.46 Suggested conditions in respect of wildlife access points (condition 21) have been applied along with a condition requiring the detailed pond design (condition 25) and location of both bird and bat boxes (Condition 20).

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- 8.47 As discussed above the applicant has agreed to include 250mm access holes (suitable for hedgehogs and badgers) at regular intervals around the fenced perimeter.

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- 8.48 The applicant undertook a further bat survey on 25 July 2019 including a roost potential assessment of twenty trees, all of which were assessed as having negligible potential for roosting bats, except one which was assessed as having low potential for roosting bats. The assessment also concluded that the proposed works will not fragment bat foraging habitat and there will be no impact on foraging bats.

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- 8.49 The further survey allowed the County Ecologist to remove the previously stated objections subject to applied conditions including the wildlife access points.

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- 8.50 The proposal is considered acceptable as it would enhance and mitigate for biodiversity on site and demonstrate a net gain in biodiversity as required by the NPPF. As such it is considered the proposal is acceptable as it meets SCDCLP Policy NE/4 and Paragraphs 174 and 177 of the NPPF.

Transport and Access

- 8.51 The wider Wing development and associated preparatory works undertaken have established a temporary diversion of Public Footpath No. 9 Fen Ditton until August 2020 and an application to permanently divert the route will need to be made to the relevant Cambridgeshire County Council officers. Nonetheless an informative is proposed to be added to remind the applicant of their legal responsibility in this matter.

- 8.52 SCDCLP Policy T1/2 supports sustainable modes of transport, particularly for larger developments together with a subsequent reduction in car usage.

- 8.53 The County Council's Transport Assessment Team responded originally setting out a holding objection based on insufficient detail to be able to assess the highway impact of the development. Furthermore, the Highway Authority originally recommended refusal on the basis that pedestrians would need to use and cross the vehicular

access which was considered unacceptable. The Highway Authority also requested that the Transport Management Plan be separated and updated to address their concerns.

- 8.54 The Highway Authority also raised concerns on the basis that access to cycle and scooter parking appeared to be via the vehicular access in the south east corner of the application site. An informative (informative 7) is applied drawing the applicant's attention to the vehicular access and potential conflict with pedestrians / cyclists. The submitted documentation shows access to the cycle and scooter parking through the Market Square as marked on the submitted Proposed Site Plan (drawing number WING-RHP-PS-XX-DR-A-302 Rev. 04). In addition the car park is to be controlled by gates with access controls to prevent unauthorised use. It is understood from the agent for the application that Quality Panel comments and design iterations have led to the access arrangements which are focused on the pedestrianised Market Square. County Highways also requested a swept path analysis demonstrating where the delivery vehicles will turn. County Highways responded to additional detail provided by the applicant on 12 July and confirmed the information provided in respect of site logistics and confirming vehicular and pedestrian access points removed the initial concerns and holding objection.

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- 8.55 The proposal has been assessed and is considered acceptable to the Transport Assessment Officer as it would not contribute to unsustainable levels of additional traffic on the local highway network or create an additional highway hazard. In addition, they responded to re-consultation confirming that the points raised in the initial response have been addressed subject to the application of a Travel Plan condition (see draft Condition 26). As such and subject to the highway mitigation measures proposed (which can be secured through the use of planning conditions) it is considered that the application is compliant with SCDCLP policies HQ/1, CC/6, T1/2, and T1/3.

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Car, Cycle and Scooter Parking

- 8.56 Appendix 1 of the CEAAP recommends that a maximum of 2 spaces for every 3 staff are provided at both the primary and nursery schools and that 5% of the total car parking spaces are reserved for disabled users. Accordingly, for the 45 staff 30 car parking spaces (including 2 allocated for disabled users) are proposed in accordance with SCDCLP policies HQ/1, CC/6, T1/2, and T1/3. Policy T1/3 also encourages electric car charging points, draft Condition 28 includes the requirement for electronic vehicle charging infrastructure.

- 8.57 Appendix 2 of the CEAAP presents the cycle parking standards for the area which require:

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- 50% of the children between 5 and 12 years at primary schools;
- 1 space should be provided for every 2nd member of staff at nurseries; and
- 1 visitor space should be provided for every 5 pupils at nurseries.

- 8.58 For the 420 primary school pupils and 52 nursery places the standard suggests a minimum of 224 cycle parking spaces should be provided (210 spaces for the school and 14 for the nursery). The standards do not include parking provision for children scooting to school, which has become increasingly popular. In total 234 cycle / scooter places are proposed within the site. Broken down as follows:

- Cycle parking 82 stands with 2 bikes per stand = **164**; and
 - Scooter parking; 70 with 1 scooter per stand = **70**.
- 8.59 Table 4 of the submitted Travel Plan (document number WING-WSP-PS-XX-RP-TP-1901 P05) predicts a total of 122 trips for primary and nursery pupils and staff and a total of 38 scooter trips (all pupils). The proposal therefore provides cycle (and scooter) parking in excess of the standard in Appendix 1 of the CEAAP and is also considered to be in accordance with SCDCLP policies HQ/1, CC/6, T1/2, and T1/3. A condition (see draft Condition 27) is also applied to ensure the specification details of the proposed cycle and scooter parking.

Surface Water, Foul Water Drainage and Flooding

- 8.60 SCDCLP policies CC/7, CC/8, and CC/9 state that water quality should be protected with proposals demonstrating adequate water supply, sewerage and land drainage systems with sustainable drainage systems (SUDS) incorporated to manage water drainage at source, protect water quality from pollution run off with details of management / maintenance of SUDS provided. The proposal should also contribute to an overall reduction in flood risk. SCDCLP Policy CC/9 states that proposals would only be supported where there is no increase to flooding. The site is located within Flood Zone 1 which indicates a low risk of flooding.
- 8.61 The Environment Agency responded with no objection to the principle of development and reverted to the Lead Local Flood Authority (LLFA) in respect of sustainable water drainage. Following points of clarification between the applicant and LLFA, including the overall reduction in surface water flooding, the LLFA was able to remove their initial holding objection.
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- 8.62 With the implementation of the appropriate applied conditions (see draft conditions 23 and 24), the proposal will therefore be compliant with SCDCLP Policies CC/7, CC/8 and CC/9 in respect of Sustainable Drainage.

Sustainability

- 8.63 SCDCLP Policies CC/2 and CC/3 support proposals which can demonstrate mitigation against climate change and low carbon developments which use renewable energy technologies and policy CC/4 supports proposals which are water efficient.
- 8.64 The school is targeting a BREEAM standard of 'very good' and is aiming to achieve a BREEAM credit of 8 for the reduction of energy use and carbon emissions and water consumption credit of 5. Measures to achieve the BREEAM standard include; building air tightness target of 4m3/(hr.m2) at 50pa, window design allowing for maximum natural light, high window head heights intended to minimise the need for artificial lighting, ratio of glazing to solid wall is selected to maximise daylighting whilst limiting excessive summer heat gain / winter heat loss, glass within windows / doors will be specified to control solar gains where necessary to mitigate overheating.
- 8.65 The primary school building is orientated along an east-west axis to maximise solar gain from solar photovoltaic panels. The South Cambridgeshire EHO has no objection to the use of this type of solar technology, however, the EHO officer has requested that if air source heat pumps and / or micro wind turbines are considered then a noise impact assessment and / or noise insulation scheme may be required.

The applicant has confirmed that no other renewable technologies are proposed, only photovoltaics are proposed.

- 8.66 The building would incorporate renewable energy technologies to meet 'very good' criteria in accordance with SCDCLP policies HQ/1, CC/1, CC/2, CC/3 and CC/4 and BREEAM conditions are proposed to ensure appropriate energy and water targets are met (see draft Conditions 29 and 30).

Contaminated Land

- 8.67 SCDCLP Policy CC/6 Construction Methods seeks to ensure that construction works are managed to reduce any adverse impact on local environment and residential amenity.
- 8.68 The main developer for the Wing site is responsible for submitting and discharging the conditions relating to site wide Contamination (conditions 43 and 44 pursuant to planning permission reference S/2682/13/OL). An application was submitted in July 2018 to South Cambridgeshire District Council by the main developer (application reference number S/2885/18/DC) for a Remediation Strategy. Previous contamination investigation and assessment works have already been completed at the site as part of the outline planning application. The Phase 1 site (within which the primary school is located) consists of undeveloped greenfield land. Groundwater flow has been shown to be towards the north west. The previously identified contamination with the groundwater underlying the Phase 2 area will therefore not migrate onto the Phase 1 site as this is upgradient of the Phase 2 site. Potential contamination of groundwater beneath the Phase 2 area will be addressed separately during the Phase 2 works. The District Council will be discharging information submitted for conditions 43 and 44 pursuant to the outline planning application and the work has to be discharged before the site for the primary school is handed over to Cambridgeshire County Council.
- 8.69 Applied Condition 15 includes for a Construction Management Strategy, inclusive of details of the area(s) subject to construction activity and the storage of materials and equipment.
- 8.70 The proposals have been updated in response to officers concerns and are now considered acceptable subject to mitigation by the imposition of the above planning condition. Officers consider that the proposals are compliant with SCDCLP policies HQ/1 and CC/6 and NPPF 2019 Paragraph 170(f) and would pose no risk with regards to contamination.

Airport Safeguarding

- 8.71 Policy TI/6: Cambridge Airport Public Safety Zone requires development within the Cambridge Airport Public Safety Zone to consult with the airport operator and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain the operational integrity of the airport.
- 8.72 Cambridge Airport initially responded requiring a Bird Hazard Management Plan and suggesting a number of conditions limiting the height of onsite trees, requiring further detail in respect of landscaping, restrictions in respect of cranes and requesting a Construction Management Strategy.

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- 8.73 The Ministry of Defence responded in the same manner as Cambridge Airport and conditions are applied in respect of obstacle lighting and removing permitted development rights for cranes.

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- 8.74 The applicant submitted a Wildlife Hazard Management Plan in July 2019 which Cambridge Airport confirmed as acceptable and subject to the application of conditions in respect of obstacle lighting, removing permitted development rights for cranes and providing a Construction Management Strategy (see draft Condition 9, 14 and 15) officers consider that the proposal is compliant with SCDCLP policy TI/6 and does not pose a risk to Cambridge Airport Public Safety Zone.

Archaeology

- 8.75 Paragraph 185 of the NPPF states that heritage features within a development site should be conserved and SCDCLP Policy NH/14 also supports this.

- 8.76 The County Archaeologist confirmed in their consultation response that archaeological investigation of the site was secured at the outline stage (S/2682/13/OL) and that excavations have been completed within this proposal area and further fieldwork is not required.

- 8.77 The site and its historical merits have been investigated and it is considered that the site would not be damaged by the construction of the proposal in accordance with SCDCLP Policy NH/14.

Mineral and Waste Plan allocations

- 8.78 The application site lies wholly within the W1E – Cambridge East (Area of Search) (W8H) Waste Consultation Area of Search as identified on the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Document Adopted February 2012.

- 8.79 Where it has not been possible to identify precise boundaries for proposed waste management allocation, an Area of Search has been identified. Typically these exist in areas of proposed growth for which master planning is not yet complete. It is expected that within an Area of Search a suitable site will be identified. Areas of Search tend to be notably larger in size to that required for an operational waste management facility. Waste Consultation Areas cover and extend 250m beyond the Area of Search boundary.

- 8.80 Given the masterplan for the wider Wing site and approvals in addition to the proposed school, the application site is not considered a likely location for an operational waste management facility. Therefore it is not considered to prejudice the waste Area of Search set out within W1E and as such is broadly compliant with the adopted development plan.

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Waste and Recycling

- 8.81 It is noted that a Site Waste Management Plan has been prepared to accompany this planning application, which is welcomed. In addition the design of the building will minimise waste arising. The waste strategy for the primary school has been developed in conjunction with Anglia Learning Trust and their waste management provider to determine the optimal location and size of the bin store based on the predicted waste stream from similar schools. A tracking layout has been provided

which details how refuse vehicles will access the site and this meets requirements as set out in the adopted RECAP Design Guide SPD.

- 8.82 The store is sized on the assumption of weekly collections and has space to accommodate the following bins: 3 x General waste 2 x Mixed Recycling 1 x Food waste 1 x Glass recycling, which is consistent with Policy CS28 Waste Minimisation, Re-use and Resource Recovery of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy.
- 8.83 Officers consider that this element of the proposal is compliant and in accordance with design requirements as set out in the RECAP Design Guide and SCDCLP policies HQ/1 and SC/15.

Protection of Agricultural Land

- 8.84 SCDCLP Policy NH/3 states that planning permission would not be granted for development which would lead to the irreversible loss of Grades 1-3a of agricultural land unless sustainability considerations and the need for development are sufficient to override the need to protect the agricultural value of the land (NH/3(1)(b)). The proposal would result in the loss of 2.3 hectares of Grade 2 agricultural land. The need for the development is demonstrated in paragraphs 8.2 – 8.7. South Cambridgeshire has a significant resource of good quality agricultural land, particularly around Cambridge and the larger settlements which is where the most sustainable growth for development is located.
- 8.85 The proposal site would lead to the irreversible loss of 2.3 hectares of Grade 2 agricultural land. However, as Grade 2 agricultural land is predominant in the area, the proposal is considered broadly compliant with SCDCLP policy NH/3, when balanced against the need demonstrated for the development and school provision.

Public Art

- 8.86 SCDCLP Policy HQ/2 expects the Council to 'encourage' the provision of public art for major development proposals or to make a financial contribution to support public art initiatives. Whilst the proposal does not meet the criteria listed under Policy HQ/2 b. (office, manufacturing, warehousing and retail developments) the wider masterplan, inclusive of the Market Square to the front elevation of the application site, does.
- 8.87 It is considered that the abutting Market Square and wider site are more appropriate locations for public art, given the school function and safeguarding requirements. As such, the proposal is considered acceptable without the need for public art, and when taken as a whole is considered by officers to be in accordance with the spirit of SCDCLP Policy HQ/2.

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Potential implications to other schools in the area

- 8.88 The Chair of Governors for Teversham Primary School made representation to the planning application as summarised at paragraph 7.3 above. The same viability concern was raised by Teversham Parish Council in their representation at paragraph 7.2 above. The concern was that the Wing Primary School would render Teversham Primary School financially non-viable. As set out in paragraphs 8.5 and 8.6 above the applicant provided Published Admission Numbers (PAN) for both Teversham and Fen Ditton Primary schools and demonstrated that both schools are

likely to be at, or close to their admissions limit by May 2019. The applicant also advised that they have been advised that around 225 homes would be occupied by September 2021 generating an anticipated need for 90 primary school age children.

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- 8.89 As already noted in paragraph 8.6 above, the applicant provides annual school capacity forecasts to the Department for Education, including individual school based forecasts allowing demand for places to be compared with the capacity currently available. The number of reception children forecast over the next ten years, along with the number of four year olds anticipated from the wider Wing development, results in a shortage of places forecast across the area which could not be met by neighbouring schools and necessitates the opening of the Wing Primary School.

- 8.90 Whilst the financial viability of another academy is not a material planning consideration, the need is. As such, and as per paragraph 8.7 above, given the demographic data and justification of need provided by the applicant, planning officers consider the proposal would meet the educational need for the Wing development in accordance with paragraph 94 of the NPPF. As such consideration has been given to this by officers and great weight has been given to providing these school places accordingly.

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9.0 CONCLUSION

- 9.1 This proposal has been considered against local and national planning policy, as well as other material planning considerations, in order to provide a full assessment of the benefits and negatives that need to be balanced with a project of this nature.

- 9.2 The principle of the wider development (which included this primary school) was established via outline permission S/2682/13/OL (13/1837/OUT, Cambridge City Council) and subsequent reserved matters application S/1004/18/RM (18/0459/REM, Cambridge City Council). The school is needed to serve the, up to 1,300 homes approved at the Wing site. Given the demographic data and justification of need provided by the applicant, planning officers consider the proposal would meet the educational need for the Wing development in accordance with paragraph 94 of the NPPF and SCDLP Policies S/3 and HQ/1.

- 9.3 The applicant has demonstrated that they have made improvements to the design of the proposal to take account of concerns raised during consultation and align with the design guide for the area and there is no adverse impact on residential amenity that is not capable of being controlled by planning conditions.

- 9.4 With the inclusion of wildlife access points the proposal is considered acceptable as it would enhance and mitigate for biodiversity on site and demonstrate a net gain in biodiversity as required by the NPPF.

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- 9.5 For the above reasons it is considered that subject to the recommended conditions and informatives, the proposal is compliant with national and local planning policy and guidance and should be approved.

10. RECOMMENDATION

10.1 **APPROVE (C/5001/18/CC)** subject to the following conditions:

Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Conditions 15 and 16 below all require further information to be submitted, or works to be carried out, in the interests of airport safety, to protect the environment and ensure sustainable methods of operation during the construction of the development and are therefore attached as pre-commencement conditions. The developer may not legally commence development on site until these conditions have been satisfied.

1. Commencement

The development hereby permitted shall be commenced no later than 3 years from the date of the decision notice. Within 14 days of the commencement of the development hereby permitted the County Planning Authority shall be notified in writing of the date on which the development commenced.

***Reason:** To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.*

2. Occupation of Development

Within 14 days of the first occupation of any part of the development hereby permitted the County Planning Authority shall be notified in writing of the date on which the development was first occupied.

***Reason:** In order to be able to establish the timescales for the approval of details reserved by conditions.*

3. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the details set out in the following approved drawings and documents (received 21 January 2019, unless otherwise specified), and as amended by the information approved as required by the following conditions:

- Site Location Plan (drawing number WING-RHP-PS-XX-DR-A-300 Rev. 04), dated 19 December, 2018;
- Proposed Site Plan (drawing number WING-RHP-PS-XX-DR-A-302 Rev. 04) dated 19 December, 2018;
- Ground Floor General Arrangement Plan (drawing number WING-RHP-PS-00-DR-A-303 Rev. 08) dated 04 July, 2019 (received 09 July 2019);
- First Floor General Arrangement Plan (drawing number WING-RHP-PS-01-DR-A-304 Rev. 06) dated 19 December 2018;
- Roof General Arrangement Plan (drawing number WING-RHP-PS-02-DR-A-305 Rev. 06) dated 19 December 2018;
- Site Elevations (drawing number WING-RHP-PS-ZZ-DR-A-310 Rev. 04) dated 19 December 2018;
- General Arrangement Elevations Sheet 1 (drawing number WING-RHP-PS-ZZ-DR-A-311 Rev. 06) dated 19 December 2018;

- General Arrangement Elevations Sheet 2 (drawing number WING-RHP-PS-ZZ-DR-A-312 Rev. 06) dated 19 December 2018;
- General Arrangement Elevations Sheet 3 (drawing number WING-RHP-PS-ZZ-DR-A-313 Rev. 06) dated 19 December 2018;
- Elevations (drawing number WING-RHP-PS-ZZ-DR-A-314 Rev. 02) dated 19 December 2018;
- Site Sections (drawing number WING-RHP-PS-ZZ-DR-A-315 Rev. 02) dated 19 December 2018;
- Building Sections (drawing number WING-RHP-PS-ZZ-DR-A-316 Rev. 04) dated 19 December 2018;
- Fencing Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0124 Rev. P01) dated 06/06/2019 (received 06 June 2019);
- Fencing Arrangement Plan Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0125 Rev. P01) dated 06/06/2019 (received 06 June 2019);
- Soft Landscape General Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0122 P01) dated 05/06/2019 (received 06 June 2019);
- Soft Landscape General Arrangement Plan Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0123 P01) dated 05/06/2019 (received 06 June 2019); and
- Hard Landscape General Arrangement (drawing number WING-WSP-PS-XX-DR-L-0100 Rev P04), by WSP, dated 21 November 2018.

Reason: *To ensure the development is carried out in accordance with the approved plans and to define the site and preserve the character, appearance and quality of the area in accordance with Policy DP/2 of the South Cambridgeshire Local Plan (adopted September 2018).*

4. Construction Hours

All construction, enabling or earthworks, including the operation of plant shall only take place between the following permitted hours, as restricted by Condition 5 below:

- 0800 hours to 1800 hours Monday to Friday;
- 0800 hours to 1300 hours on Saturdays; and
- at no time on Sundays, Bank or Public Holidays.

Reason: *To protect the amenity of adjoining properties and control the construction hours, without impacting on the delivery of the project, in accordance with policies CC/6, HQ/1, SC/10, SC/12 and TI/2 of South Cambridgeshire District Council Local Plan 2018.*

5. Construction Collection / Delivery hours

No construction related deliveries to or from the site or removal of waste or materials from the site shall take place except between the hours of:

- 09.30 and 16.00 Monday to Friday;
- 0800 and 1300 on Saturdays; and
- at no time on Sundays, Bank or Public Holidays.

Reason: *To protect the amenity of adjoining properties and control the construction hours, without impacting on the delivery of the project, in accordance with policies*

6. Piling

No piling shall take place on the site. If piling is found to be required, it shall not commence until a construction and vibration impact report has been submitted to and approved in writing by the County Planning Authority. The reports shall be in accordance with the provisions of BS5528:2009, Code of Practice for Noise and Vibration Control on Construction and Open Sites Part 1 (or as superseded) and shall include full details of any piling and mitigation measures to be taken to protect local residents from noise and vibration.

The piling shall be carried out in accordance with the approved details.

Reason: *To protect the amenity of nearby properties and control the construction hours without impacting on the delivery of the project, in accordance with Policies SC/11 and HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).*

7. Burning of Waste

During the construction and operation of the development hereby permitted there shall be no bonfires or the burning of waste on the site.

Reason: *To protect the amenity of nearby properties in accordance with Policies SC/14 and HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).*

8. Materials

Prior to any development above slab level full details including samples of the materials to be used in the construction of the external surfaces of buildings, which includes external features such as entrance doors, windows, louvres, grilles, external metal work, rain water goods, coping, shall be submitted to and approved in writing by the County Planning Authority.

A sample panel of the facing materials to be used shall be erected on site and shall be at least 1.5m x 1.5m to establish the detailing of bonding, coursing, colour and type of jointing and shall be agreed in writing with the County Planning Authority.

Prior to the first occupation of the development hereby permitted the external materials shall be used in accordance with the approved details

Reason: *To ensure the development is carried out in accordance with the approved plans and to define the site and preserve the character, appearance and quality of the area in accordance with Policy DP/2 of the South Cambridgeshire Local Plan (adopted September 2018).*

9. Obstacle Lighting During The Construction Period

No obstacle lighting shall be placed on construction equipment above 10m AOD. If construction equipment above 10m AOD is found to be required, then an obstacle lighting scheme shall be submitted to and approved in writing by the County Planning Authority prior to the use of the obstacle lighting.

Where an obstacle lighting scheme is required and approved by the County Planning Authority then it shall be implemented and maintained for the duration of the construction period.

Reason: *Permanently illuminated obstacle lighting is required for the duration of construction and on construction equipment to avoid endangering the safe movement of aircraft and the operation of Cambridge Airport in accordance with Policy TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).*

10. Hard and soft landscaping/ Detailed Landscape Scheme

Prior to any development above slab level details of both hard and soft landscape works shall be submitted to and approved in writing by the County Planning Authority. These details shall include proposed finished levels or contours; means of enclosure; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting) and proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports). 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.

Prior to the occupation of the development hereby permitted the hard and soft landscaping shall be carried out in full accordance with the approved details and implementation programme.

Reason: *In the interests of visual amenity and to ensure that suitable hard and soft landscaping is provided as part of the development in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).*

11. Replacement Planting and Seeding

If within a period of five years from the date of the planting any tree, shrub, hedging or seeding fails or is removed other than in accordance with the approved details, that tree, shrub, hedging or seeding, or any planted in replacement for it, is removed, uprooted or destroyed or dies, it shall be replaced by like for like replanting at the same place, unless the County Planning Authority has given prior written consent for any variation.

Reason: *To ensure there is a net gain in biodiversity and in the interests of the visual appearance in accordance with policies SC/3, HQ/1, NH/2, NH/4 and NH/8 of South Cambridgeshire District Council Local Plan 2018.*

12. Landscape and Ecological Management Plan (LEMP)

Within 3 months of the date of the commencement of development as identified by Condition 1, a landscape and ecological management plan for the landscape and biodiversity scheme, maintenance and implementation timetable shall be submitted to and approved in writing by the County Planning Authority. The scheme shall provide for the maintenance of all landscaped areas and ecological enhancements for 5 years from the start date of the implementation timetable and specify the maintenance responsibilities and arrangements for its implementation.

The LEMP shall be implemented in accordance with the approved scheme and implementation timetable.

Reason: *To avoid endangering the safe movement of aircraft and the operation of Cambridge Airport through the attraction of birds and an increase in the bird hazard risk of trees and shrubs on the application site in accordance with policy TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).*

13. Protection of Mammals

During the construction works for the development hereby permitted all open construction trenches shall be capped overnight or, a means of escape from the construction trenches shall be provided to ensure the protection of mammals on site.

Reason: *To ensure the protection of mammals on site in accordance with policies HQ/1, and NH/4 of South Cambridgeshire District Council Local Plan 2018.*

14. Removal of PD Rights for Cranes and Construction Equipment

No development within Schedule 2 Part 4 Temporary Buildings and Uses, Class A: The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations, being or to be carried out on, in, under or over land or on land adjoining that land shall be carried out without a planning application being submitted to and approved by the County Planning Authority, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting it, with or without modification).

Reason: *To ensure that construction operations and equipment on the application site or on any adjoining land do not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger the movement of aircraft and the safe operation of the aerodrome through interference with communication, navigational aids and surveillance equipment in accordance with Policy TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).*

15. Submission of a Construction Management Strategy

No development shall commence until a Construction Management Strategy has been submitted to and approved in writing by the County Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include, but not be limited to, the following matters:

- a) details of the area(s) subject to construction activity and the storage of materials and equipment;
- b) details of cranes and other tall construction equipment (including the details of obstacle lighting) and demonstrate they comply with Advice Note 4 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/policy-campaigns/operations-safety/);
- c) control of activities likely to produce dust and smoke etc.;

- d) details of temporary lighting – Such details shall comply with Advice Note 2 ‘Lighting Near Aerodromes’ (available at www.aoa.org.uk/policy-campaigns/operations-safety/);
- e) height of storage areas for materials or equipment;
- f) control and disposal of putrescible waste to prevent attraction of birds; and
- g) site restoration.

The approved strategy (or any variation approved in writing by the County Planning Authority) shall be implemented for the duration of the construction period.

Reason: *In the interests of airport safety and to ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger aircraft movements and the safe operation of the aerodrome through interference with communication, navigational aids and surveillance equipment in accordance with Policy TI/6 of the South Cambridgeshire Local Plan (adopted September 2018). Airport safety is required ahead of the construction phase so must be agreed before development commences.*

16. Construction Environmental Management Plan

No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the County Planning Authority. The CEMP shall include, but not be limited to, the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of “biodiversity protection zones”;
- c) Practical measures (both practical measures and sensitive working practices) to avoid or reduce impacts during construction;
- d) Details of lighting on sensitive biodiversity features e.g. bats;
- e) The location and timing of works to avoid harm to sensitive biodiversity features;
- f) The time during construction when specialist ecologists need to be on site to oversee works, such as works to trees;
- g) Responsible persons and lines of communication;
- h) Use of protective fences, exclusion barriers and warning signs;
- h) control and disposal of putrescible waste to prevent attraction of birds; and
- i) site restoration.

The development hereby permitted shall be carried out in accordance with the approved CEMP.

Reason: *In the interests of airport safety and to ensure the protection of existing species and the ecological and biodiversity value of the area in accordance with Policy NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and in line with National Planning Policy Framework (NPPF) paragraphs 174 and 175. The protection of nature conservation and airport safety is required ahead of the construction phase so must be agreed before development commences.*

17. Transport Management Plan

The development hereby permitted shall only be implemented in full compliance with the Transportation and Traffic Management Plan Revision B by Morgan Sindall dated 04/09/2019 (received 04/09/2019).

Reason: To protect the amenity of nearby properties, in accordance with policies CC/6, HQ/1, and TI/2 of South Cambridgeshire District Council Local Plan 2018.

18. Operational Noise Impact Assessment

Prior to the first occupation of the development hereby permitted details of the location and type of any external power driven plant or equipment, including equipment for heating, ventilation and for the control and extraction of any odour, dust or fumes from the building(s) excluding office equipment and the location of the outlet from the building(s) of such plant and equipment, shall be submitted to and approved in writing by the County Planning Authority.

All such plant and equipment shall be installed prior to the first occupation of the building hereby permitted and shall thereafter be retained only in accordance with the approved details and within any agreed noise restrictions.

Reason: To protect the amenity of nearby residential properties from the potential impacts of noise from plant, in accordance with policies SC/10 and SC/14 of South Cambridgeshire District Council Local Plan 2018.

19. Unexpected Contamination

If during the construction of the development hereby permitted unexpected contamination is encountered, which has not previously been identified, works shall immediately cease on site until the County Planning Authority has been notified and the additional contamination has been fully assessed and the following remediation approved in writing:

- 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; and
- c) A schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

The remediation strategy shall be implemented as approved to the satisfaction of the County Planning Authority prior to the first occupation of the development hereby permitted.

Reason: To minimise any risk from land contamination associated to the current and future users of the land, groundwater, the natural environment or general amenity in accordance with NPPF (February 2019) paragraph 170 (f) and policy CC/6 and SC11 of South Cambridgeshire District Council Local Plan 2018.

20. Bird and Bat boxes

Prior to the first occupation of the development hereby permitted details of the proposed location of bird and bat boxes shall be submitted to and approved in writing by the County Planning Authority. This shall include, but not be limited to, the following:

- a) Annotated landscape plan showing the orientation of the boxes and height above ground of bird nest boxes to be attached to mature trees;
- b) Annotated elevational plan showing the height above ground and distance away from any windows or external lighting;
- c) All nest boxes shall be positioned in 'unlit' areas; and
- d) Details of an implementation timetable.

All boxes shall be installed in full accordance with the approved details and implementation timetable.

Reason: *To ensure the protection of existing species and the ecological and biodiversity value of the area in accordance with Policy NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and in line with National Planning Policy Framework (NPPF) paragraphs 174 and 175.*

21. Wildlife Access Points

Prior to any development above slab level full details of the access points for wildlife within the perimeter fencing around the woodland shall be submitted to and approved in writing by the County Planning Authority. The details shall include the size, number, and locations within the perimeter fencing and also provide a maintenance plan and methodology for keeping the access points clear of excessive overgrowth, litter and any other features which may block the access points.

The wildlife access points shall be carried out in full accordance with the approved details and maintenance programme for the lifetime of the development.

Reason: *To ensure wildlife can still access and exit the tree belt and the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with Policy NH/4 of the South Cambridgeshire Local Plan (adopted September 2018).*

22. Lighting Design Strategy for Light-Sensitive Biodiversity

Prior to any development above slab level, a "lighting design strategy for biodiversity" shall be submitted to and approved in writing by the County Planning Authority. The strategy shall include, but not be limited to, the following:

- a) identify those areas / features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging (woodland plantation);
- b) show how and where external lighting will be installed (through the provisions of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places; and
- c) a timetable of installation and maintenance.

All external lighting shall be installed in accordance with the specifications, locations and timescales set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances shall any other external lighting be installed without prior written consent from the County Planning Authority.

Reason: *To ensure the protection of existing species and the ecological and biodiversity value of the area in accordance with Policy NH/4 of the South*

Cambridgeshire Local Plan (adopted September 2018) and in line with National Planning Policy Framework (NPPF) paragraphs 174 and 175.

23. Surface Water Drainage Scheme

Prior to any development above slab level a detailed surface water drainage scheme for the site, based on the agreed Drainage Strategy Report prepared by WSP (ref: WING-WSP-PS-XX-RP-D-4001-P05) dated November 2018 shall be submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details before the development is completed.

Reason: *To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with Policies CC/7, CC/8, and CC/9 of the South Cambridgeshire Local Plan (adopted September 2018).*

24. Maintenance of Surface Water Drainage Systems

Prior to the first occupation of the development hereby permitted, details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) shall be submitted to and approved in writing by the County Planning Authority. The submitted details shall identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes.

The approved maintenance plan shall be carried out in full thereafter for the lifetime of the development.

Reason: *To ensure the satisfactory maintenance of drainage systems that are not publically adopted, in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan (adopted September 2018) and the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.*

25. Detailed Pond Design

Prior to the first occupation of the development hereby permitted a detailed pond design for the pond shown on Hard Landscape General Arrangement (drawing number WING-WSP-PS-XX-DR-L-0100 Rev P04) shall be submitted to and approved in writing by the County Planning Authority. The details shall include but not be limited to; the cross sections, planting details and proposed maintenance.

Thereafter the pond will be implemented in accordance with the approved details.

Reason: *To ensure the protection of existing species and the ecological and biodiversity value of the area in accordance with Policy NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport in accordance with Policy TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).*

26. School Travel Plan

Within 9 months of the first occupation of any part of the development hereby permitted as identified through Condition 2, the applicant shall be responsible for the provision and implementation of a School Travel Plan to be submitted to and approved in writing by the County Planning Authority. The approved School Travel Plan shall include mitigation measures; an implementation timetable; and details relating to its annual review.

The approved School Travel Plan shall be implemented in full in accordance with its approved timetable.

Reason: *To ensure the safe and efficient operation of the highway and promote sustainable travel in accordance with Policy TI/2 of the South Cambridgeshire Local Plan (adopted September 2018).*

27. Cycle and Scooter Parking Specification

Within 6 months of the date of the commencement of development as identified by Condition 1, specification details of the cycle, cycle shelters and scooter racks, including elevations, shall be submitted to and approved in writing by the County Planning Authority.

The approved details shall be implemented in full prior to the first occupation of the development, as identified by Condition 2. Thereafter the cycle and scooter parking shall be retained in accordance with the details approved for their specific use.

Reason: *To promote sustainable travel in accordance with policies TI/2 and TI/3 of South Cambridgeshire District Council Local Plan 2018.*

28. Car Parking

Prior to the occupation of any part of the development hereby permitted the car parking spaces shown on the Soft Landscape General Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0122 Rev. P01) by WSP, dated 05/06/2-2019 (received 06 June, 2019) and Soft Landscape General Arrangement Plan Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0123 Rev. P01) by WSP, dated 05/06/2-2019 (received 06 June, 2019); shall have been created with access to electronic vehicle charging infrastructure, demarcated, levelled, surfaced, drained and provided in their entirety.

The car parking spaces and electronic vehicle charging infrastructure shall thereafter be retained in their entirety for their specific use.

Reason: *To manage parking arrangements on site and to protect the amenity of nearby properties in accordance with policy TI/3 of South Cambridgeshire District Council Local Plan 2018.*

29. BREEAM Pre-Construction

Within 6 months of the commencement of development hereby permitted as identified by Condition 1, the following information shall be submitted to and approved in writing by the County Planning Authority:

- a) Evidence that the development is registered with the Building Research Establishment (BRE) under BREEAM (either a 'BREEAM Buildings scheme,

or a 'bespoke BREEAM') and a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of no less than 6 credits in the Energy category (Ene01 – Ene08), and no less 2 credits in the Water category (Wat01 – Wat04) of the relevant BREEAM assessment within an overall BREEAM rating of 'Very Good', noting that a completed pre-assessment estimator will not be acceptable; and

- b) Where the design stage certificate shows a shortfall in credits for BREEAM 'Very Good', a statement shall be submitted identifying how the shortfall will be addressed.

Reason: *In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and to ensure the building is sustainable and makes efficient use of energy, waste and materials in accordance with policies CC/1, CC/3 and CC/4 and HQ1 of South Cambridgeshire District Council Local Plan 2018.*

30. BREEAM Post-Construction Review

Within 6 months of the first occupation of the development hereby permitted as identified by Condition 2, a BREEAM Design Stage Certificate and a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of no less than 6 credits in the Energy category (Ene01 – Ene08), and no less than 2 credits in the Water category (Wat01 – Wat04) of the relevant BREEAM assessment within an overall BREEAM rating of 'Very Good' shall be submitted to, and approved in writing by, the County Planning Authority.

Reason: *To ensure that the development is sustainable and makes efficient use of use of energy, water and materials in accordance with policies CC/1, CC/3 and CC/4 and HQ/1 of South Cambridgeshire District Council Local Plan 2018.*

31. Photovoltaic Panels

Within 3 months of the commencement of development as identified by Condition 1, details, showing elevational and layout plans indicating the precise location of the photovoltaic panels and specification details of the photovoltaic panels, shall be submitted to and approved in writing by the County Planning Authority. The approved details shall be implemented in full and the photovoltaic panels shall be operational prior to the first occupation of the development hereby permitted. Thereafter they shall be retained for that specific purpose and maintained in accordance with the approved details.

Reason: *In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings in accordance with policies CC/1, CC/2 and CC/3 of South Cambridgeshire District Council Local Plan 2018.*

Informatives

1. Environment Agency advice to applicant

The applicant's attention is drawn to the advice provided by the Environment Agency in their letter dated 04 March 2019 in relation to guidance on Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS), Pollution Control, Foul Water Drainage and Contaminated Land.

2. Public Footpath

Public Footpath No. 9 Fen Ditton must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway).

Landowners are reminded that it is their responsibility to maintain boundaries, including trees, hedges and fences adjacent to Public Rights of way, and that any transfer of land should account for any such boundaries (s154 Highways Act 1980).

The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).

3. Pollution Control

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

4. Anglian Water advice to applicant

The applicant's attention is drawn to the advice provided by Anglian Water in their letter dated 05th March, 2019 in relation to guidance on connecting the sewerage network and surface water disposal.

5. Obstacle Lighting to inform Condition 9

Any obstacle lights must be steady state red lights with a minimum intensity of 200 Candela. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at www.caa.co.uk). For further information to help the submission required by Condition 9 if necessary, please refer to Advice Note 4 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).

6. Fire Hydrants

Adequate provision should be made for fire hydrants and the position agreed with the relevant Water Authority. Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5, Section 16. This is required to meet Building Regulations.

7. Management of Vehicular Access

The applicant's attention is drawn to the concerns of the Highways Authority surrounding the vehicular access and potential conflict with pedestrians / cyclists. It will be for the applicant/ school to ensure appropriate management of this access to ensure safe access for all users.

8. Noise Nuisance

To assist with Condition 18 further advice with regard to noise nuisance from plant and equipment external to the buildings can be obtained from Mr Nick Atkins, Environmental Health Officer, Health & Environmental Services Telephone No: 01954 713145.

9. Protection of Nesting Birds

There shall be no removal of hedgerows, trees, or shrubs between 1st March and 31st August inclusive, unless a qualified ecologist has undertaken a detailed check of vegetation for active bird's nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the County Planning Authority for their records. All British birds, their nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife and Countryside Act 1981, as amended and policy NH/4 of South Cambridgeshire District Plan 2018.

Compliance with paragraph 38 of the National Planning Policy Framework (February 2019)

Officers have worked with the applicant in a positive and creative way to ensure that all possible mitigation measures have been reviewed to address the land use planning concerns raised. The final proposal has sought to ensure that the economic, social and environmental conditions of the area are maintained, balanced against the harm to the green belt and local landscape, in order to deliver much needed school places for children in Histon and Impington. The changes made by the applicant have ensured the support of all statutory consultees.