

PLANNING COMMITTEE



Date: Thursday, 16 March 2017

Democratic and Members' Services

Quentin Baker

LGSS Director: Law & Governance

10:00hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room

Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

1 Apologies for Absence

2 Declarations of Interest

*Guidance for Councillors on declaring interests is available at
<http://tinyurl.com/cccd-dec-of-interests>*

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PLANNING APPLICATIONS

4 E/3007/16/CC - Bottisham Village College, Bottisham

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ITEMS FOR INFORMATION

6 Sumary of Delegated Decisions - March 2017

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The Planning Committee comprises the following members:

Councillor David Connor (Chairman) Councillor Ian Gardener (Vice-Chairman)

Councillor Anna Bradnam Councillor Lynda Harford Councillor Peter Hudson Councillor Bill Hunt Councillor Sebastian Kindersley and Councillor Joan Whitehead

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

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PLANNING COMMITTEE: MINUTES

Date: Thursday 16th February 2017

Time: 10.00am – 13:40pm

Place: Council Chamber, Shire Hall, Cambridge

Present: Councillors B Ashwood, D Connor (Chairman), A Dent, L Harford, B Hunt, S Kindersley, M Loynes, M Mason, J Scutt and M Smith (Vice Chairwoman)

224. APOLOGIES AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Ashcroft (Councillor Dent substituting) and Lay.

The Chairman disclosed a non-pecuniary interest in relation to agenda items 4 and 5 in that he knew both the applicant and the objector and therefore would withdraw from the meeting while the items were being determined.

The Vice-Chairwoman declared a non-pecuniary interest in relation to agenda item 6 in that she was Chairwoman of a Member led review into completed cycling projects. She also informed the Committee that when the item was presented to the Economy and Environment Committee she observed the meeting as a member of the public.

Councillors Harford and Mason informed the Committee that when the item was discussed at the meeting of the Economy and Environment Committee on 16 December 2016 they left the meeting while the item was discussed.

Councillor Scutt informed the Committee that she was a lapsed member of the Cambridge Cycling Campaign and did not actively participate in activities.

225. MINUTES – 19TH JANUARY 2017

The minutes of the Planning Committee meeting held on 19th January 2017 were agreed as a correct record and signed by the Chairman.

The Chairman exercised his discretion and amended the order in which the agenda items were heard, moving the application for the new pedestrian and cycle bridge across the River Cam ahead of the applications submitted by Datashredders Ltd and Recyplas. The Chairman also informed Members that due to the considerable public interest in the Bridge application and the number of speakers that had registered to speak to the application, each registered speaker would be afforded 5 minutes to address the Committee.

The Chairman reminded Members of the importance of being present through the entire presentation and debate on the applications and that if comfort breaks were required Members should indicate clearly to the Chairman. The Chairman emphasised that Members were not to engage with any parties associated with the applications during an adjournment.

226. NEW PEDESTRIAN AND CYCLE BRIDGE ACROSS THE RIVER CAM, INCLUDING ACCESS RAMPS, LIGHTING, STEPS, PATHS TO THE PUBLIC HIGHWAY, LANDSCAPING, REPLACEMENT OF THE JETTY, AND FLOOD COMPENSATION AREAS.

AT: LAND BETWEEN DITTON WALK AND FEN ROAD ACROSS DITTON MEADOWS AND THE RIVER CAM, CAMBRIDGE.

APPLICANT: CAMBRIDGESHIRE COUNTY COUNCIL

LPA REF: C/5005/16/CC

Prior to hearing the application, the Chairman noted the amendment sheet that had been circulated to members of the Planning Committee in advance of the meeting with amendments sought by the Wildlife Trust. Members were also asked to note the late submission item from Mr Chris Smith that was circulated at the start of the meeting with additional concerns raised in relation to ecology matters. Members acknowledged these points.

The Committee considered an application for a new pedestrian and cycle bridge across the River Cam between Ditton Walk and Fen Road. Members were informed that officers from Ecology, Flood and Water and Highways / Transport Assessment teams were available to answer any technical questions. Members noted the advice of the Council's Legal Officer that the Bridge and the Chisholm Trail were separate planning applications and the Bridge was a standalone project that could proceed regardless of whether planning permission was granted for the Trail.

Members clarified the consultation response of the Wildlife Trust. Officers explained that the Wildlife Trust's objection remained in place based on the overall net loss in biodiversity for both the Bridge and the Trail. However, the Trust considered that the Bridge application represented a small net gain in biodiversity owing to enhancements of habitat area proposed as part of the application. Members noted that it was only the application for the Bridge that was being considered and that comments regarding the trail would not be taken into account.

The presenting officer highlighted the application area on a site map, drawing attention to the locations of the Green Dragon Bridge to the west, the nearest crossing to the east and areas of Green Belt. The Green Belt was extensive and the Bridge had been located near the existing railway bridge to mitigate its impact on the area. The City's Central Conservation Area and Fen Ditton Conservation Area were highlighted along with City and County Wildlife Sites and the closest listed buildings. Some of the key views from these areas were shown in photographs as part of the officer's presentation. It was noted that landscape and habitat improvements would be implemented through planning conditions in order to mitigate the impact of the application together with flood compensation areas that mitigated the impact of the hardstanding materials. Officers acknowledged that the haul road alignment for the Bridge would be used for the Chisholm Trail route if permission was granted. However, for the purposes of the Bridge application the haul road and its removal would be considered separately from the wider scheme.

Officers also highlighted the locations from where representations (those in support, objection and comments only) had been received, this had been produced based on where postcodes had been provided.

Improvements to the towpath would be made, including the jetty which was currently too narrow and hazardous. In response to a query, officers confirmed that the jetty formed part of the Bridge planning application. Access ramps and stairs to the bridge were highlighted to Members along with elevation drawings of the bridge. The colour of the Bridge would be Cambridge Blue, chosen to complement the existing railway bridge and surroundings and to minimise its visual impact, seen in the context of the sky. However, the exact specification would be secured through condition. The lattice design of the Bridge provided windows through which the river and meadow could be viewed. Members were shown visualisations provided by the applicant to help demonstrate these points. The Bridge would be fully wheelchair accessible and the gradient adhered to Sustrans guidance as highlighted in Paragraph 9.32 of the report. The lighting scheme for the Bridge was proposed to consist of way finding and safety lighting rather than illuminating the entire bridge and would be secured through condition that could include motion sensors or timers so that the Bridge was only lit when being used. Officers reiterated that the precise lighting would be controlled by condition so the illustrations shown were only examples.

Proposed new landscaping was highlighted to Members that was designed to mitigate the loss of wildlife habitat and condition 26 regarding the translocation of grassland survey and scheme. The precise details would be secured by planning conditions. Members were shown the proposed loss of trees and new planting through visualisations of the existing situation, in year 1 and in year 15.

A Member clarified areas of land that were under the ownership of Network Rail and officers confirmed that separate consent would have to be obtained by the applicant for work to take place on those areas under Network Rail ownership.

Members noted the contents of the amendment sheet that had been circulated previously and published on the Council's website.

Councillor Jennie Conroy speaking in objection on behalf of Fen Ditton Parish Council addressed the Committee. Councillor Conroy explained that there had been many suggestions and objections that had not been accounted for within the scheme and requested that Members address all the points raised.

Councillor Conroy drew attention to and raised concern regarding the process of the original feasibility study that did not consider a location further to the west of the current proposal (the former Pike and Eel area) that would have been preferable as there would have been no requirement for ramps. The supporting documentation to the planning application was found to be lacking and the absence of a revised environmental master plan was considered unsatisfactory. Attention was also drawn to the concerns raised by the Wildlife Trust. The traffic modelling was also flawed with less public benefit than originally forecast as the route to and from the Bridge was convoluted and therefore it was likely that traffic would continue to use the Green Dragon Bridge. The link between the Bridge and the Chisholm Trail was emphasised by the Councillor as one was dependant on the other.

Concern was expressed that the conservation area of Fen Ditton had been overlooked and omitted from the report as had been highlighted by Heritage England; Ditton Meadows was the equivalent of Grantchester Meadows in its importance with a vital conservation and wildlife role. Councillor Conroy considered the Bridge to be contrary to planning policy and the development of the Bridge would have a negative impact on Ditton Meadows, one third of which is in the Fen Ditton Conservation Area, which was not considered in any of the supporting documents. The policy on the setting of, into and out

of the Conservation Area has also not be taken into account. The Bridge would also be vulnerable to graffiti and litter as a result of the additional traffic.

Councillor Conroy requested conditions be attached to the planning permission to ensure the long term maintenance of the plan e.g. cleaning and litter management of the Bridge; use of historic colours and not Cambridge Blue; the removal of seating; a commitment not to approve standard lighting on columns; and sought an undertaking to mitigate car parking issues that would arise from the Bridge such as free parking on Newmarket Road Park and Ride Site.

A Member clarified that the Fen Ditton Conservation Area had been extensively covered within the officer's report. Officers confirmed that the Fen Ditton Conservation Area had been given full consideration, but acknowledged that Fen Ditton Parish Council's concerns were more aimed at the applicant's submission documents. An explanation was provided on the difference between the applicant's documentation and the officers' consideration of the information, as set out in the case officer's report.

Mike Davies, Team Leader, Cycling Projects, Cambridgeshire County Council addressed the Committee on behalf of the applicant. Mr Davies drew attention to the strategic and policy basis for the new bridge, in particular the new Cambridge North Station that was due to open on 21 May 2017, and the Cambridge Northern Fringe North East Development Area that was planned on 34 acres of brownfield land (CB4 development) to provide between 11,000 and 21,000 new jobs. It was therefore crucial that people had attractive non car options in accordance with the adopted Transport Strategy for Cambridge and South Cambridgeshire. Mr Davies drew attention to the Joint Strategic Needs Assessment (JSNA) in terms of public health, highlighting that the Bridge would be located in within the least active Wards within Cambridge and would therefore encourage greater exercise by providing a safe and enjoyable route.

Mr Davies informed the Committee that the project team had engaged widely, and had adjusted the proposals in response to comments made by the local community and interest groups drawing attention to in particular, moving the location of the bridge to be much closer to the new railway station, the original "off the shelf" design of the bridge was dropped and architects appointed to re-design the Bridge and improvements included within the application for the jetty. Three bridge designs had been developed and the popular aspects of two had been combined into the final design. The applicant also acknowledged the concerns about construction on the meadows, so they looked into launching the Bridge from the Chesterton side to minimise impacts as far as possible.

In conclusion Mr Davies informed Members that the Bridge would provide an essential link to the new station and expanding employment site. It was in accordance with the Transport Strategy, Local Plans and the JSNA and the scheme had been amended in response to local concerns.

Mr Jim Chisholm addressed the Committee in support of the application. He informed the Committee that before coming to Cambridge he was a volunteer helping to restore the Basingstoke Canal and during that project some members of the public thought that the restoration project would destroy a wildlife haven. Since the completion of the project the canal was now a 20 mile linear park, through Surrey and Hampshire and had been awarded Site of Special Scientific Importance (SSSI) status since 1995 for significant stretches. Mr Chisholm considered the Chisholm Trail not as a way of delivering existing cycle trips in a shorter time, but as a way of encouraging more to cycle and walk in the urban environment and to connect valuable green spaces. There was also an opportunity to improve habitat and create pocket parks along the rail corridor.

There would, Mr Chisholm informed Members, be small pieces of low level habitat that would be damaged by the application although the more valuable rough grassland would remain relatively untouched. The habitat would recover and there were significant opportunities, not just for mitigation of the ecological impact but also for significant enhancement such as that of Barnwell Woods as a wildlife area. The route would be a benefit to all, including car drivers who would benefit from reduced congestion.

Mr Chisholm relayed a quote from Mrs Heather Coleman who commuted regularly from Milton to Addenbrooke's Hospital. She had chosen to cycle along the river despite it being slower than the road, as she found the daily change to see wildlife and the changing seasons a pleasure and was looking forward to the development of the new bridge that had been sensitively done. The improvement of paths for those who walk or cycle would not harm nature but give more people the chance to encounter nature and become passionate about protecting it.

Mr Al Storer speaking in support of the application on behalf of Camcycle (noting they have around 1,200 members in support of this application) addressed Members. Mr Storer welcomed the detailed report and that it addressed the substantive objections noting that the project officers had worked hard to ensure that the impact upon the Meadows was minimised by ensuring that the Bridge was located as close to the existing railway bridge as possible. The project would improve accessibility for residents of Fen Ditton and Abbey to the new railway station, taking a mile off the journey and avoiding the steep and narrow Green Dragon Bridge which was difficult for disabled users.

Mr Storer concluded by reading a short statement from Dr Willa McDonald, a GP working in central Cambridge. Dr McDonald requested that Members consider the health benefits that cycling brought to society. Cycling was a way of exercising, staying healthy and reducing disease impact that is available to almost everyone. Breathing in particulates from diesel fumes were now a risk to long term cardio-vascular and respiratory health and the public were starting to request solutions to the issues faced. There were also increasing incidences of type 2 diabetes and rising rates of obesity in children and adults. NHS England recommended 150 minutes of exercise per week taken in more than 10 minute blocks. Cycling was the perfect way to achieve that goal. Mr Storer concluded by saying that Camcycle had been asking for this proposal for a long time and therefore they supported the recommendation for approval.

Mr Rob King on behalf of Outspoken (as a local business owner, cyclist and father) addressed the Committee in support of the application. Mr King emphasised the ecological value of the area and for that reason supported the development of the Bridge in order that new people could use the Bridge and see the wildlife and enjoy the meadows. The Bridge, sited on the edge of the meadows would enhance the local area and the meadows.

As a business owner, Mr King informed Members that the Bridge would ensure that more people could commute to work with greater ease and reduce the need for car parking. Mr King's courier business used cargo bikes and zero emissions vehicles to move goods around the City. The Bridge would therefore allow easier access into the City and reduced the reliance on vans. The Bridge would also provide a safe urban corridor for everyone.

Mr King expressed disappointment as a parent governor at his child's local school that Fen Ditton Parish Council had not consulted the school on its views. Therefore the Parish Council's response in objection was considered not to represent the School or all residents' views on this proposal in his opinion.

Mr Ian Litterick, a local resident addressed Members. Mr Litterick drew attention to residents and businesses that resided on the other side of the railway crossing at Fen Road noting that the waiting times at the crossing were considerable and the crossing was also dangerous, although improvements were currently being proposed by Network Rail. Mr Litterick requested that access to the Bridge be improved for cyclists and pedestrians through the provision of a pathway to allow people from Fen Road easier access to the Bridge through a condition attached to the planning permission.

The Council's Legal Officer confirmed that it was not possible to achieve a further access route through condition and that the application had to be considered in its current form. Officers confirmed that it was their understanding that such an access had been discussed as part of the development site for the 14 new flats, but to their knowledge the developer did not want this. As part of this discussion, officers asked the Chairman if it was possible to ask the applicant for their view on this to ensure that the matter was fully noted. The Chairman agreed to this and the applicant informed the Committee that land the Council had control over did not extend as far as Fen Road and it was unlikely that the landowner would provide access rights.

Speaking against the application Dr Tim Reed, chartered biologist, addressed the Committee. Dr Reed emphasised the importance of publically available data that was able to be scrutinised thoroughly and verified independently. Following detailed examination there were duplicated statements and material missing from the ecological consultant's report. This was important because the advice of the consultants had determined the outcome of the officer's report. Dr Reed drew attention to paragraph 9.84 of the officer's report and informed Members that the statement had been made in the absence of the necessary data, adding that there were also gaps in the analysis regarding voles. The consultant's report was contradictory and exposed the Council to challenge. In his opinion the second ecology note was just a cut and paste from the Chisholm Trail application and things like dates were wrong, with supporting data and maps missing. Dr Reed concluded by requesting that in the absence of clear data and analysis of the ecology of the application area, which in his professional view made them incorrect, unsafe, and flawed in protecting protected species, the decision should be deferred to allow the submission of proper information in line with planning policy.

Mrs Sophie Hyde addressed Members in objection to the application on behalf of the Friends of Ditton Meadows. Mrs Hyde drew attention to the separation of the planning applications for the Bridge and the Trail and questioned the logic of granting planning permission for the Bridge without the Trail to connect it. At present the Bridge did not connect to the Millennium Cycleway without the Trail and would therefore end in a flooded field if the Trail was not granted planning permission.

Mrs Hyde drew attention to the large number of documents that were available to the public for viewing and explained that there were discrepancies between them which made detailed critique difficult. The result of the separation of the planning applications for the Bridge and the Trail had resulted in the public being excluded from the process as it was too complex and had caused confusion.

There had been no consideration, Mrs Hyde informed the Committee, of the cheaper alternative to the Bridge and drew attention to members of the Local Liaison Forum that were also members of the Cambridge Cycling Campaign that suggested a lack of impartiality. There had been a lack of transparency in the overall process leaving the Council open to legal challenge and the only way that information had been obtained was through Freedom of Information (FOI) requests.

Mrs Hyde drew attention to the petition signatures that had not been included within the Summary of Responses published on the planning application website and had concerns over the size of the bridge and the potential use of it in the future as a busway etc. In conclusion Mrs Hyde requested that the decision be deferred while due consideration was given to alternative routes and while other issues were ironed out.

Mrs Lisa Bucholz speaking in objection to the application as a resident of East Chesterton addressed Members. Mrs Bucholz emphasised the importance of the irreplaceable resource that Ditton Meadows represented and the proposed Bridge would permanently change and damage that resource. The green spaces in Cambridge defined it as a city from elsewhere and they were of huge importance. The Bridge would represent a huge intrusion onto the Meadow, in particular the large concrete ramps leading to and from the Bridge, noting it was about 120 tonnes in weight to be placed on the meadows. The urbanisation of the Meadow brought an increased risk of litter and graffiti and would lead to nothing if the Chisholm Trail was not brought forward. Mrs Bucholz showed an image of the area to show its true beauty, which was proposed to be tarmacked over. Mrs Bucholz played two videos that had been filmed at the Green Dragon Bridge at peak times of the day which she advised the Committee demonstrated the current route was not saturated. In conclusion, Mrs Bucholz drew attention to the habitat the Meadows provided to animals and plants and members should not be misled by transport benefits, so requested that alternatives to the Bridge be considered as we need to conserve the benefits of the enhanced value landscape. Therefore Mrs Bucholz requested that Members deferred or refuse the planning application.

Mr Ray Smith speaking in objection to the application focussed on the projected use of the Bridge once constructed, having provided a handout to all members for their consideration in relation to this matter. Mr Smith challenged the view that the existing Green Dragon Bridge was congested and questioned whether the proposed bridge would reduce usage of the Green Dragon Bridge. Mr Smith considered that cyclists that travelled from Fen Road would continue to use the Green Dragon Bridge because it was a shorter journey and the route to the proposed Bridge was difficult, consisting of a number of sharp turns, hairpin bends and a poorly maintained footpath. In conclusion Mr Smith drew attention to the cost benefit analysis of the Bridge that had recently been released following an FOI request that appeared to have significant shortcomings. In his opinion, even with distorted figures, the bridge had not been justified and there was no demonstrable need for the new bridge. Mr Smith therefore requested as a minimum that the application at least be deferred.

A Member confirmed that when approaching the Green Dragon Bridge, cyclists had to dismount and push their cycles across.

The presenting officer clarified the access arrangements to the proposed bridge as they had been incorrectly referred to during Mr Smith's submission.

The Chairman relayed the comments of the Member for East Chesterton, Councillor Ian Manning to the Committee. Councillor Manning fully supported the vital application and hoped the Committee approved it. He had followed the project closely from its conception, through Committee approval and as Vice Chair of the City Deal Local Liaison forum for it and the trail. Through that process a very high level of resident participation had been achieved and necessary concessions had been made which had allowed the vast majority of people to feel they could support the project.

During the course of discussion Members:

- noted that the Bridge was separate from the Chisholm Trail and they had to deal with the proposal in front of them in line with the steer provided by legal officers.
- commented that the concerns raised by Fen Ditton Parish Council in relation to their understandable concerns that the village would be opened up to parking pressures with people parking and then cycling into the City, would have to be separately managed.
- commented that the officer's report had received criticism regarding biodiversity and ecology with the implication that the data set out in the report was contradictory and inaccurate and sought reassurance from officers that the report was as accurate as possible and based on information provided and consultation responses received.
- noted that the conditions set out in the officer's report addressed comprehensively all issues regarding ecology and biodiversity, and drew attention to the net gain of biodiversity that would result from the construction of the Bridge.
- highlighted the benefits of the Bridge to the wider community by providing a key route that many thousands of people would utilise.
- confirmed that pedestrians were able to use the access ramp to the Bridge.
- expressed concern at the criticisms made of the application by Dr Reed in his submission to the Committee and sought assurance that Members were sufficiently informed regarding the ecology and biodiversity impacts and whether there was a risk of judicial review if the concerns had not been properly addressed. Officers explained that Cambridge City Council, the County Ecology Officer and The Wildlife Trust agreed that although there was a small loss of habitat area, there would be an overall net gain in biodiversity resulting from the construction of the Bridge, because of the enhancements made to existing habitats. The Ecological Design Strategy and the Landscaping Plan had been secured by condition within the application, in order to secure this. Officers acknowledged that the information submitted with the planning application in relation to ecology had been contradictory and of a poor quality which was highlighted in the report by early objections from statutory consultees. However, officers stressed that it was all the additional work that City and County officers had done, which included site visits challenging the information provided, that led officers to consider that the details were now sufficient, particularly with the mitigation sought through planning conditions, to meet planning policy and allow a decision to be made. It was also acknowledged that officers from the Wildlife Trust had also undertaken additional work to ensure that the information submitted had been challenged and considered all ecological matters.
- questioned whether, if a decision on the application was deferred there was further material that could be presented to the Committee. Officers informed Members that the remaining ecological work for the Bridge related to translocation scheme and that was to be secured through condition. There had been considerable consultation during the application process and the ecological assessment was as accurate as possible, noting the additional work undertaken by officers.

- noted that the Wildlife Trust were objecting to the application until the further ecological information for the Chisholm Trail application had been submitted, as they wanted members to consider the overall information on the trail to be taken into account cumulatively. Officer's confirmed that any additional material presented as part of the Chisholm Trail application would not be relevant to the Bridge as a standalone project and therefore would be outside the scope of this application.
- noted the costs and the benefits of the application and recognised the need to balance the importance of the Bridge with the ecology and wildlife / biodiversity of the area, noting the wildlife and biodiversity issues and comments brought forward by Dr Reed. There was a clear public benefit to all residents across the county. Attention was drawn to the new railway station and the Bridge would form part of the wider project to deliver improved infrastructure across the City. The importance of reducing reliance on cars was emphasised and the Bridge would assist in facilitating that.
- noted and welcomed the comments of the Local Member, Councillor Manning.
- noted the extensive amount of consideration over many years.
- welcomed the design of the bridge that was designed to blend with the landscaped and praised the planners and designers involved in the design.
- expressed disappointment that Cambridgeshire County Council's Rights of Way team had no specific comments to make on the application and confirmed that the Conservators of the River Cam had been involved in discussions with the applicant.
- noted that the jetty could not be extended into the River Cam area, which took account of discussions with the Conservators of the River Cam.
- queried the height of the Bridge, confirming that it was the same clearance height as the railway bridge, which was of sufficient height for boats to successfully navigate underneath it.
- noted that current bridges across the River Cam had been surveyed as part of the transport assessment and as part of that assessment had noted indicative projected use of the proposed Bridge through census data that identified routes through Cambridge, that were likely to transfer to this route.
- commented that the Green Dragon Bridge was narrow and difficult to pass when cycles were pushed over. The Bridge would provide a link to new developments within Cambridge and reduce traffic and pollution.
- sought assurance that procedural fairness had been carried out following the doubts cast by Dr Reed on the ecology assessment. Officers explained that the report and recommendation were the result of extensive consultation and that the Wildlife Trust's objection related to the Chisholm Trail and was therefore outside of the Bridge application.

It was resolved unanimously to grant planning permission subject to the conditions attached at Appendix A to these minutes.

Councillor Kindersley left the meeting at 12:05pm and did not return.

The meeting was adjourned at 12:10pm for 10 minutes to allow members of the public to leave the Council Chamber.

227. SECTION 73A PLANNING APPLICATION TO DEVELOP LAND IN RELATION TO UNIT 2 (PART OF THE ORIGINAL APPLICATION SITE) WITHOUT COMPLYING WITH CONDITION 8 (RESTRICTING STORAGE TO INSIDE THE BUILDING ONLY) OF PLANNING PERMISSION F/2019/02/CW (PROPOSED ERECTION OF TWO INDUSTRIAL BUILDINGS FOR THE GRANULATION AND BAILING OF WASTE PLASTICS FOR RECYCLING).

AT: DATA SHREDDERS LIMITED, EASTWOOD INDUSTRIAL ESTATE, EASTWOOD END, WIMBLINGTON, PE15 0QH.

APPLICANT: DATASHREDDERS LIMITED

LPA REF: F/2004/16/CW

The meeting recommenced at 12:20 following a short 10 minute adjournment. Councillor Connor, following his declaration of interest, left the meeting and took no part in the decision. In the absence of the Chairman, Councillor Smith chaired the meeting.

The Committee received an application to develop land in relation to Unit 2 of the original application site without complying with condition 8 of planning permission F/2019/02/CW.

Prior to the presentation by the planning officer, the Council's legal officer informed Members of a slight variation to the usual procedure in relation to agenda items 4 and 5. The two applications, from Datashredders Ltd and Recyplas were both in the form of section 73A applications to amend condition 8 of the original permission which was granted in 2002 and covered the whole planning unit. Due to the two units having been operated separately for some time and each operator having submitted separate applications, the applications needed to be considered separately. However because the applications were intrinsically linked by the original permission the vote would not be taken until both applications had been presented and debated upon. For the purpose of the minutes the debates and comments would be separated to their respective planning applications.

Councillor Harford left the meeting at 12:25pm and did not return.

The presenting officer provided an overview of the site and how the applications related to one another; drawing particular attention to the respective locations of the sites, before moving onto the specifics of Unit 2, which included noting that the land shown in blue was a separate Datashredders site to the one being considered by this planning application. Condition 8 which the application sought to vary related to environmental protection, specifically the prohibition of the processing or storage of waste unless within the confines of the approved buildings. The variation of the condition sought to allow the storage of material outside of the approved building together with the imposition of further conditions that would determine where material was stored outside. Members were informed that material would be bailed and a litter catch fence installed that would catch any material blown by the wind that would form part of the overall litter management plan secured by condition. It was confirmed that overall vehicular movements to and from the site would not alter as a result of the application.

Officers confirmed that there was no weighbridge located on the Unit 2 site.

Speaking in support of the application Chris Walford, agent for the applicant, addressed the Committee; he advised members that his comments were relevant to both applications. Mr Walford informed the Committee that the two operators at the site were currently complying with all conditions apart from condition 8. The sites current permission was originally written for a previous company called Plasgran and was specific to that operation, therefore variation to the condition was required in order to make it relevant to the current operators. Mr Walford highlighted to Members that the applicant had stored material outside in breach of condition 8 of the original application for a number of years but this had only become an issue recently. Compliance with condition 8 would mean that the site would have to be fully enclosed which posed a greater risk of fire. In conclusion Mr Walford drew attention to the work that had taken place with planning officers regarding the litter management policies.

In response to Members' questions Mr Walford confirmed that the companies he represents would gladly meet with local residents to discuss any issues that may arise in the form of a Liaison Forum. He also explained that it was likely that the condition was originally imposed to avoid impact to visual amenity from the erection of large warehouse structures.

Speaking in objection to the application Mrs Angela Johnson a local resident highlighted the location of her Grade II listed property in relation to the site, highlighting the locations of nearby facilities that contained potentially flammable materials that could be at risk together with her thatched cottage if a fire were to break out and the material not enclosed. Mrs Johnson explained the issue of thatched roofs not catching fire immediately and that it can instead smoulder for some time. If material was stored in a building, in the event of a fire, the burning items wouldn't be blown around. Mrs Johnson informed Members that the Fire Service had requested in 2016 for a fire hydrant to be installed and this had not yet been completed. The proposed location of the fire hydrant was also inappropriate as in the event of a fire vehicles would not be able to access the site and cause queues. Mrs Johnson highlighted the number of complaints that had been made to the operators regarding litter in particular along Woodman's Way and Eastwood End.

Mrs Johnson explained that discussions had taken place with the applicant but little had changed as a result and that the outside storage had been a problem for some time, unlike the agent had suggested in his speech. She therefore asked that condition 8 not be removed.

The Local Member for Forty Foot, Councillor David Connor confirmed that he would assist in facilitating discussions between the applicant and local residents.

During the course of discussion Members:

- expressed concern regarding non-compliance with planning conditions and the length of time in which they had not been complied with. Members noted the advice of the Council's legal officer with regard to past non-compliance issues in that they could not be considered when determining the application.
- welcomed the involvement of the Local Member in working to resolve the issues regarding the site and the prospect of a Liaison Forum. Members noted that the litter

management plan required clear signage to be erected informing people of who to contact if there was issues regarding litter.

- noted the importance of the conditions attached to the application and their enforcement and questioned whether a time limit could be applied to the installation of the fire hydrant. Officers explained that there was already one fire hydrant in place and the second would have to be installed within three months to be then adopted by the Fire Service. It had been ensured that adequate protection had been agreed regarding the conditions and their enforceability in order they were as robust as possible.
- drew attention to thatched houses that were located in relatively close proximity to the site and the amount of litter that was visible at the site when Members conducted a visit to the site. The Council's legal officer reminded Members that previous breaches of conditions could not be considered when determining the application.

Councillor Dent left the meeting at 13:30 and did not return. He therefore took no part in any votes on the applications.

It was proposed by Councillor Scutt and seconded by Councillor Hunt with the agreement of the Committee to add an informative to the planning permission regarding the provision of a Local Liaison Forum to be arranged by the applicant.

It was resolved to grant planning permission subject to the conditions set out in Appendix B to these minutes and the addition of an informative to the planning permission regarding the provision of a Local Liaison Forum.

228. SECTION 73A PLANNING APPLICATION TO DEVELOP LAND IN RELATION TO UNIT 1 (PART OF THE ORIGINAL APPLICATION SITE) WITHOUT COMPLYING WITH CONDITION 8 (WHICH RESTRICTS STORAGE TO INSIDE THE BUILDING ONLY) OF PLANNING PERMISSION F/2019/02/CW (PROPOSED ERECTION OF TWO INDUSTRIAL BUILDINGS FOR THE GRANULATION AND BAILING OF WASTE PLASTICS FOR RECYCLING).

AT: RECYPLAS, UNIT 1, EASTWOOD END INDUSTRIAL ESTATE, EASTWOOD END, WIMBLINGTON, PE15 0QN.

APPLICANT: RECYPLAS

LPA REF: F/2010/16/CW

The Committee received a Section 73A application to develop land without complying with condition 8 of planning permission F/2019/02/CW. The presenting officer drew attention to the site area in particular a grass area that remained clear of development due to archaeological remains found.

Chris Walford on behalf of the applicant informed Members that the location of the proposed fire hydrant had been determined by Anglian Water and the Fire Service. Advice had been received that stated the risk of fire to material stored outside was lower than when stored inside where heat sources (such as the granulation process for Recyplas) were also located.

Mrs Johnson speaking in objection stated that the stored material should be covered though not necessarily with the processing equipment. Mrs Johnson emphasised the history of non-compliance with planning conditions, and explained that some of the confusion between the sites was more to do with conditions being removed rather than the location of the units. As such she asked members not to remove conditions 8, 21 and 22.

Officers clarified that the supporting statement for Unit 1 (Recyplas) referred to parking conditions (21 & 22) and that these were due to remain and only condition 8 (as noted in the description of the development) was being considered as part of this planning application.

During discussion of the report Members:

- questioned whether the amount of material stored outside could be reduced. It was confirmed that it was operationally necessary for material to be stored on site in order that it can be processed. Conditions were in place that secured the amount of material that could be stored on site.
- checked that the planning conditions proposed were capable of being enforced with officers and where necessary that clear timescales were provided. Officers confirmed that the fire hydrant and litter catch fencing were to be delivered in 3 months. Also that monitoring and enforcement colleagues had visited Units 1 and 2 in January of this year, and therefore checks are already being undertaken when in the area to monitor compliance with conditions.
- questioned whether it was possible to grant a short term permission for one year and then review the matter. Officers explained that temporary permission could be granted however, the applicant had requested permanent permission and there were costs to the applicant associated to the application such as the installation of an additional fire hydrant and it would therefore not then be reasonable for the applicant to incur considerable costs for the permission to be possibly refused after a year.
- questioned whether it was possible to enforce the setting up of a liaison forum through condition clearly defining the number of meetings and timings for the meetings etc. and who incurred costs for monitoring / enforcement visits. Officers explained that it was not possible for a condition to be placed on the permission but an informative could be included and recorded in the minutes. Officers recommended the informative not be prescriptive based on previous experience and needed to be linked with the needs of the local community rather than set in stone. In relation to monitoring compliance with planning conditions, officers confirmed that the Council is unable to charge for monitoring visits to mineral and waste sites apart from when visiting landfill and quarry sites, therefore monitoring non-chargeable visits to other types of waste sites are usually grouped together in order to minimise costs incurred by the Council.

It was proposed by Councillor Scutt and seconded by Councillor Hunt with the agreement of the Committee to add an informative to the planning permission regarding the provision of a Local Liaison Forum to be arranged by the applicant.

It was resolved to grant planning permission subject to the conditions set out in Appendix C to these minutes and the addition of an informative to the planning permission regarding the provision of a Local Liaison Forum.

**229. UPDATE ON HORSEY TOLL PLANNING APPLICATION, STANGROUND
PETERBOROUGH, F/2000/16/CW**

Councillor Connor following his withdrawal from the meeting during the previous agenda item returned to the meeting and resumed the Chair.

Members received an update regarding the planning application for a new anaerobic digestion plant at Horsey Toll near Peterborough. The application was in the process of being determined by Peterborough City Council following the delegation of its determination by Cambridgeshire County Council under S101 (1) of the Local Government Act 1972.

A member asked if any future updates on this planning application could include a map and officers confirmed that this would be possible.

It was resolved unanimously to note the content of the update and agree the approach agreed by officers set out in paragraph 4.1 of the report.

230. BLACK FEN ENFORCEMENT UPDATE

An update regarding enforcement action that had taken place at Black Fen was presented to the Committee. A Member welcomed this update, but questioned whether further updates could be provided in private session owing to the nature of the dispute and the conduct of the applicant. Officers confirmed that this could be something that could be considered. However, they would need to check with Legal and Democratic Services colleagues whether the member request met the rules for such a closed private item or not.

It was resolved to note the contents of the report.

231. SUMMARY OF DECISIONS MADE UNDER DELEGATED POWERS

It was resolved to note the decisions made under delegated powers.

232. DATE OF NEXT MEETING – 16th MARCH 2017

Chairman

Appendix A

1. Commencement

The development hereby permitted shall be commenced not later than three years from the date of this permission. Within 14 days of the commencement of the development the County Planning Authority shall be notified in writing of the date at which the development commenced.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

2. Opening

Within one month of the Bridge first being brought into public use the County Planning Authority shall be notified in writing of the date at which the Bridge was first opened to the public.

Reason: In order to be able to establish the timescales for the approval of details reserved by conditions and to enable monitoring of the development.

3. Approved Plans

The development hereby permitted shall be carried out in accordance with the application form dated 10/06/2016 and the following information and plans (received 14/06/2016, unless otherwise stated), except as otherwise required by any of the conditions set out in this permission:

- Red Line Drawing, prepared by Cambridgeshire Highways, drwg no.: 5040126/HW/LP/001, rev: B, dated: 6/16 (received: 16/06/2016);
- Site Plan, prepared by Skanska, drwg no.: KA082/TPA/101, rev: A, dated: 06/07/2016 (received: 06/07/2016);
- GA Plan, prepared by Skanska, drwg no.: KA082/TPA/102, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- East & West Elevations, prepared by Skanska, drwg no.: KA082/TPA/201, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- Longitudinal and Transverse Sections, prepared by Skanska, drwg no.: KA082/TPA/202, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- Section B-B & C-C, prepared by Skanska, drwg no.: KA082/TPA/301, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- North Abutments Details, prepared by Skanska, drwg no.: KA082/TPA/303, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- Detail A – Parapet, prepared by Skanska, drwg no.: KA082/TPA/401, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- View from Ditton meadows, prepared by Skanska, drwg no.: KA082/TPA/501, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- View from north bank towpath, prepared by Skanska, drwg no.: KA082/TPA/502, rev: O, dated: 10/06/2016 (received: 16/06/2016);

- Deck view, prepared by Skanska, drwg no.: KA082/TPA/503, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- Distant view from East, prepared by Skanska, drwg no.: KA082/TPA/504, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- Lighting visualisations, prepared by Skanska, drwg no.: KA082/TPA/505, rev: O, dated: 10/06/2016 (received: 16/06/2016);
- Chesterton Bridge Ecological Impact Assessment November 2016, prepared by Atkins, Job No.: 5124710.044, Rev 5.0, dated: 04/11/2016 (received: 07/11/2016);
- Ecology Technical Note, prepared by Atkins, reference: 5124710.44, rev: 01, dated: 19th January 2017 (received: 19/01/2017);
- Ecology Technical Note, prepared by Atkins, reference: 5124710.50, rev: 01, dated: 30th January 2017 (received: 30/01/2017);
- Abbey/Chesterton Foot and Cycle Bridge Landscape and Visual Impact Assessment November 2016, prepared by Atkins, Job No. 5138404, rev: 6, dated: November 2016 (received: 09/11/2016);
- Chesterton Footbridge, Chesterton, Cambridge, Arboricultural Impact Assessment November 2016, prepared by Atkins, Job No. 5138408, rev: P2, dated: 08.11.16 (received: 08/11/2016);
- Tree Protection Plan Sheet 1, prepared by Atkins, drwg no.: 5138404-COL-ARB001, rev: -, dated: 26/04/16 (received: 07/11/2016);
- Tree Protection Plan Sheet 2, prepared by Atkins, drwg no.: 5138404-COL-ARB002, rev: A, dated: 10/06/16 (received: 07/11/2016);
- Tree Protection Plan Sheet 3, prepared by Atkins, drwg no.: 5138404-COL-ARB003, rev: A, dated: 10/06/16 (received: 07/11/2016);
- Tree Protection Plan Sheet 4, prepared by Atkins, drwg no.: 5138404-COL-ARB004, rev: A, dated: 10/06/16 (received: 07/11/2016);
- Chesterton Bridge Land Contamination Desk Study October 2015, prepared by Atkins, Job No. 5142643, Rev: 1.0, dated: October 2015;
- Chesterton Foot/Cycle Bridge Flood Risk Assessment, prepared by Atkins, Job No. 5124710, Rev: 3.0, dated: 31/10/2016 (received: 07/11/2016);
- Chesterton Bridge Preliminary WFD Compliance Assessment, prepared by Atkins, Job No. 5138404, Version: 1.0, dated: 11 April 2016;
- New Abbey – Chesterton Bridge Drainage Layout, prepared by Cambridgeshire Highways, drwg no.: 5040126/BR/DR/501, Rev: C, dated: 10/16 (received: 12/10/2016);
- Chesterton Bridge Demand Forecasting, prepared by Atkins, Job No. 5143000, Rev: 4.0, dated: 02/09/16 (received: 29/09/2016);
- Chesterton Bridge Transport Assessment, prepared by Atkins, Job No. 5143000, Rev: 2.0, dated: 22/09/2016 (received: 26/09/2016);
- Fen Road, Cambridge [Visibility Splay Diagram 1], prepared by Cambridgeshire County Council, drwg no.: 1 (received: 08/08/2016);
- Fen Road, Cambridge [Visibility Splay Diagram 2], prepared by Cambridgeshire County Council, drwg no.: 2 (received: 08/08/2016);
- Abbey – Chesterton Bridge [ECI Presentation] February 2016, prepared by Osborne, (received: 08/11/2016).

Reason: To define the site and protect the character and appearance of the locality in accordance with policy 3/7 of the Cambridge Local Plan (adopted July 2006).

4. Schedule of Materials

No development shall commence until full details including colour samples (with RAL numbers) of all the materials to be used in the construction of the development, have been submitted to, and approved in writing by, the County Planning Authority.

The development shall only be carried out in accordance with such approved details.

Reason: To ensure that the appearance of the Bridge is appropriate in accordance with policies 3/4 and 3/12 of the Cambridge Local Plan (adopted July 2006). The colour and detail of the materials, including how porous they are, is required prior to the construction phase so must be agreed before development starts.

5. Detailed path drawings

No development shall commence until detailed engineers drawings for the development, including detailed dimensions, levels and specifications of the bridge and surrounding paths and ramps, have been submitted to, and approved in writing by, the County Planning Authority.

The development shall only be carried out in accordance with such approved details.

Reason: To ensure that the paths and Bridge are accurately constructed on site to a high standard in accordance with policy 3/7 of the Cambridge Local Plan (adopted July 2006). The detailed information in relation to the paths are required prior to the construction phase so must be agreed before development commences.

6. Jetty Specification

No development shall commence until detailed drawings, for the construction of the replacement jetty, as shown on 'GA Plan, prepared by Skanska, drwg no.: KA082/TPA/102, rev: O, dated: 10/06/2016 (received: 16/06/2016)', have been submitted to, and approved in writing by, the County Planning Authority.

The development shall only be carried out in accordance with such approved details and shall be retained on site thereafter.

Reason: To ensure that the details of the jetty are to a high standard and agreed prior to construction and in accordance with policy 3/7 of the Cambridge Local Plan (adopted July 2006). The detailed information for the jetty specification are required prior to the construction phase so must be agreed before development commences.

7. Lighting Specification

Prior to the installation of any lighting, a lighting scheme and specification shall be submitted to and approved in writing by, the County Planning Authority. The scheme shall include:

- a) specifications for any artificial lighting of the site, including lighting on the Bridge and the paths, and way-finding lights at ground level;
- b) a lighting impact assessment with predicted lighting levels at proposed and existing residential properties, sensitive receptors, and the boundary of the site;

- c) details the hours that the lights will be illuminated; and
- d) details of motion detection sensors and how they will be used.

No lighting shall be installed except in accordance with such approved details and shall be retained on site thereafter.

Reason: To ensure that light pollution is prevented in this sensitive location in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006).

8. Signage/Markings Specification

Prior to the bridge first being brought into public use a scheme for signage and path markings shall be submitted to and approved in writing by, the County Planning Authority. The signage/markings scheme shall include, but not be limited to:

- a) Detailed design of all signage and path markings within the application site; and
- b) Detailed design of the signage and path/road markings:
 - i) At the junction of Wadloes Road and Newmarket Road;
 - ii) From Water Street and Fen Road;
 - iii) From the Cambridge North (Science Park) railway station;

The signage/path markings scheme shall be carried out in full in accordance with such approved details, shall be put in place prior to the Bridge first being brought into public use and shall be retained on site thereafter.

Reason: To ensure that the paths are marked for wayfinding and safety purposes and in accordance with policy 8/4 of the Cambridge Local Plan (adopted July 2006).

9. Improvements to Barnwell Road

Prior to the Bridge first being brought into public use, (and unless the Chisholm Trail Phase 1, planning application reference: C/5007/16/CC, has been granted planning permission and constructed and brought into first public use), a scheme for cycling/pedestrian improvements to Barnwell Road shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include, but not be limited to:

- a) Details of upgrading the existing crossing on Barnwell Road to a toucan crossing; and
- b) Details of upgrading the existing footway to a shared pedestrian/cycle path along the eastern side of Barnwell Road.

The scheme shall be implemented in full in accordance with such approved details and the works to be carried out pursuant to the scheme shall be available for use prior to the Bridge first being brought into public use.

Reason: In the interests of highways safety and in accordance with policy 8/4 of the Cambridge Local Plan (adopted July 2006).

10. Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to, and approved in writing by, the County Planning Authority. The plan shall include, but not be limited to, details of:

- a) construction methods;
- b) existing path closures and maintenance of safe access;
- c) construction vehicle movements, numbers and routes;
- d) site protective fencing;
- e) site compound layout; and
- f) a plan for the removal/reinstatement of the site compound following completion of the development.

The development shall only be carried out in accordance with such approved details.

Reason: To protect the amenity of the adjoining properties in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006). The Construction Management Plan relates to the construction phase so must be in place before development starts.

11. Construction Environmental Management Plan

No development shall commence until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the County Planning Authority. The plan shall include:

- a) A Precautionary Method of Working (PMW) in respect of bats, reptiles, nesting birds and hedgerow;
- b) Full details for the protection of water voles during any culverting works;
- c) Provision for and confirmation that an Ecological Clerk of Works must oversee all site clearance works and monitor the PMW;
- d) Pollution controls;
- e) Invasive plant species controls; and
- f) That construction activities should be restricted to within normal daytime working hours, so that no additional lighting is used on the construction site overnight.

The development shall only be carried out in accordance with such approved details.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of surrounding residential occupiers in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006). The Construction Environmental Management Plan relates to the construction phase so must be in place before development starts.

12. Haul Road Details and Reinstatement

No development shall commence until details of the haul road(s) including routes; turnaround areas; construction; and method and timetable for removal and re-instatement have been submitted to, and approved in writing by the County Planning Authority.

The haul road(s) described above shall be removed and the land reinstated in accordance with the above scheme, unless planning permission for the Chisholm Trail Phase 1, planning application reference: C/5007/16/CC, has been granted and implemented requiring such haul road to remain in place, whereby the net

loss of reinstatement will have been taken into account in accordance with planning permission C/5007/16/CC to ensure no net loss in biodiversity.

Reason: In order to ensure no net loss of biodiversity as a result of this application in accordance with policy 4/6, 4/7 of the Cambridge Local Plan (adopted July 2006). Details of the haul road, including the method of construction and re-instatement of the area, is required ahead of the construction phase so must be approved before development starts.

13. Materials Management Plan

No development shall commence until a Materials Management Plan has been submitted to, and approved in writing by, the County Planning Authority. The plan shall include:

- a) an inspection and sampling strategy for the testing of excavation formations;
- b) a procedure for screening contamination discovered in the development phase to be screened against criteria outlined in the Contamination Remediation Strategy;
- c) a stockpile validation strategy;
- d) detailed material re-use criteria;
- e) details of arisings processing;
- f) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in a) to e) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action;
- g) details of the volumes and types of material proposed to be imported or reused on site;
- h) details of the proposed source(s) of the imported or reused materials;
- i) details of the chemical testing for ALL material to be undertaken before placement onto the site;
- j) the results of the chemical testing which must show the material is suitable for use on the development; and
- k) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

The development shall only be carried out in accordance with such approved details.

Reason: To ensure that any contamination of materials is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006). The detailed material information, including the methodology linked to testing for contaminated land related issues etc. is required ahead of the construction phase so must be in place before development starts.

14. Permitted Construction Hours

No development shall take place other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

15. Permitted Construction Delivery Hours

No deliveries to, or removal of waste or materials from, the site shall take place except between the hours of 0800 and 1800 Monday to Friday, 0800 and 1300 on Saturdays and at no time on Sundays, bank or public holidays.

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

16. Construction Methods/Groundwater Pollution

Prior to any piling or any other foundation designs and investigation boreholes using penetrative methods, a report demonstrating that there will be no resultant unacceptable risk to groundwater shall be submitted to and approved in writing by, the County Planning Authority.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

17. Earthworks

No development shall commence until full details of earthworks have been submitted to and approved in writing by the County Planning Authority.

These details shall include the existing land levels of the red line site area as a baseline for the scheme, alongside methods of soil stripping, handling and storage, ground protection during construction, ground re-instatement, the proposed grading and mounding of land areas including the levels and contours to be formed, and the effect of the proposed mounding on existing vegetation and surrounding landform.

The development shall only be carried out in full in accordance with such approved details, and shall be completed prior to the Bridge first being brought into public use.

Reason: To ensure that the details of the earthworks are acceptable in accordance with policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan (adopted July 2006). The baseline land levels data and details of the earthworks proposed are required ahead of the construction phase so must be in place before development starts.

18. Contamination Preliminary Study

No development shall commence until a preliminary contamination study has been submitted to and approved in writing by, the County Planning Authority. The study shall include:

- a) Desk study to include:
 - i. Detailed history of the site uses and surrounding area (including any use of radioactive material);
 - ii. General environmental setting;
 - iii. Site investigation strategy based on the information identified in the desk study.
- b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations;

- c) A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site; and
- d) The results of a site investigation based on (c) and a detailed risk assessment, including a revised CSM.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006). The contaminated land issue relates to the land ahead of the construction phase and remediation measures may be needed as part of the construction phase so must be in place before development starts.

19. Contamination Remediation Strategy

No development shall commence until a contamination remediation strategy has been submitted to, and approved in writing by, the County Planning Authority. The strategy shall include:

- 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 works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented; and
- c) The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

The approved remediation strategy shall be implemented in full and shall be completed prior to the Bridge first being brought into public use.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006). The contaminated land issue relates to the land ahead of the construction phase and remediation measures may be needed as part of the construction phase so must be in place before development starts.

20. Contamination Remediation Strategy – unexpected contamination

If, during the construction of the development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the County Planning Authority.

The approved remediation strategy shall be implemented in full.

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

21. Contamination Completion/Verification Report

Prior to the Bridge first being brought into public use, a Contamination Completion Report shall be submitted to, and approved in writing by, the County Planning Authority. The report shall include:

- a) A completion report demonstrating that the approved remediation scheme as required by conditions 19 and 20 has been undertaken and that the land has been remediated to a standard appropriate for the end use; and
- b) Details of any post-remedial sampling and analysis (as defined in the approved Material Management Plan) which shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean up criteria.

Upon completion of any works pursuant to the Contamination Remediation Strategy, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate the site is suitable for approved use in the interest of environmental and public safety in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006).

22. Programme of Archaeological Works

No development shall commence until a Written Scheme of Investigation (WSI) has been submitted to, and approved in writing by, the County Planning Authority. The agreed WSI shall include:

- a) The statement of significance and research objectives;
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI; and
- d) The timetable for the investigation.

The development shall only be carried out in accordance with such approved details.

Reason: To protect any underlying archaeology in the area in accordance with policy 4/9 of the Cambridge Local Plan (adopted July 2006). To ensure that the underlying archaeology is protected the Programme of Archaeological Works needs to be agreed ahead of the construction phase so must be in place before development starts.

23. Drainage Scheme

No development shall commence until a surface water drainage scheme based on the agreed 'New Abbey – Chesterton Bridge Drainage Layout, prepared by Cambridgeshire Highways, drwg no.: 5040126/BR/DR/501, Rev: C, dated: 10/16

(received: 12/10/2016)' has been submitted to, and approved in writing by, the County Planning Authority. The scheme shall include:

- a) A plan clearly detailing the levels of the bridge to demonstrate that there is a 2.5% cross fall as detailed on the agreed drawing;
- b) An agreed drainage plan that shall detail how surface water draining from the Bridge Deck will be managed with the associated hydraulic calculations;
- c) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes;
- d) Confirmation of the critical storm duration;
- e) Calculations showing the volume of the attenuation ponds or tanks where on site attenuation is achieved through this method;
- f) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on a plan with the rate of discharge stated;
- g) Calculations to demonstrate how the system operates during a 1 in 100 annual probability critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding;
- h) Details showing that Infiltration systems will only be used where it can be demonstrated that they will not pose a risk to groundwater quality;
- i) Details confirming that the drainage scheme has been designed for the benefit of Water Voles and other aquatic species; and
- j) Full details of any proposed culverting works.

The drainage scheme shall be carried out in full in accordance with such approved details, and shall be completed prior to the Bridge first being brought into public use and retained on site thereafter in accordance with the scheme.

Reason: To prevent the increased risk of flooding, to protect water quality, improve habitat and amenity, and to ensure that the drainage and flood risk implications of developments are mitigated in accordance with policies 4/6 and 4/16 of the Cambridge Local Plan (adopted July 2006). Elements of the surface water drainage arrangements may need to be installed in an early part of the construction phase so the scheme must be in place before development starts.

24. Flood Compensation

The flood compensation areas as described in Appendix D of the approved 'Chesterton Foot/Cycle Bridge Flood Risk Assessment, prepared by Atkins, Job No. 5124710, Rev: 3.0, dated: 31/10/2016 (received: 07/11/2016)' and shown on 'Red Line Drawing, prepared by Cambridgeshire Highways, drwg no.: 5040126/HW/LP/001, rev: B, dated: 6/16 (received: 16/06/2016)' shall be completed prior to the Bridge first being brought into public use and retained on site thereafter.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance with policy 4/16 of the Cambridge Local Plan (adopted July 2006).

25. Drainage Long-term Maintenance Plan

Prior to the installation of the surface water drainage scheme approved in condition 23 above, details for the long term maintenance arrangements for any parts of the surface water drainage system which are not to be adopted (including all Sustainable Drainage Systems (SuDS) features) shall be submitted to, and approved in writing by, the County Planning Authority.

The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. The plan must clarify the access that is required to each surface water management component for maintenance purposes.

The maintenance scheme shall be carried out in full in accordance with such approved details.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework and policy 4/16 of the Cambridge Local Plan (adopted July 2006).

26. Grassland Translocation

No development shall commence within the area shown as green on plan CCC1, attached to this decision notice, until a Grassland Translocation Survey and Scheme has been submitted to, and approved in writing by, the County Planning Authority. The scheme shall include:

- a) detailed botanical surveys;
- b) a detailed scheme for the storage of ballast/soils, vegetation and important plant species; and
- c) a detailed scheme for the reinstatement of quality grassland & ballast to the area shown as green on plan CCC1.

The scheme, once approved in writing by the County Planning Authority, shall be implemented in full and completed prior to the Bridge first being brought into public use, or in the first planting season following the Bridge first being brought into public use.

Reason: To ensure the protection of existing species and the ecological and biodiversity value of the area shown in plan CCC1 in accordance with policies 4/2, 4/3 and 4/8 of the Cambridge Local Plan (adopted July 2006).

27. Ecological Design Strategy

No development shall commence until an Ecological Design Strategy (EDS) addressing conservation of biodiversity features of the application site has been submitted to and approved in writing by the County Planning Authority. The EDS shall include the following:

- a) Detailed mitigation and enhancement measures for protected species and other species / habitats of conservation interest (including, but not limited to, water vole, reptiles, bats, breeding fish, aquatic invertebrates and City Wildlife Site habitats);

- b) Purpose and conservation objectives for the proposed works;
- c) Review of site potential and constraints;
- d) Detailed design(s) and/or working method(s) to achieve stated objectives;
- e) Extent and location/area of proposed works on appropriate scale maps and plans;
- f) Type and source of materials to be used where appropriate, e.g. native species of local provenance;
- g) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- h) Persons responsible for implementing the works;
- i) Details of initial aftercare and long-term maintenance;
- j) Details for monitoring and remedial measures; and
- k) Details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with such approved details and all features shall be retained in accordance with the details approved thereafter.

Reason: To ensure the protection of existing species and the ecological and biodiversity value of the area in accordance with policies 4/2, 4/3 and 4/8 of the Cambridge Local Plan (adopted July 2006). The Ecology Design Strategy detail will need to be agreed ahead of the construction phase so the scheme must be in place before development starts.

28. Tree Protection

No development, including the bringing of any equipment, machinery or materials onto the site for the purpose of the development, shall commence until a phased Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), in accordance with BS5837 2012, has been submitted to, and approved in writing by, the County Planning Authority. The AMS and TPP shall include:

- a) Consideration of all phases of construction, in a logical sequence, in relation to the potential impact on trees;
- b) Details of the specification and position of protection barriers and ground protection; and
- c) all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and Local Planning Authority's Tree Officer to discuss details of the approved AMS. This meeting will be to discuss the implementation of the approved AMS. The minutes of this meeting shall be submitted in writing to the County Planning Authority, within 14 days of the meeting.

The development shall be carried out in full in accordance with the approved AMS and TPP throughout the duration of the development. The agreed means of protection shall be retained on site until the development has been completed and all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered, in line with the baseline ground levels agreed under condition 17, nor shall any excavation take place.

Reason: To safeguard existing trees on the site and to ensure that suitable replacement trees and planting are provided to mitigate the impact of the development in accordance with policy 4/4 of the Cambridge Local Plan (adopted July 2006). The detail related to tree protection and an Arboricultural Method Statement will need to be agreed ahead of the construction phase so the scheme must be in place before development starts.

29. Landscape Scheme

No development shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the County Planning Authority.

These details shall include proposed finished levels or contours; means of enclosure or fencing (location, type and detail); hard surfacing materials, proposed and existing functional services above and below ground, e.g. power cables, retained historic landscape features and proposals for restoration, where relevant. Soft landscape works shall include planting plans at an appropriate scale; written specifications (including cultivation and other operations associated with plant and grass establishment); planting details of specific ecological mitigation areas schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

The landscape scheme shall be carried out in full in accordance with such approved details, and completed prior to the Bridge first being brought into public use, or in accordance with the implementation programme agreed in writing by the County Planning Authority.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with policies 3/4 and 3/11 of the Cambridge Local Plan (adopted July 2006). The detail related to the landscape scheme will need to be agreed ahead of the construction phase so the scheme must be in place before development starts.

30. Landscape Ecological Management Plan

No development shall commence until a Landscape Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the County Planning Authority. It shall include:

- a) A ditch management plan;
- b) Measures to ensure no impact on the River Cam County Wildlife Site (CWS);
- c) A mitigation strategy for Water Vole, including details of translocation exercise;
- d) Mitigation measures for habitat loss within City Wildlife Sites and Stourbridge Common Local Nature Reserve (LNR);
- e) Mitigation measures to control spread of invasive non-native species (inc. Floating Pennywort & Parrot's Feather);
- f) A detailed planting scheme, including species list, for ecological mitigation areas (brook and grassland);
- g) Details of plant establishment for a period of 5 years;
- h) Long term design objectives, management responsibilities and maintenance schedules for all landscape areas;

- i) A scheme detailing how the new habitat will be established, managed and maintained for a period of 25 years; and
- j) A scheme for the provision of annual reports, to be submitted to the County Planning Authority, to report on the ongoing habitat management, as agreed in part i) above, for a period of 25 years.

The approved plan shall be implemented in full for a minimum of 25 years from the date that the bridge is first brought into public use.

Reason: In the interests of visual amenity and to ensure that landscaping becomes appropriately established on site in accordance with policies 4/3, 4/4 and 4/7 of the Cambridge Local Plan (adopted July 2006). The detail related to the Landscape Ecological Management Plan will need to be agreed ahead of the construction phase so the scheme must be in place before development starts.

31. 5-Year Landscape Establishment

Any trees or plants provided as part of the landscape scheme as detailed in condition 29 which, within a period of 5 years from the planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention in accordance with policies 4/3 and 4/4 of the Cambridge Local Plan (adopted July 2006).

32. Transport Monitoring

Prior to the Bridge being first brought into public use, a scheme for the monitoring of the use of the Bridge shall be submitted to, and approved in writing by, the County Planning Authority. The scheme shall include, but not be limited to:

- a) How the monitoring data will be collected to take account of stakeholders;
- b) The methodology for categorising the data by user type e.g. cyclist, pedestrian, resident; and person type e.g. elderly, wheelchair user, partially sighted, in order to assess how the needs of all user groups are accommodated;
- c) How actions will be agreed as a result of the monitoring e.g. additional signage or changes in dimensions of the segregated sections;
- d) The timescale of the monitoring, which shall be no less than 5 years from the date the Bridge is first brought into public use;
- e) Who will be responsible for undertaking the monitoring and the frequency the results shall be published;
- f) Evidence of early engagement with the Highway Authority to ensure design, monitoring methodology and equipment e.g. automatic permanent counters etc. are compatible.

The approved scheme shall be implemented in full.

Reason: In the interests of highway safety and assessing the impact of the bridge on modal shift in accordance with 8/2 of the Cambridge Local Plan (adopted July 2006).

Informatives

Lead Local Flood Authority - Ordinary Watercourse Consent

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 Cambridge County Council's Culvert Policy for further guidance:

http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste/4

Lead Local Flood Authority – Drainage Scheme guidance to meet part a) of condition 23

The cross section on the Drainage Layout currently shows that the bridge will be of a convex shape which suggests that surface water will drain to either side of the bridge. The submitted plans should be in line with the calculations, hence if surface water drains to either side of the bridge then this should be reflected in the submitted calculations to demonstrate that surface water can be managed on site for rainfall events up to and including the 1 in 100 annual probability rainfall event (including an appropriate allowance for climate change)

Environment Agency

Under the terms of the Water Resources Act 1991, and the Anglian Region byelaws, an Environmental Permit from the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank/foreshore of the River Cam designated a 'main river'.

Public Rights of Way

If any Public Right of Way is required to be temporary closed then the applicant will be required to secure prior arrangement via the County Council's Street Works department. Applications for a 'Temporary Traffic Regulation Order' should be received no later than 12 weeks prior to the proposed closure

National Grid – Intermediate Pressure Gas Pipeline

There is an Intermediate Pressure Gas Pipeline located inside the application area. The development will necessitate crossing the pipeline, therefore National Grid will expect full engagement from the contractor carrying out the construction works to ensure that their work methods statement and risk assessments (RAMS) are agreed by National Grid prior to works commencing. This is to ensure the safety of the pipeline is not at risk from any construction activities.

Network Rail – Asset Protection

Given the location of the proposed development Network Rail require the applicant to liaise with their Asset Protection Team at

AssetProtectionAnglia@networkrail.co.uk and agree to an Asset Protection Agreement prior to the commencement of any works taking place on site.

1. Implementation

This permission comes into effect on the date of this consent, upon which planning permissions F/2019/02/CW and F/2015/05/CW shall cease to have effect.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004, to set out the implementation of the consent in a given timescale taking account of the retrospective elements approved.

2. Site Area and conditions related to Unit 2

This set of conditions for Unit 2 shall only relate to the land edged green on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)'.

Reason: To define the site and to define the conditions of this permission to the Unit 2 site.

3. Approved Plans for Unit 2

The development hereby permitted for Unit 2 shall be carried out in accordance with the application form dated 07/04/2016 and the following information and plans (received 08/04/2016, unless otherwise stated):

- Supporting Statement by Peter Humphrey Associates Ltd, rev A, (received 26/04/2016);
- Datashredders Company Fire Policy;
- Fire Prevention Plan by Peter Humphrey Associates Ltd (received 23/01/2017);
- Location Plan, drwg no. 5269/02B, dated March 2015 (received: 06/06/2016);
- Site Plan, drwg no. 5269/01E, dated March 2015 (received 23/01/2017).

Reason: To define the site and protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

4. Fire Safety

Within three months of the date of this decision notice the fire hydrants shown on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall be installed and maintained on site thereafter to the satisfaction of the Cambridgeshire Fire & Rescue Service.

Reason: To ensure that adequate fire safety mitigation measures are in place to reduce the fire risk from the approved uses and reduce the impact on the environment in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

5. Construction Materials

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order then in force, the building labelled Unit 2 on plan 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall

remain on site constructed in metal cladding Goosewing Grey BS10AOS, and trims and guttering in Mint Green BS14C37, unless prior written agreement of the Waste Planning Authority has been provided.

Reason: To ensure that the development does not adversely affect the character and appearance of the locality in accordance with policy CS33 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

6. Archaeology

This condition relates to land on the Unit 1 part of the site and is therefore not relevant to Unit 2.

7. Hours of Operation

No operations of machinery, including the vehicular delivery and removal of material, shall take place outside the hours of 0730 to 1800 Mondays to Fridays, and 0730 to 1300 on Saturdays. No operations, including the delivery and removal of materials, shall be undertaken on Sundays or Bank and Public Holidays.

Reason: To protect the amenity of surrounding and local residents in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

8. Environmental Protection

No processing of waste shall be permitted outside of the building labelled Unit 2 on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)'.

Reason: To ensure that noisy activities are confined to the building, to reduce problems of wind blown litter; and to protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

9. Noise Insulation

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order then in force, the building labelled Unit 2 on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall remain on site constructed with 180mm composite insulation board for noise mitigation purposes as approved by the Waste Planning Authority by letter dated 10 November 2003.

Reason: To protect the amenity of the occupiers of nearby properties and avoiding any change to the noise insulation of Unit 2 in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

10. Silencers

All plant and machinery shall operate only in the permitted hours for Unit 2 as set out in condition 7, and shall be silenced at all times and such systems maintained in accordance with the manufacturers' recommendations.

Reason: To minimise disturbance to neighbours and the surrounding area in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals &

Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

11. Reversing Vehicles

All plant at the site shall be fitted with smart or broadband reversing alarms to the satisfaction of the Waste Planning Authority.

Reason: To minimise the adverse effects of noise from the site on the occupiers of nearby properties in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

12. Dust

Dust shall be suppressed at the Unit 2 site in accordance with the details approved by the Waste Planning Authority by letter dated 10 November 2003, including the installation of the water bowser. The suppression equipment shall be maintained in accordance with the manufacturer's instructions and available for use at all times.

Reason: In the interest of residential and local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

13. Lighting

No lighting shall be installed at the site except in accordance with 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)'.

Reason: In the interests of visual amenity and the amenity of nearby residents in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

14. Drainage and Pollution Control

Surface water at the site shall be discharged into the adjoining riparian drain and into March East Internal Drainage Board and not soakaways in accordance with the approval from the Waste Planning Authority dated 30 July 2009.

Reason: To ensure the satisfactory drainage of the site, to protect the groundwater and minimise the risk to flooding in accordance with policy CS39 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP14 of Fenland Local Plan (May 2014).

15. Building Ventilation

The building labelled Unit 2 on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall be ventilated via the main doors as approved by the Waste Planning Authority by letter dated 10 November 2003.

Reason: To control emissions from the development in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

16. Incineration

No burning of waste shall be undertaken on the Site.

Reason: To safeguard the residential amenity of the area and to avoid a potential fire risk in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

17. Boundary Treatment

- a) Within three months of the date of this decision notice a 2.4 metre high litter-catch fence shall be installed in accordance with 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' around the boundary of the site shown in purple. The fence shall be maintained on site thereafter.
- b) The 2.4 metre palisade fence as shown on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' which borders the site and separates it from Unit 1 shall be retained on site for the duration of the development and maintained to the satisfaction of the Waste Planning Authority.
- c) Within three months of the date of this decision notice the 2.4 metre solid fence shown to the west of the loose material storage area on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall be installed on site and maintained thereafter to the satisfaction of the Waste Planning Authority.

Reason: In the interests of visual amenity and reduction of wind-blown litter in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014) and to help define the boundary between Units 1 and 2.

18. Landscaping

The landscaping shown on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall be maintained on site for the duration of the development.

Reason: In the interests of visual amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

19. Landscaping Implementation

The approved landscaping scheme has been implemented on site for over 5 years and therefore this condition is no longer required.

20. Importation of Waste

This condition relates to land on the Unit 1 part of the site and is therefore not relevant to Unit 2.

21. Onsite Loading-Unloading

The permanent space to be reserved on the Site to be able to:

- enter and leave in forward gear
- park clear of the public highway
- load and unload clear of the public highway

as shown on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall be used for no other purpose.

Reason: In the interests of highway safety in accordance with policy CS32 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

22. Onsite Parking Unit 1

This condition relates to land on the Unit 1 part of the site and is therefore not relevant to Unit 2.

23. Onsite Parking Unit 2

The permanent space to be reserved on the Site for:

- turning
- parking
- loading and unloading

as shown on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' shall be used for no other purpose.

Reason: In the interests of highway safety in accordance with policy CS32 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

24. Storage of Material outside Unit 2

- a) The waste paper / cardboard material and associated plastic materials permitted to be stored outside of Unit 2 shall only be in bale form in the areas shown as storage areas, referred to as 'Store area for bailed material waiting to be processed' on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)'.
- b) The area shown as 'Processed bail store (waiting collection)' on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)', is the only area outside of Unit 2 that processed material can be stored and the material shall only be in bale form.
- c) The permitted paper / cardboard and associated plastic materials shall be baled in plastic cover at a maximum height of 76 cm per bale. Bales shall only be stored up to a maximum height of 2.3 metres or 3 bales high, whichever is the lower.
- d) Loose paper / cardboard and associated plastic materials shall only be stored in the area referred to as 'Store area for loose material waiting to be processed' on 'Site Plan, drwg no. 5269/01E, dated March 2015, (received: 23/01/2017)' up to a height of 2.3 metres.

Reason: In the interests of visual amenity and to restrict the location of outside storage for fire mitigation and safety reasons in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

25. Litter Management Policy

The 'Litter Management Policy by datashredders dated 09/11/2016 (received 02/12/2016)' shall be adhered to in full and maintained for the duration of the development hereby permitted. Records related to this policy shall be provided to the Waste Planning Authority within 10 days of a written request.

Reason: In the interests of visual amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

Permitted waste streams for Unit 2

26. Nothing other than waste paper / cardboard and associated plastic materials shall be brought on to the site or treated within Unit 2.

Reason: To enable the Waste Planning Authority to retain control over the waste streams being processed in Unit 2 in line with the tonnages in condition 27 and in accordance with policy CS29; and to minimise the risk of pollution in accordance with policies CS34 and CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and policies LP14 and LP16 of the Fenland Local Plan (May 2014).

27. Annual Throughput and waste storage limit for Unit 2

The waste throughput for the permitted waste paper / cardboard stream for Unit 2 identified in condition 26 shall not exceed 156,000 tonnes per calendar year (or 3,000 tonnes over any 7-day period). The waste storage limit for the Unit 2 site shall not exceed 15,000 tonnes at any one time. Records showing the waste paper throughput and storage limits for any specified period shall be kept on site and provided to the Waste Planning Authority within 10 days of a written request.

Reason: To enable the Waste Planning Authority to retain control over the future development of Unit 2 in accordance with policy CS29; to ensure that the vehicle movements that have been considered for Unit 2 are controlled to protect highway safety in accordance with policy CS32; and to protect residential amenity by controlling the amount of waste at the site in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

28. Waste Catchment Restriction for Unit 2

Unless otherwise agreed in writing by the Waste Planning Authority, the owner/operator of the development permitted by this planning permission will endeavour to procure not less than 30% of the waste imported to the site from a catchment area which shall comprise a radius of 45 km from the site or within the administrative areas of Cambridgeshire and Peterborough as shown on "Plan CCC1 – Waste Catchment Area of Unit 2". For the purpose of clarity waste being collected from any waste transfer station within the defined catchment area shown on "Plan CCC1 – Waste Catchment Area of Unit 2" shall be regarded as arising from within the catchment area.

Reason: To ensure that the facility is managing a large percentage of local waste arisings, in accordance with Policy CS29 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and that the situation is kept under review to help meet the monitoring requirement of the Plan.

1. Implementation

This permission comes into effect on the date of this consent, upon which planning permissions F/2019/02/CW and F/2015/05/CW shall cease to have effect.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004, to set out the implementation of the consent in a given timescale taking account of the retrospective elements approved.

2. Site Area and conditions related to Unit 1

This set of conditions for Unit 1 shall only relate to the land edged green on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013, (received: 02/02/2017)'.

Reason: To define the site and to define the conditions of this permission to the Unit 1 site.

3. Approved Plans

The development hereby permitted shall be carried out in accordance with the application form dated 14/06/2016 and the following information and plans (received 15/06/2016, unless otherwise stated):

- Supporting Statement by Peter Humphrey Associates Ltd;
- RECYplas Fire Policy (received: 19/08/2016);
- Fire Prevention Plan by Peter Humphrey Associates Ltd (received 23/01/2017);
- Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017);
- Existing Layouts, drwg no. 4482/EX01, dated November 2009 (received 02/12/2009) [relating to approved landscaping scheme].

Reason: To define the site and protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

4. Fire Safety

Within three months of the date of this decision notice the fire hydrants shown on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' shall be installed and maintained on site thereafter to the satisfaction of the Cambridgeshire Fire & Rescue Service.

Reason: To ensure that adequate fire safety mitigation measures are in place to reduce the fire risk from the approved uses and reduce the impact on the environment in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

5. Construction Materials

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order then in force, the building labelled Unit 1 on

'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' shall remain on site constructed in metal cladding Goosewing Grey BS10AOS, and trims and guttering in Mint Green BS14C37, unless prior written agreement of the Waste Planning Authority has been provided.

Reason: To ensure that the development does not adversely affect the character and appearance of the locality in accordance with policy CS33 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

6. Archaeology

The area shown as 'Grass' on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' shall remain free from development. It shall also not be disturbed by any heavy machinery or vehicles, development or storage.

Reason: To ensure that the development avoids an area of the site known to contain archaeological remains in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP18 of Fenland Local Plan (May 2014).

7. Hours of Operation for Unit 1

No operations of machinery, including the vehicular delivery and removal of material, shall take place outside the hours of 0730 to 1800 Mondays to Fridays, and 0730 to 1300 on Saturdays. No operations, including the delivery and removal of materials, shall be undertaken on Sundays or Bank and Public Holidays.

Between the hours of 0600 and 0730 and 1800 and 2200 Mondays to Fridays and between 0600 and 0730 on Saturdays, only manual sorting and manual baling of waste plastic material within the confines of building labelled Unit 1 on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)', and the arrival and departure of personal staff vehicles shall be permitted.

Reason: To protect the amenity of surrounding and local residents in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

8. Environmental Protection

No processing of waste shall be permitted outside of the building labelled Unit 1 on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)'.

Reason: To ensure that noisy activities are confined to the building, to reduce problems of wind blown litter; and to protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

9. Noise Insulation

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order then in force, the building labelled Unit 1 on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013

(received: 02/02/2017)' shall remain on site constructed with 180mm composite insulation board for noise mitigation purposes as approved by the Waste Planning Authority by letter dated 10 November 2003.

Reason: To protect the amenity of the occupiers of nearby properties and avoiding any change to the noise insulation of Unit 1 in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

10. Silencers

All plant and machinery shall operate only in the permitted hours for Unit 1 as set out in condition 7, and shall be silenced at all times and such systems maintained in accordance with the manufacturers' recommendations.

Reason: To minimise disturbance to neighbours and the surrounding area in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

11. Reversing Vehicles

All plant at the site shall be fitted with smart or broadband reversing alarms to the satisfaction of the Waste Planning Authority.

Reason: To minimise the adverse effects of noise from the site on the occupiers of nearby properties in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

12. Dust

Dust shall be suppressed at the Unit 1 site in accordance with the details approved by the Waste Planning Authority by letter dated 10 November 2003, including the installation of the water bowser. The suppression equipment shall be maintained in accordance with the manufacturer's instructions and available for use at all times.

Reason: In the interest of residential and local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

13. Lighting

No lighting shall be installed at the site except in accordance with 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)'.

Reason: In the interests of visual amenity and the amenity of nearby residents in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

14. Drainage and Pollution Control

Surface water at the site shall be discharged into the adjoining riparian drain and into March East Internal Drainage Board, and not soakaways in accordance with the approval from the Waste Planning Authority dated 30 July 2009.

Reason: To ensure the satisfactory drainage of the site, to protect the groundwater and minimise the risk to flooding in accordance with policy CS39 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP14 of Fenland Local Plan (May 2014).

15. Building Ventilation

The building labelled Unit 1 on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' shall be ventilated via the main doors as approved by the Waste Planning Authority by letter dated 10 November 2003.

Reason: To control emissions from the development in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

16. Incineration

No burning of waste shall be undertaken on the Site.

Reason: To safeguard the residential amenity of the area and to avoid a potential fire risk in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

17. Boundary Treatment

a) Within three months of the date of this decision notice a 2.4 metre high litter-catch fence shall be installed in accordance with 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' around the boundary of the site. The litter-catch fence shall be maintained on site thereafter to the satisfaction of the Waste Planning Authority.

b) The 2.4 metre palisade fence as shown on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' which borders the site and separates it from Unit 2 shall be retained on site for the duration of the development and maintained to the satisfaction of the Waste Planning Authority.

Reason: In the interests of visual amenity and reduction of wind-blown litter in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014) and to help define the boundary between Units 1 and 2.

18. Landscaping

The landscaping shown on 'Existing Layouts, drwg no. 4482/EX01, dated November 2009 (received 02/12/2009)' approved by letter dated 3 December 2009 shall be maintained on site for the duration of the development.

Reason: In the interests of visual amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

19. Landscaping Implementation

The approved landscaping scheme has been implemented on site for over 5 years and therefore this condition is no longer required.

20. Importation of Waste

The approved landscaping bunds have been implemented on site for over 5 years and therefore this condition is no longer required.

21. Onsite Loading-Unloading

The permanent space to be reserved on the Site to be able to:

- enter and leave in forward gear
- park clear of the public highway
- load and unload clear of the public highway

as shown on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' shall be used for no other purpose.

Reason: In the interests of highway safety in accordance with policy CS32 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

22. Onsite Parking Unit 1

The permanent space to be reserved on the Site for:

- turning
- parking
- loading and unloading

as shown on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' shall be retained on site and thereafter used for no other purpose.

Reason: In the interests of highway safety in accordance with policy CS32 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

23. Onsite Parking Unit 2

This condition relates to land on the Unit 2 part of the site and is therefore not relevant to Unit 1.

24. Storage of Material outside Unit 1

- a) The area shown as 'Raw material (Bail form)' on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017), is the only area outside of Unit 1 that raw material can be stored and the material shall only be in bale form.
- b) The permitted raw plastic waste material shall be baled in a plastic cover at a maximum height of 76 cm per bale. Bales shall only be stored up to a maximum height of 2.3 metres or 3 bales high, whichever is the lower.
- c) Wooden pallets shall only be stored in the area referred to as 'Pallet Store' on 'Proposed [Site Plan and Location Plan], drwg no. 4963/01E, dated May 2013 (received: 02/02/2017)' up to a height of 2.3 metres.

Reason: In the interests of visual amenity and to restrict the location of outside storage for fire mitigation and safety reasons in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

25. Litter Management Policy

The 'Litter Management Policy by RECYplas Limited dated 19.01.17 (received: 23/01/2017)' shall be adhered to in full and maintained for the duration of the development hereby permitted. Records related to this policy shall be provided to the Waste Planning Authority within 10 days of a written request.

Reason: In the interests of visual amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and policy LP16 of Fenland Local Plan (May 2014).

Permitted waste streams for Unit 1

26. Nothing other than waste plastics shall be brought on to the site or treated within Unit 1.

Reason: To enable the Waste Planning Authority to retain control over the waste streams being processed in Unit 1 in line with the tonnages in condition 27 and in accordance with policy CS29; and to minimise the risk of pollution in accordance with policies CS34 and CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and policies LP14 and LP16 of the Fenland Local Plan (May 2014).

27. Annual Throughput and waste storage limit for Unit 1

The waste throughput for the permitted waste plastic stream for Unit 1 identified in condition 26 shall not exceed the limits as follows:

- 5,200 tonnes per calendar year (or 100 tonnes per week) for heat treatment of relevant plastic wastes;
- 15,600 tonnes per calendar year (or 300 tonnes over any 7-day period) for cleaning, washing, spraying, or coating treatment of relevant plastic wastes;
- 3,000 tonnes indoors over any 7-day period for baling, sorting, or shredding of relevant plastic wastes.

The waste storage limit for the Unit 1 site shall not exceed 500 tonnes over a 12-month period. Records showing waste plastic throughput and storage limits for any specified period shall be kept on site and provided to the Waste Planning Authority within 10 days of a written request.

Reason: To enable the Waste Planning Authority to retain control over the future development of Unit 1 in accordance with policy CS29; to ensure that the vehicle movements that have been considered for Unit 1 are controlled to protect highway safety in accordance with policy CS32; and to protect residential amenity by controlling the amount of waste at the site in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011).

28. Waste Catchment Restriction for Unit 1

Unless otherwise agreed in writing by the Waste Planning Authority, the owner/operator of the development permitted by this planning permission will endeavour to procure not less than 30% of the waste imported to the site from a catchment area which shall comprise a radius of 45 km from the site or within the administrative areas of Cambridgeshire and Peterborough as shown on "Plan CCC1 – Waste Catchment Area of Unit 1". For the purpose of clarity waste being collected from any waste transfer station within the defined catchment area shown

on “Plan CCC1 – Waste Catchment Area of Unit 1” shall be regarded as arising from within the catchment area.

Reason: To ensure that the facility is managing a large percentage of local waste arisings, in accordance with Policy CS29 of Cambridgeshire and Peterborough Minerals & Waste Core Strategy (July 2011) and that the situation is kept under review to help meet the monitoring requirement of the Plan.

Agenda Item No 4.

Extensions to the college to provide 3,938 square metres of additional floorspace consisting of 22 new classrooms (including music and drama studio), 9 music practice rooms, 3 staff offices, 2 staff preparation rooms, additional changing rooms, widening corridors, erection of a new corridor link, alterations to the existing building including relocation of the main school and community entrance with new canopy and covered canopies; relocation and rebuilding of 219 square metres of greenhouse/outbuildings; external alterations to create a new access from Lode Road to serve the new staff car and coach park, traffic barriers to car park, formation of a bin store, alterations to the external landscaped areas, secure fencing and associated infrastructure; and demolition of 386 square metres of floorspace to accommodate the new development.

AT: Bottisham Village College, Lode Road, Bottisham CB25 9DL

FOR: CAMBRIDGESHIRE COUNTY COUNCIL

LPA REF: E/3007/16/CC

To: PLANNING COMMITTEE

Date: 16 March 2017

From: HEAD OF GROWTH AND ECONOMY

Electoral division(s): Woodditton

Purpose: To consider the above planning application

Recommendation: It is recommended that planning permission be granted subject to the conditions set out in paragraph 11.1

<i>Officer contact:</i>	
Name:	Kirsty Carmichael
Post:	Planning Officer
Email:	Kirsty.Carmichael@cambridgeshire.gov.uk
Tel:	01223 703216

1.0 INTRODUCTION

- 1.1 This planning application seeks to extend and expand the current facilities at Bottisham Village College through the provision of two rear extensions (one single-storey and one two-storey), new car and coach (bus drop off area) parking, relocated community buildings (Red2Green), improved front entrance and new hard and soft landscaping throughout the site with associated infrastructure. In addition, internal refurbishment works are also proposed to upgrade the internal areas of the school, but these do not require planning permission and so do not form part of the development proposal.
- 1.2 The application has followed the identification of an urgent need for additional classroom accommodation within the Bottisham catchment area. The college is oversubscribed with 1,086 students currently on the roll. This is a result of the growing demand from within the existing catchment area that extends to the 21 surrounding villages near the boundary with Cambridge and to the east of Newmarket. There are currently 10 feeder primary schools into the Village College and Cambridgeshire County Council has a statutory duty to address this identified need.
- 1.3 The existing Village College should accommodate 1,050 pupils with approximately 160 staff. The proposal would extend the Village College to a 10 form entry school providing 1,500 places for pupils aged 11 to 16 with an increase of 61 staff, creating a total of 221 staff members when the College is fully operational. The school extension would not be fully occupied on completion, if planning permission is granted, and would instead gradually increase as the year groups' move through the school with full occupation anticipated in 2020.
- 1.4 The application is pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992 and the proposal is supported by a letter from the Children, Families and Adult Services Department of Cambridgeshire County Council.
- 1.5 The Village College is proposed to be in operation for the duration of the construction phase and in order to minimise disruption, pupils will decant to the temporary mobile classrooms granted planning permission in June 2016 by East Cambridgeshire District Council.

2.0 THE APPLICATION SITE AND SURROUNDINGS

- 2.1 The village of Bottisham is located approximately 6 miles to the east of Cambridge and to the north of the A14. Bottisham Village College is located to the north of the village of Bottisham and west of Lode Road, the principal village road. The Village College site is broadly rectangular in shape with the main buildings fronting Lode Road and playing fields that wrap around the Village College buildings on three

sides. The south / south eastern boundary of the college abuts the rear gardens of residential properties fronting Bradford's Close and Bell Road. The south western boundary of the site is formed by the sports fields that adjoin the open fields, whilst the north / north western boundary comprises sports pitches and a single row of residential dwellings fronting Lode Road.

- 2.2 The application site area is approximately 7.1 hectares see Agenda Plan 1. The surrounding playing fields are located in the green belt and do not form part of the application site but are part of the wider Village College campus. The red line does include elements of the green belt, but these are just to allow landscaping and associated mitigation planting to take place, rather than to propose any formal built development.
- 2.3 To the south east of the existing college buildings lies an area of undesignated green open land, part of which is currently providing space for a temporary mobile facility, overflow car park and soakaway.
- 2.4 The existing layout of the College comprises three main elements which were laid out when the school was originally constructed in 1937 and, over the years further improvement works and extensions have added to these. The most recent permanent extension was carried out in 2009 when a new teaching block was constructed. The planning history is set out in Section 4 of this report.
- 2.5 The main college buildings are set back from the front of the site behind a landscape buffer extending along Lode Road. The buildings have been constructed in a variety of materials, with extensions added over the years, but the main buildings fronting Lode Road comprise single and two storey structures of light buff brick with either a flat or a pitched roof. Towards the north west corner of the site, there are a variety of red brick structures including the Bottisham Sports Centre that is used by the village college and the wider community. There are a variety of external courtyard spaces within the main school enclave.
- 2.6 The Village College is accessed solely from Lode Road in relation to staff car and student coach access. Pedestrian access to the College is via the western side of Lode Road using the shared use path.
- 2.7 The College site currently has five main parking areas, the eastern car park and associated overflow opposite Arber Close hold two areas, and the remaining three parking areas are accessed via a northern access that serves the second school car park and existing drop off area, the bus drop off area and sports hall parking. There are currently a total of 150 marked and unmarked car parking spaces

for Village College staff, visitors and the locality team and 13 coach parking spaces.

- 2.8 The proposal is located in Flood Zone 1 (low risk). The application site is more than 1 hectare so a flood risk assessment has been submitted to support the application.
- 2.9 A number of community uses also operate from the Village College site which is summarised below:
- Red2Green – This is a charitable organisation based to the rear of the Village College site comprising a main brick building with several small sheds and a greenhouse that runs horticultural education and basic training courses, a plant nursery and a small community shop.
 - An independently operated sports centre is used by the Village College during the school periods and is open to the general public on weekday evenings and weekends.
 - A Cambridgeshire County Council Locality Team and Children's Centre is also based within the Village College site in a separate building at the south eastern end of the site. This building sits outside of the application red line site area but is located as part of the main Village College campus. The building has its own car park and pedestrian access from Lode Road.
- 2.10 The application site is not located within a conservation area and does not include any buildings which are listed for architectural or historic interest. The nearest listed buildings are located approximately 40 metres away to the eastern corner of the site, just past the entrance to Bradford's Close on the western side of Lode Road. These properties are screened from the development by existing properties and the trees along the eastern / south eastern edge of the Village College site.
- 2.11 The front of the Village College site is just situated within the Water Treatment Works Safeguarding Area for the Bottisham facility (reference W7D) under the Cambridgeshire and Peterborough Minerals and Waste Development Plan Site Specific Proposals Development Plan Document (adopted February 2012) under Policy CS31 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011). However, the Village College is an established use and the proposed extensions would be located outside of the identified area and therefore no further investigations are required in relation to this matter.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises several main parts - the demolition, relocation and extensions of buildings on the site; access, vehicle and cycle parking; associated infrastructure such as an electricity sub-station; external landscaping and recreation; plus improved security provision. The elements of which are expanded upon below and are detailed on Agenda Plan 1.

Demolition

- 3.2 In order to facilitate the development, 386 square metres of the existing building would be demolished. This consists of the Red2Green brick and timber buildings; the single storey maths block; and two small brick storage areas located on the front elevation. The brick storage areas are located in front of two existing windows on the front elevation and the removal of these storage areas is part of works to improve the legibility of the main entrance.

Relocation of buildings for Red2Green Community Use

- 3.3 The Red2Green community buildings will be demolished and combined into a new single storey timber clad purpose built building. This will provide 219 square metres of floor space, a new green house, separate storage sheds and a refuse area. The building will include an office, teaching space, classroom, kitchen, potting shed and shop.
- 3.4 The Red2Green building will be located at the eastern corner of the site fronting Lode Road. The building will be accessed via the new proposed vehicular entrance to the car and coach park and dedicated parking for 7 cars will be provided. A metal mesh security fence with gated access is proposed as the boundary treatment around the site.

Teaching Extension and Changing Room Extension

- 3.5 The main element of the proposal is a two-storey extension which would provide 3,259 square metres of additional teaching space, including 22 classrooms, drama studio and music rooms new dining and social area, kitchen, storage areas, main hall and office areas. This extension will be located where the existing multi use games area (MUGA) and tennis courts are currently placed. The new extension would link to an existing teaching block via an internal corridor area which will be widened in order to provide access and additional circulation space.
- 3.6 In addition to the above teaching extension, the current changing room facility will also be extended to provide 105 square metres of additional floorspace.

Access and Parking

- 3.7 The proposal will create a new pedestrian/cycle access from Lode Road for pupils, staff and visitors to the Village College. The new access will replace the existing staff vehicle entrance which will be removed. The shared use path would improve access and legibility around the site and will provide a safe link to the new segregated path to the new coach park. It will also provide a more direct access for students to the community plaza whilst directing visitors and staff to a separate administrative entrance.
- 3.8 The proposal will also replace the existing staff vehicular entrance with a shared pedestrian/cycle entrance and create a new vehicular access road into a new car and coach (bus drop off area) parking area from Lode Road. The new access junction access will formalise an existing informal access used by maintenance vehicles to the school. The new access would also provide access to the relocated Red2Green community building, the proposed sub-station, and for the service area/yard to the rear of the Village College.
- 3.9 The new vehicular access would provide access to a new 62 space staff and visitor car park, of approximately 1,387 square metres in size, and new 19 bay coach park (bus drop off area) of approximately 2,033 square metres. This will replace the existing coach parking drop off and pick up area. The new access and car and coach parking would be located on an area of land outside of the green belt designation and currently used to house the temporary mobile facility and overflow car park, alongside wider open green space.
- 3.10 The new staff/visitor parking proposed would be in addition to the five existing car parking areas of the Village College site which would be retained and remarked to take account of the new proposals.

Cycle parking

- 3.11 The cycle parking strategy has been reviewed as part of the proposal and the application includes two additional cycle stores which are proposed to be located close to the new areas of car and coach parking. Table 1 sets out the existing and proposed cycle parking numbers:

Table 1: Cycle Parking

	Existing	Proposed	Total
Student spaces	68	32	100
Staff & visitor spaces	8	2	10
Sports Centre	10	4	14
Total	86	38	124

Landscaping and Trees

- 3.12 The proposal includes a landscaping strategy for the site which will enhance the existing landscaped areas, improve the outdoor amenity areas for the students, mitigate for the impact of the proposals and support the improvements to connectivity throughout the site. As part of the hard landscaping scheme a pathway will be introduced which will link the new front plaza to the new coach park and cycle storage. A sensory garden is also proposed as part of the new Red2Green Community area fronting onto Lode Road.
- 3.13 Additional soft landscaping and tree planting is also proposed to create a new landscape buffer and enhance the existing landscaped area on the south eastern boundary. This area will be most impacted by the new car and coach parking around which abounds the rear gardens of residential dwellings fronting Bradford's Close. This boundary will be planted with hedgerow and ornamental screen planting in order to reduce the visual impact of this area and as mitigation. This landscaping will be set behind the existing close boarded boundary fence of the Village College site.
- 3.14 To the south western boundary of the Village College buildings, a new avenue of trees is proposed together with amenity grassland with picnic tables. This is proposed to try and enhance views looking south west from the Wardens Lawn. In addition to this a new circular hard landscaped area with steps is proposed as an additional external amenity area for pupils.
- 3.15 Two existing courtyard areas within the Village College which are currently underutilised are also proposed to be hard landscaped as part of the development and canopies provided in order for them to function more practically as project areas. A further external courtyard area accessed from the front of the building will be partially hard landscaped and have its existing soft landscaped areas improved.
- 3.16 The proposal seeks to retain as many existing trees as possible, but will result in the loss of 31 existing trees of varying health and maturity throughout the proposal site. A further 21 trees will need to be felled owing to health and safety reasons. The Tree Preservation Order lists 34 trees as protected and these are located on the southern frontage of the school site along Lode Road and along the rear boundary of Bradford's Close. Three of the trees to be removed are protected by a Tree Preservation Order (TPO) and as much as possible the applicant has designed the new proposals, including the new relocated Red2Green area and car / coach parking, to work with the trees protected by TPOs. In order to mitigate for the proposed loss of trees across the site the proposal includes additional ornamental and screen planting together with 60 new trees proposed as mitigation.

Security and Access

- 3.17 The proposals include details for a fence and gated access which enable the College to increase on site security and fulfil its policy for safeguarding pupils. The mesh fencing is proposed to be carried out using planning permitted development rights by the Village College under The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). However, the details of the fence have been included within this report because residents have raised concerns that this will limit longstanding access rights to the playing fields.
- 3.18 The mesh metal fencing is proposed to provide a secure boundary line to the school playing fields where there is currently open access. The secure fencing will limit the currently open access the residents have to access the school playing fields for recreational uses. In order to mitigate this impact the Village College has agreed to ensure that there is gated access for residents to access the playing fields outside of school hours. The mesh fencing is proposed to be supported by planting and an avenue of trees to soften its visual impact.
- 3.19 In order to enhance security in the car parking areas and prevent antisocial behaviour vehicular access barriers will be provided at the entrances of all new and existing vehicle access points. This has been welcomed by a number of residents.

Electricity Sub-Station

- 3.20 As part of the associated infrastructure for the development, the proposals include details for a proposed electricity sub-station to be located to the south east of the relocated Red2Green area. This is adjacent to the new proposed access road for the car and coach parking and has been proposed by the applicants to take account of the potential energy needs as a result of the increased development.

4.0 PLANNING HISTORY

- 4.1 The application site has an extensive planning history, with the most relevant to the current proposal being listed below:
- 16/01292/FUL - Installation of a new floodlit full size FTP and 3 floodlit tennis courts, and ancillary works including erection of a machine store. This was granted permission in December 2016 by East Cambridgeshire District Council and will enable the relocation and provision of new sports facilities for the college as the new college is extended. The applicant made a separate submission for this application to East

Cambridgeshire District Council rather than include it in the proposal to extend the village college in order to deliver the sports facilities to the committed programme.

- 16/00492/FUL - Installation of 4 temporary classrooms within the school grounds and associated works including a temporary overflow car park for 22 cars. This was granted permission in June 2016 to address overcrowding issues and support the college during the main refurbishment and extension works. The permission is due to expire on 25th June 2019.

4.2 In addition to the most relevant permissions noted above, for completeness the additional relevant planning history for the site is shown in the table below, which includes County Planning applications made under Regulation 3 and East Cambridgeshire District Council (ECDC) planning applications on the site:

Application Reference	Description	Decision
E/03006/08/CC	Provision of new teaching accommodation (6 classrooms with 1.5 storey multi-purpose studio, bespoke SEN and SIU area and associated ancillary accommodation). Alterations to the existing school (internal alterations and extension to teaching accommodation and extension to Dining Hall). Extensive refurbishment to redundant teaching accommodation and conversion to provide Youth and Family Centres. The provision of covered walkway to link new extension with existing buildings.	Granted 04 Nov 2016
08/00502/FUL	Erection of timber framed shed/store	Granted 10 Jul 2008
E/03023/07/CC	Additional lighting column in car park.	Granted 16 Jan 2008
E/03010/07/CC	Conversion of area within school for the use of Social Services area locality office	Granted 26 Sep 2007
05/01172/FUL	Erection of glasshouse to replace polytunnel.	Granted 19 Dec 2005

01/00248/FUL	Replacement timber workshop and summer home for Bottisham Village College	Granted 20 Sep 2001
00/00598/FUL	New Block of Two Disabled WC'S and Gardener's Store	Granted 23 Oct 2000
96/00516/FUL	Scenery store to store theatrical scenery and effects	Granted 15 Aug 1996
E/00232/96/CC	Floodlighting Of Car Parks,	Granted 16 Jul 1996
E/00351/96/CC	Erection Of A Music Suite Building,	Granted 05 Dec 1996

5.0 PUBLICITY

- 5.1 This application represents major development and was therefore publicised as such in accordance with the Town and Country Planning (Development Management Procedure) (England) 2015 i.e. the application was advertised by two site notices at the site, a newspaper advert in the Cambridge News inserted 7 November 2016, consultation letters to statutory consultees and individual notification letters to the adjacent properties.

6.0 CONSULTATION RESPONSES

- 6.1 The following is a summary of responses received from consultees:

6.2 East Cambridgeshire District Council (Planning)

No objection, but has made the following comments:

- East Cambridgeshire District Council (ECDC) was involved at an early stage and pre application advice was given on an earlier version of the scheme in 2015.
- The District is currently considering an application for the installation of a new floodlit full size football turf pitch (FTP) and 3 floodlit tennis courts and ancillary works including the erection of a machinery store (reference 16/0192/FUL). ECDC wish to ensure that the masterplan submitted on behalf of the Village College in respect of the expansion works correctly

shows the proposed location of the tennis courts and FTP and that the cumulative effect of the floodlighting is taken into account.

- The Red2Green building relocated to the front of the site will feature prominently on Lode Road and should be subject to a comprehensive landscaping scheme to mitigate for the loss of the open space between the existing college buildings and Bradford's Close.
- There are a number of protected trees in the area between the existing Village College and Bradford's Close and these should be taken into account in the design and layout of the car park area.
- The impact of the car and coach drop off areas being brought closer together should be considered together with the future management of this area to prevent antisocial behaviour taking place.
- The impact of the proposal on the green belt should also be taken into account as well as the traffic and transport implications. ECDC has anecdotal evidence that Lode Road frequently floods and these proposals should address this issue where possible and ensure that the flood risk is not increased.

6.3 **East Cambridgeshire District Council (Environmental Health Officer (EHO))**

No objection, but has made the following comments:

- The applicant should confirm the hours of use for the external lighting;
- The 'construction phase Health and Safety Plan' Construction and Delivery restrictions in Section 3 are supported and a condition is recommended for construction delivery to reduce any impact on residential amenity;
- Consideration requested for a close boarded fence along the south eastern boundary if there isn't already a fence to secure the boundary for those residential properties located closest to the new bus park along Bradford's Close.

6.4 **East Cambridgeshire District Council (Trees)**

No objection, but has made the following comments:

- The design has considered the effective retention of the most important landscaping features including the boundary trees at the front of the site and protected trees on the eastern boundary protected by a Tree Preservation Order (E/04/87).
- There are concerns this proposal will have an impact on the landscape character of the area although I consider the mitigation of re-landscaping of the site is sufficient to support

the plans. However, the current plans only provide indicative planting locations.

- It is advised that a landscaping proposal is submitted ideally at this current stage, as I consider effective landscaping essential to my support for this application. If this is not submitted I recommend a full landscaping scheme with associated landscaping maintenance schedule to be submitted under condition of planning approval.

6.5 **Sport England**

Initially objected, with the following comment:

- The application would not comply with Sport England Policy as it results in the loss of part of the playing fields at the school and there is no compensatory provision for playing fields/sports facilities included in the application. However, when considered together with the application submitted to East Cambridgeshire District Council for the new 3G AGP and tennis courts a case can be made that the benefits to sports facility provision for both school and local community from the provision of the new Third Generation Artificial Grass Pitch (3G AGP) and tennis courts outweigh any detriment caused by the loss of the playing fields in the current application. Sport England would support the proposals if clarification could be provided to ensure that the new sports facilities will be delivered to mitigate for the loss of part of the playing field at this site.

6.6 Following discussions surrounding a suitably worded planning condition to ensure the new ECDC permitted sports facilities were provided for use ahead of this development being occupied, Sport England withdrew their objection with the following comment:

- Planning permission was granted by East Cambridgeshire District Council for the new AGP and tennis courts on 20th December 2016 reference 16/0192/FUL and following this approval Sport England is happy to remove their objection subject to the imposition of a planning condition which ties the delivery of the new sports facilities to the current expansion proposal.

6.7 **CCC Ecology Officer**

Initially objected, with the following comment:

- The landscaping scheme does not adequately mitigate for the loss of woodland habitat which will result in a loss of ecological value at the site and therefore is contrary to local and national policy. The landscape scheme, biodiversity enhancement

drawing and outline 5 year landscape management plan should be revised to include enhancement of retained woodland (including woodland management and planting of native woodland ground flora). Therefore whilst the submission of the Extended Phase I Habitat Survey and Initial Bat Survey report were welcomed, the Ecology Officer was disappointed that the proposed mitigation measures were not included in the landscaping scheme.

- 6.8 Following discussions and additional information from the applicant's ecological consultant to demonstrate that there would not be a net loss of biodiversity as a result of the proposals, the Ecology Officer withdrew their objection. However, the County Ecologist still reiterated her disappointment that all the recommendations in the revised Extended Phase 1 Habitat Survey Report will not be carried out. However, in response to a request by the County Ecologist, the applicant has confirmed that they will request that the school replants the existing bluebell bulbs due to be removed. It was noted that this request cannot be conditioned as the area is outside the area to which this relations and is not directly in the control of the applicant but the request is included as an informative.

6.9 **CCC Archaeology**

No objection, and would not consider archaeological investigations necessary in connection with the proposals, as previous archaeological work in the immediate vicinity suggests that significant archaeology does not survive in the area and it is unlikely that investigations in connection with the current proposal would add to the understanding of the area.

6.10 **CCC Transport Assessment Team and Highways Development Management**

Initially objected, with the following comments:

- Network peak information needs to be fully justified.
- A more representative beat parking survey should be undertaken
- An assessment should be made of the individual roads with unrestricted on street car parking availability.
- 2016 accident data needs to be provided.
- An assessment needs to be undertaken of the Bell Rd junction with A1303; Bell Rd junction with High Street; High Street junction with A1303; and Lode Road junction with Tunbridge Lane junctions to assess the impact the additional vehicles will have on these junctions.
- The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development.

6.11 Following submission of additional information, including a junction assessment report, the Travel Assessment Team removed their objection with the following comments:

- The updated junction survey information has been carried out and addressed all the outstanding issues. As such the proposal will not have a detrimental cumulative impact on the highway network.
- Transport officers have stated the requirement for off-site highway works in the form of a bus shelter in order to encourage bus use. This should be included as an informative and considered as part of the Section 278 Highway requirements that sit outside of planning.
- The Travel Plan should be updated within 9 months following the occupation of the development to ensure that the modal share is tested and more sustainable modes of transport encouraged.

6.12 **CCC Road Safety Officer**

Confirmed the travel plan submitted is accredited to a national standard and is therefore acceptable.

6.13 **CCC Flood and Water**

No objection, but raised the following comments:

- The applicant has demonstrated that surface water can be dealt with on site by infiltration by impermeable paving and soakaways
- The Lead Local Flood Authority (LLFA) is supportive of the use of permeable paving as an addition to controlling the rate of surface water leaving the site.
- The applicant will need to submit a long term drainage management scheme which can be controlled by planning condition.
- A condition should be added to ensure that the surface water drainage scheme prepared on behalf of Morgan Sindall that has been approved is implemented in full.

6.14 **Cambridgeshire Police Designing Out Crime Officer**

No objection as they had early consultation and are satisfied that the security principles of Secured by Design Schools are being adopted.

6.15 **Bottisham Parish Council**

No Objection, but raised the following comments:

- The new community entrance and Red2Green site are seen as positive changes. However, there are concerns regarding residents' access to the Sports Pavilion / playing fields outside of

school hours using a village “path” that has been used for at least 50 years; increased traffic movements and parking in particular with relation to Bradford’s Close. Construction build should be strictly monitored.

- Consideration given to floodlighting and timing of usage for the community considered user friendly.
- The suggestion from pupil consultation for a pedestrian crossing is a safety measure that would be strongly supported by the Parish Council.

6.16 Following further discussions with the applicant, the Parish Council updated their comments as follows:

- The need and necessity to enlarge the College is supported and they understand the need to safeguard children and this must be a top priority.
- The planning application is supported and it has been agreed that the gate currently positioned at the Southern End of the coach park adjoining the playing fields is moved to the corner of the track abutting the gardens of Bradford’s Close. Also support the gate being opened outside of school hours in order to allow the village continued access to the track from Lode Road to and from Bell Road. It is understood and enforceable that the gates will be locked during school hours.
- This will ensure the safety of all during the hours when coaches are entering and leaving the grounds. It will also be a valuable compromise to the historic right to the village to use the track with limited access thus protecting the safety and protection of pupils.

7.0 REPRESENTATIONS

7.1 Representations have been received from 5 local residents; the Principal of Bottisham Village College; and the Chief Executive Officer of the charitable organisation Red2Green in relation to this application. These are made up of 2 clear support; 1 clear objection; and 4 letters broadly in support of the overall Village College expansion, but with specific concerns / points of objection in relation to certain elements of the scheme, which for the purposes of this report have been considered as objections. A full copy of the letters / e-mails will be placed in the Members’ Lounge one week before the Planning Committee meeting, but for the purposes of this report the matters raised are summarised below.

7.2 The objection and concerns raised can be summarised as follows:

- Object to the creation of a new access road from Lode Road and a new staff car and coach park – already have 2 large car parks, why can’t they be enlarged or enhanced?

- Understood green space proposed for new staff and coach park was a green space regarded as a local amenity as cited in the Bottisham Village Plan.
- Concerns regarding traffic movements and parking at pick up and drop of times with implications for local residents.
- Lack of safe cycling and pedestrian routes to the villages, which should be encouraged.
- Suggestion of providing an alternative school vehicular access along Bell Road.
- Transport assessment needs to assess cumulative assessment of new village developments and lack of sixth form provision.
- Highway safety concerns, particularly with coaches.
- Concerns regarding long term parking in Lode Road, adjacent to the Village College throughout the day.
- Objections to the scheme owing to concerns regarding lack of access to the College playing fields for residents and retaining the community facility with historical access.
- Antisocial behaviour and concerns new access will become a hub for local youths with associated noise disturbance.
- Air quality.
- Lode Road is prone to extreme flooding owing to inadequate storm drainage and consider hardstanding car park could exacerbate the problem.
- Temporary car parking should be fenced to avoid cars driving all over the field and secured to avoid inappropriate access to the site.

7.3 The letter of support from the Principal of Bottisham Village College (Mrs Jenny Rankine) can be summarised as follows:

- Scheme will provide essential facilities for students of Bottisham Village College.
- The proposed expansion will allow Bottisham Village College to continue to offer an outstanding education to the growing numbers of students in the community.
- Formally confirm their support of the scheme and hope that the Planning Committee will demonstrate its support through granting planning permission.

7.4 The letter of support from the Chief Executive Officer of Red2Green (Mr Nigel Fenner) can be summarised as follows:

- The organisation has a close relationship with the Village College providing opportunities for clients and learners (who have learning disabilities and/or autism) to work in partnership with students at the Village College.
- The buildings and site proposed for Red2Green will add significant value to the current work, as well as open it up to more people in Bottisham to take part.

8.0 PLANNING POLICY AND GUIDANCE

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant development plan policies are set out in paragraphs 8.4 to 8.6 below.

National Planning Policy Framework (March 2012) (NPPF)

- 8.2 The National Planning Policy Framework (NPPF), sets out the Government's planning policies and how these are expected to be applied. It is a material consideration in planning decisions and at its core is a presumption in favour of sustainable development, which should be permitted provided that development accords with the local development plan "unless other material considerations indicate otherwise" (para 12). The NPPF also provides that there are three dimensions to sustainable development: economic, social and environmental, which are all mutually dependent roles of the planning system that should not be treated in isolation.
- 8.3 In particular the following sections of the NPPF are considered to be relevant to this application:
- Para 72 - Sufficient choice of school places;
 - Para 74 - existing sports fields/open space should not be built upon unless the loss will be replaced; and
 - Section 9 - protecting green belt land.

Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) (MWCS)

- 8.4 The following policy is relevant:

CS31 – Waste Water Treatment Works Safeguarding Area

Cambridgeshire and Peterborough Minerals and Waste Development Plan Site Specific Proposal Development Plan Document (adopted February 2012) (MWSSP)

- 8.5 The site partly falls within the following designation in the Site Specific Proposals document:

W8AD - Water Treatment Works Safeguarding Area (Bottisham)

East Cambridgeshire District Local Plan Adopted April 2015 (LP)

- 8.6 East Cambridgeshire Council's Local Plan 2015 was adopted on 21 April 2015 and the relevant policies are:

GROWTH 2 - Locational Strategy
GROWTH 5 – Presumption in favour of sustainable development
ENV 1 - Landscape and settlement character
ENV 2 - Design
ENV 4 – Energy and water efficiency and renewable energy in construction
ENV 7 - Biodiversity and geology
ENV 8 - Flood risk
ENV 9 – Pollution
ENV 10 – Green Belt
COM 4 – New community facilities
COM 5 – Strategic green infrastructure
COM 7 - Transport Impact
COM 8 - Parking provision

9.0 PLANNING CONSIDERATIONS

Principle and Justification

- 9.1 Paragraph 72 of the NPPF supports the need to expand and alter schools in order to ensure there are sufficient school places available. The application is supported by a letter from Children, Families and Adult Services of the County Council that confirms the need for additional school places in the area and the overall demand.
- 9.2 The Village College is situated within the development boundary and provides an important community facility. The existing Village College has 7 forms of entry accommodating 1,050 pupils. It is currently operating at above capacity with 1,086 pupils on its roll. The proposal would extend the College to 10 forms of entry providing additional capacity for approximately 414 pupils from the catchment area.
- 9.3 The current arrangement of teaching facilities is fragmented and the proposal provides an opportunity to rationalise the teaching accommodation and provide additional teaching space for maths, drama, music, staff offices and preparation rooms together with additional changing rooms and circulation space.
- 9.4 The proposed new external arrangements comprising new vehicular access, car parking, coach spaces and landscaping, are required in order to support the proposed teaching facilities and have been designed to help improve safety, connectivity and access throughout the site.

- 9.5 The proposal seeks to enhance the accessibility and range of educational provision locally and therefore the principle of development is substantiated via both local and national guidance.
- 9.6 The principle of need for the proposed development is therefore considered acceptable and compliant with the Bottisham Village Vision (which specifically refers to the need for expansion at Bottisham Village College); and policies GROWTH 5 and COM 4 of the East Cambridgeshire Local Plan (April 2015) that seek to promote sustainable development and protect and provide new community facilities. In addition paragraph 72 of the NPPF identifies a requirement for planning authorities to ensure a sufficient choice or supply of school places to meet local community need.

Design and Visual Impact

- 9.7 The main impact of the proposed development would be the new two-storey extension teaching block which would infill an area of the Village College which is currently open. As such, careful consideration has been given to the new extension by the applicant. The scale and massing of the extension has been designed to maximise daylight and solar gain and is linear in design which complements the design of the original school buildings and responds well to the existing low level landscape features of the existing landscape. The height of the new block at approximately 7.5 metres will match the height of the existing Village College buildings and will be lower than the existing sports centre building. The arrangement of windows have been designed to capture views out over the playing fields and allow the building to be expressed as a series of solids and voids which is aimed at reducing its impact visually. The building will include an element of plant at approximately 1 metre high. The plant is required to support the heat recovery system of the system which will improve ventilation in the building. The plant will be set back from the roofline to reduce its visibility and would be light grey in colour to blend in with the skyline. Both the single-storey and two-storey rear extensions would be west facing to the rear of the existing College buildings and would not impact on the street frontage of Lode Road (see Agenda Plan 2).
- 9.8 In terms of materials, the elevations would be subdivided into matt and translucent panels, and light buff brickwork would match the materials of the existing buildings. These materials have been chosen by the applicant for their design quality and ease of maintenance.
- 9.9 The changing room extension is proposed to be built in buff brick and single-storey to match the existing building. It is also proposed to be set back behind an existing tree band. As such its design is considered appropriate and its visual impact minimal.

- 9.10 The design changes to the front elevation of the school comprise of external improvements to create a new pedestrian access, add new signage and improve the existing landscape buffer. These will enhance the existing frontage of the Village College (see Agenda Plan 3) and are considered acceptable.
- 9.11 The other key areas of development which will have a visual impact relate to the relocation of the Red2Green buildings, and the new vehicular access, coach and car parking area. The new access to the drop off area will be located at the eastern end of the site on an area of green open space. The siting in this location has been designed by the applicant to enable improved segregation between vehicles and pedestrians across the site. The access, coach and car parking areas are proposed to be set behind a landscape bund of trees and screen planting located parallel to the south eastern boundary fence. This would soften its visual impact from Lode Road and on Bradford's Close. With the proposed planting and the screening already provided by existing buildings around Bradford's Close, the nearest listed buildings to the south east of the proposed new entrance will not be impacted.

Red2Green Community Building

- 9.12 The relocation of the Red2Green building has been designed to improve access and security to the new building which is proposed to be a single-storey building fronting Lode Road. In order to reduce the visual impact of the building and parking for this facility it is proposed to be set back from Lode Road behind a new sensory garden and trees. The new purpose built single-storey building is proposed to be timber clad to soften its impact and take account of its impact on the street scene. This is considered acceptable from a design and visual impact perspective. However, in order to ensure the precise detail of the landscaping for this area, a planning condition has been recommended.

Impact on the green belt.

- 9.13 The proposals will adjoin the Village College playing fields which are designated green belt and therefore the impact of the proposed development on the wider green belt views must also be assessed.
- 9.14 The new two-storey extension and coach park will adjoin the green belt but not encroach on to it and as such there will be no alteration to the current green belt boundary. The red line area does extend into the green belt to allow landscaping mitigation to be included within the scheme, but the visual impact of the new extension would not be significant as the existing boundary hedge to the south west of the playing fields would limit the overall views of the site from the surrounding agricultural fields. It is possible that the upper level of the two-storey extension and plant may be visible from distant views.

However, there are already existing two-storey school buildings that are in close proximity of this boundary and the proposed light grey colours would help ensure that these are seen in the context of the skyline. It is therefore considered that the proposed two-storey building would not affect the openness of the green belt in this location having regard to the existing back drop of buildings.

- 9.15 The coach (bus drop area) and car park will also be visible from the existing playing fields but will predominantly appear as a landscaped area with long views retained to Lode Road. The boundary hedge to the south west of the site would also help to obscure any wider views from the green belt.
- 9.16 Overall, the proposals are considered to be sympathetically designed; in keeping with the character of the area; and designed to complement the existing school buildings that should not impact on the sensitive nature of the green belt or the Lode Road street frontage. The proposals are therefore considered acceptable and meet policies ENV 1, ENV 2, ENV 10 and COM 4 of the East Cambridgeshire Local Plan (April 2015).

Flood Risk Management

- 9.17 Policy ENV 8 of the East Cambridgeshire Local Plan (April 2015) states that all developments should contribute to an overall reduction in flood risk. The underlying geology and investigations have confirmed that an infiltration system for drainage is appropriate for the site. As such all access, hardstanding and pavement areas have been designed with permeable paving to facilitate this.
- 9.18 The site falls within Flood Zone 1 and the applicant provided a drainage scheme and Flood Risk Assessment (FRA) which was assessed by the County Flood and Water Team as the Lead Local Flood Authority (LLFA). The Team asked for further details with regard to the scheme as originally designed and the calculations and assumptions made in the FRA. The applicant provided further details with regard to the scheme and it is now acceptable subject to a condition requesting details of long term maintenance arrangements.
- 9.19 The proposal, as assessed by the LLFA is not considered to give rise to any flooding or drainage risks and is considered acceptable to policy ENV 8 of the East Cambridgeshire Local Plan (April 2015).

Foul Water

- 9.20 Anglian Water has confirmed that there is capacity within the existing foul water system to accommodate the proposed extension.

- 9.21 The proposal will not give rise to any flooding or drainage risks and is therefore considered acceptable in line with policy ENV 8 of the East Cambridgeshire Local Plan (April 2015).

Trees and Landscaping

- 9.22 The landscape strategy for the site seeks to improve the school entrance, connectivity within the site for all users and the potential impact of the proposals on the occupiers of the residential dwellings on Lode Road, as well as in relation to the south eastern boundary of the site and its relationship with the rear of the dwellings that front Bradford's Close.
- 9.23 Improvements to the hard and soft landscaping throughout the site are proposed to be made with key areas of enhancement and mitigation to the school entrance and appearance, whilst also replacing trees, and providing amenity areas and grassland throughout the site.
- 9.24 The two-storey extension will be complemented by two new hard landscaped amenity areas for students and will include a new avenue of trees to mitigate against the loss of the existing hedgerow. The precise landscaping specifications details of which would be secured by planning condition.
- 9.25 The proposed new access road and proposed car and coach parking will be located on land adjacent to the rear gardens of Bradford's Close. The proposal will retain the majority of existing trees along this boundary, taking account of the tree protection order (TPO) protections in place, and additional tree planting would be provided. A low bund is also proposed to be created adjoining the coach (bus drop off area) parking bays and planted with a variety of trees to provide further screening. When the proposed distances are taken into account of the new parking areas from the nearest residential properties, and the additional landscaping is provided, it is not considered that the landscape setting of this area would be significantly affected.
- 9.26 A tree survey of all the trees on the site has been provided by the applicant which assesses each tree in accordance with the British Standard BS5837:2012. 31 trees would need to be removed as part of the development, and a further 21 need to be removed owing to the overall poor health of the trees. In order to mitigate this loss of trees, additional tree planting is proposed with 60 individual trees to be planted around the site. These will be native species including Silver Birch and Acer. The precise details of which can be secured by planning condition.
- 9.27 The submitted landscaping and tree strategy will enhance the appearance of the school and sufficiently mitigate the impact of the

proposals, especially with the detailed proposals to be agreed by planning condition. With the appropriate mitigation proposed, the landscaping and tree strategy for the site is considered acceptable and compliant with policies ENV 2 and ENV 7 of the East Cambridgeshire Local Plan (April 2015).

Ecology and Biodiversity

- 9.28 The planning application has been accompanied by an Extended Phase 1 Habitat Survey and a detailed Bat Report. The report concludes that the habitats across the site were generally of low ecological value. There was potential for bats roosting at the site but further investigations found no such evidence.
- 9.29 Additional landscaping and tree replacement is proposed for the site, along with two sparrow terraces which would be installed, the details of which would be secured by planning condition.
- 9.30 The County Ecologist raised an initial holding objection to the proposal on the grounds that all the recommendations in the Extended Phase 1 Habitat Survey (AB Ecology dated 06.09.2016) were not being taken forward, particularly with regard to the replanting of native Bluebells. The County Ecologist therefore requested that AB Ecology, the authors of the report, confirm that they were satisfied that there would not be a net loss in biodiversity on the site. AB Ecology provided further information to demonstrate that this was achievable without implementing all the proposals put forward in the Habitat Survey Report and the objection was removed.
- 9.31 Although it was demonstrated that there would be no net loss in biodiversity, the County Ecologist asked if a project could be considered with the Village College to replant all the native Bluebells that will be removed as part of the construction works. The agent has agreed to take this forward with the Village College. However, as it is intended that the bulbs would be replanted in an area outside of the application site boundary a planning condition cannot be added. However, an informative will be included if permission is granted to note this request.
- 9.32 With the additional information supplied and the mitigation measures included as part of the landscaping and tree works, the proposal is considered acceptable as it will not lead to a net loss in biodiversity and is therefore in accordance with Policy ENV 7 of the East Cambridgeshire Local Plan (April 2015).

Accessibility and Transport Impact

- 9.33 The planning application was supported by a transport assessment which considered the existing situation and the appropriate mitigation

that would be required to address the impact of the proposed increase in numbers of pupils and staff at the site.

- 9.34 The planning application includes a proposal to create a new vehicular access from Lode Road into the Village College site which will allow for the relocation and expansion of the existing coach park (bus drop area) and provide additional car parking. The proposed expansion in student numbers will result in an increase in coach demand from across the school catchment area for an additional 6 coaches. The proposed development when considered cumulatively with existing requirements of the Village College are predicted to generate a total of 19 coach arrivals and departures on a daily basis. As with the current arrangements, the coach arrivals in the morning are proposed to be staggered and at the end of the day all coaches will be parked on site and then depart once the pupils have boarded. The new coach park (bus drop area) will ensure that all coaches can be safely accommodated within the Village College site and will therefore not impact on the existing parking areas or Lode Road.
- 9.35 It is acknowledged that a number of residents have expressed concern regarding the suitability and numbers of additional traffic movements to and from the Village College and on street parking. However, the new access junction has been developed by the applicant following extensive negotiations with the Highway Authority whose technical criteria has been met. Additional junction modelling information was also requested by the Highway Authority to help inform their overall assessment of the proposals. This information has been assessed and the Highway Authority is satisfied that the proposed development will not have a severe impact on the highway. Paragraphs 9.61- 64 provide a further assessment of the traffic implications from a residential amenity perspective.
- 9.36 As part of the highway assessment, colleagues in the Transport Assessment Team identified that a bus shelter should ideally be necessitated because of the intensification of use of the site (more employees and students) and the shelter would increase opportunities to use bus services at the site, particularly for staff members. The current bus stop is on Lode Road which is located outside of the application site boundary. Therefore whilst it is outside of the scope of this planning application, the shelter could be provided through the Section 278 works as part of the delivery of the new vehicular access. To ensure that the applicant is aware of the recommendations made by the Transport Assessment Team, it has been agreed that an informative will be added if permission is granted.

Car Parking

- 9.37 The proposal is accompanied by a Transport survey. This has confirmed that 11% of pupils are driven to the Village College with the

remainder travelling by bus. However, the main mode of staff travel is by car, with the applicant confirming that the current on site car parking is operating close to capacity. Additional car parking provision is proposed to be provided in the new car park and existing reconfigured car parks which is proposed to increase overall capacity to 210 car parking spaces within the Village College site. The car parking provision is broadly compliant with guidance set out in the East Cambridgeshire Local Plan (April 2015), where there is provision of up to 1 car parking space for each member of staff and up to 1 car parking space per class up to a limit of 8 i.e. 221 members of staff in total with the proposed expansion, plus a maximum of 8 would provide a total of up to 229.

9.38 Additional drop off/pick up parking is likely to take place on the streets surrounding the College. However, this will continue to be for a relatively short intensive period during construction. To mitigate the impact of this additional on street parking, the Village College has proposed to implement the following:

- To promote more active modes of travel to students.
- To send letters, emails, texts and social media to encourage parents to park safely and responsibly.
- To liaise with the Police Community Support Officer to encourage regular site visits during the school peak times to discourage inconsiderate parking.

Cycle Parking

9.39 The transport assessment provides data on the numbers of staff and students travelling to the Village College by bike. According to the applicant's transport assessment data, the current cycle parking demand is 72 spaces per day and can be accommodated within the existing provision of 86 spaces. With both the existing cycle parking available and the proposed 38 additional covered cycle parking spaces, this will result in a total of 124 cycle spaces overall. The number of both existing and new cycle spaces to be provided falls extremely short of the East Cambridgeshire District Council policy provision requirement which is assessed at 12 spaces minimum per class for a secondary school. If the calculation in the ECDC policy is followed in full this should equate to 420 spaces required at present and 600 spaces required once the expansion takes place to 10 forms of entry.

9.40 The justification for having such a difference in cycle parking, as acknowledged by the ECDC policy across the whole of the District, is mainly owing to the rural location of the Village College and the fact that the majority of the students and staff travel by bus and car rather than by bike. When the location of the Village College (including the extent of the catchment area from surrounding rural villages) and existing demands are balanced with the policy requirements, it is

considered that the number provided will be sufficient. However, the requirement to have a travel plan that is regularly reviewed and secured by planning condition, will ensure that should there be any modal share change, then the Village College can reassess if there is demand for additional cycle spaces to be provided in the future.

- 9.41 The Highway Authority is satisfied that the proposal will not impact on the existing highway network. Furthermore, the proposal has been assessed and is considered acceptable in terms of parking, cycling and access arrangements, including the impacts anticipated on local junctions as a result of the proposed Village College expansion. When all the factors have been balanced, including the existing modal split and accessibility of the Village College, it is considered that the proposals are broadly in accordance with COM 7 and COM 8 of the East Cambridgeshire Local Plan (April 2015).

Sports and Recreation

- 9.42 The proposed two storey extension will replace the existing Multi Use Games Area (MUGA) and 3 tennis courts, and provides an opportunity for the Village College to upgrade its existing outdoor all-weather sports provision. In order to compensate for this loss and support this proposal, a new all-weather pitch and 3 floodlit tennis courts have been granted planning permission by East Cambridgeshire District Council and will be located to the north west of the Village College site adjacent to an upgraded long jump facility in the green belt.
- 9.43 The sports facilities at the Village College are open for community use, with a sports centre and grass pitches available outside of school hours. The applicant has confirmed that there will be no change to this agreement as a result of these proposals, which will enable the enhancement of current facilities.
- 9.44 The proposals also require 0.6ha of an area of open green space located to the east of the Village College site, outside of the green belt. This area of open green space was historically used as playing field but is now partly converted to an overflow car park and mobile classroom accommodation. The proposals identify this area as a coach and car park with associated access and the relocation of the Red2Green buildings. This area of open green space is not suitable for use as a marked out playing field as it is too small and is not level, being the location for a drainage soakaway.
- 9.45 Sport England raised an initial objection to the current application owing to the loss of sports facilities, as at the time of the application the new all-weather pitch and tennis courts had yet to be determined by East Cambridgeshire District Council. As the application has now been granted planning permission, Sport England is satisfied that the new sports facilities would compensate for the loss of sports facilities

in this current application. However, they have asked for a planning condition to be attached to any grant of permission to provide further certainty that the new sports facilities will be delivered.

- 9.46 The proposals will therefore not lead to a loss in sports provision when the ECDC permission is taken into account and as such Sport England consider the proposals acceptable, subject to the new sports facilities being delivered ahead of the two-storey rear extension for the Village College. On balance, with a planning condition that ensures the delivery of the sports facilities prior to occupation of the two-storey rear extension for the Village College, the proposals are considered to be compliant with policies ENV 2 and COM 4 of the East Cambridgeshire Local Plan (April 2015).

Lighting

- 9.47 The lighting strategy has been designed by the applicant to try and keep lighting levels to the minimum required to facilitate safe movement around the site, whilst respecting the rural location and the amenity of local residents. All the external lighting is proposed to use LED light sources for energy efficiency and be controlled by a time switch arrangement to ensure that their hours of operation can be controlled and seasonally adjusted. The Environmental Health Officer at ECDC asked for specific information in relation to the proposed hours of use for this proposal. Other than security and safety lighting across the site, the applicant has confirmed that there will be no lights from this development left on between the hours of 2300 hours and 0700 hours. This measure of control to limit the external lighting hours associated with this development can be secured through a planning condition.
- 9.48 All the column lighting has been designed by the applicant to be directional to reduce light spillage and the columns range in height from 6 - 8 metres depending on location. The application also confirms that the lighting to the access road is in accordance with the appropriate British Standard.
- 9.49 In relation to the eastern / south eastern boundary with the properties fronting Bradford's Close, the columns have been set off the boundary and are proposed to be situated on the edge of the access road itself in order to reduce any light spillage.
- 9.50 Taking account of the lighting information submitted as part of this planning application, it is not considered there will be an adverse impact on neighbouring properties at Bradford's Close nor the street scene. However, the precise details, including hours of use, can be controlled through planning conditions that refer to approved lighting information and hours of use. With the appropriate mitigation measures and controls from the planning conditions, the proposals

are considered acceptable to policies ENV 2, ENV 7, ENV 9 and ENV 10 of the East Cambridgeshire Local Plan (April 2015).

Sustainability

- 9.51 Policy ENV 4 of the East Cambridgeshire Local Plan (April 2015) requires developments over 1,000 square metres to achieve BREEAM very good or equivalent. In particular the policy is focussed on both energy and water efficiency, alongside the renewable energy features.
- 9.52 The application is supported by a Renewable Energy Report produced by Roger Parker Associates Ltd. The report considers the passive technologies which are available and economically viable. For this proposal the report considered that photovoltaic cells are the most appropriate. As such an area of 118 square metres of photovoltaic cells are proposed on the roof of the two-storey extension on the teaching block. This is expected to achieve a 22.5% carbon reduction and the proposal overall has been designed to ensure that the BREEAM rating of 'Very Good' is achieved in line with planning policy. This requirement can be controlled through the use of BREEAM planning conditions.
- 9.53 As part of the design to incorporate sustainable features, wind catchers and a rooftop louvre system are proposed above the large span hall spaces and teaching blocks as part of the natural ventilation 'passive soundscoop' system. The elevations show an air handling unit in pale grey, a roof top enclosed plant room in light quartz grey, and the location of the photovoltaics, to demonstrate both the functional locations of these sustainable measures, while noting the colours and structures chosen to allow an assessment of the visual implications particularly on the adjacent open green belt.
- 9.54 Taking account of the sustainable methods above and also the proposed BREEAM planning conditions, the proposal is considered acceptable and in line with policy ENV 4 of the East Cambridgeshire Local Plan (April 2015).

Residential Amenity

- 9.55 Policy ENV 2 of the East Cambridgeshire Local Plan (April 2015) requires that there be no significant detriment to the residential amenity of nearby occupiers of the nearest residential properties. This policy has been considered when assessing this planning application, as the Village College site is situated within a predominantly residential area.
- 9.56 The main proposed extensions are located to the rear of the Village College site and surrounded by other Village College buildings or playing fields and would therefore not directly affect the residential

amenity of occupiers. However, the relocation of the Red2Green buildings are proposed to be on current open green space to the eastern corner of the Village College site in close proximity to Lode Road and the new proposed car and coach access, so this needs to be taken into account when assessing any likely impacts to residential amenity.

- 9.57 In addition to the new extensions, the other potential main impacts associated with the proposals on residential amenity could arise from the construction and demolition works (albeit they would only be temporary in nature); access and increased traffic movements with the potential to create additional noise, congestion and air pollution, particularly with regard to those properties fronting Lode Road and Bradford's Close; possible light spillage and the lighting hours of use; and potential noise impacts related to associated new plant running on the site, which includes the roof top plant on the two-storey extension to the rear of the site and the proposed sub-station located on the southern side of the entrance to the relocated Red2Green area. Consideration of all these points are therefore addressed below.

Construction and Demolition Works

- 9.58 The applicant has confirmed that if planning permission is granted, the demolition and construction works are anticipated to last for 12 months, with the whole project planned for a total of 18 months which takes account of internal alterations that sit outside the scope of this planning application. These timescales are based on the need for the two-storey rear extension to be occupied from September 2018 and takes account of finishing works etc.
- 9.59 Details have been submitted in relation to demolition and construction works, which includes times for construction work operations and deliveries / collections that avoid the main school drop-off and pick-up hours. This information has been sought as part of the planning application process, as whilst the construction element may be temporary in nature, it does have the potential to impact on the surrounding community for an anticipated timescale of at least 18 months from commencement. From discussions with the Environmental Health Officer at East Cambridgeshire District Council, it is considered that subject to the imposition of planning conditions that control the hours for these associated construction and demolition works, in line with the documents submitted by the applicant, there should not be a significant detrimental impact to the residential amenity of local residents.

Relocation of the Red2Green buildings

- 9.60 The relocation of the Red2Green buildings is to be set back from Lode Road behind a new sensory garden and trees. The single-

storey purpose built building proposed would be timber clad and set alongside a new greenhouse, separate storage sheds and refuse area, which would have its own car park / secure entrance accessed from the proposed new car and coach access road from Lode Road. The proposals include an office, teaching space, classroom, kitchen, potting shed and shop. Whilst the planning application is seeking to set up a new improved Red2Green area on the Village College site, the main operations of this facility as a community teaching facility already take place, so with appropriate management, the uses being moved to the front part of the site are not expected to lead to any specific residential amenity issues. Potential impacts from traffic movements have been considered cumulatively with the car and coach park assessment below.

New Access Road and associated car and coach movements

- 9.61 In order to reduce the impact on surrounding residents, particularly those on Lode Road and Bradford's Close, the location of the new access road, car and coach parking is located as far into the existing Village College site as possible. The proposed new access road will be approximately 19 metres from the nearest dwelling on Bradford's Close and approximately 10 metres from the rear garden fence of the nearest dwelling. In relation to the bus parking bays, a separation distance of approximately 34 metres has been provided from the nearest dwelling fronting Bradford's Close, which is approximately 25 metres from the rear garden fence. Furthermore, the applicant has proposed a landscape buffer for the vehicle parking area and coach park (bus drop off area) to providing screening and help buffer the additional noise and pollution that may arise as a result of this development.
- 9.62 The East Cambridgeshire District Council Environmental Health Officer recommended that a fence be provided as mitigation for the potential noise and air pollution if there wasn't already a close boarded fence (or similar structure) separating the nearby residential properties. However, as the rear gardens of Bradford's Close are already separated from the application site by a 1.8 metre close boarded fence, this additional requirement does not need to be sought. Furthermore, when considering the distance of the proposed car and coach parking and landscape mitigation measures proposed there is unlikely to be a significant impact on residential amenity.
- 9.63 There will be an increase in activity to and from the site and the impact of vehicle, pedestrian and cycle movements have therefore been assessed. The main increase would result from additional coach movements (bus services) to and from the Village College. The transport statement estimates that 6 additional buses would be required to meet the additional demand creating a total of 19 bus arrivals and departures on a daily basis. The application documentation submitted states that coaches would spend on

average 20 minutes at 8.20am and 3.05 pm at the end of the day on site. The new coach park (bus drop off area) is proposed to improve the efficiency of coach movements onto and off the Village College site and ensure that these movements are undertaken safely off the public highway. Furthermore, the additional bus provision would ensure that the numbers who will then need to travel to the College by car is likely to be reduced thereby limiting the congestion and indiscriminate parking outside of the site which is a concern raised by neighbours and which impacts on residential amenity.

- 9.64 Taking account of the cumulative increase of staff car parking, access to the relocated Red2Green area and use of the new coach park (bus drop off area) it is considered that the additional traffic movements would not have a significant impact on the amenity of local residents, particularly as many of these movements already exist on the wider Village College site at present and are simply moving to a relocated part of the site as part of these proposals. In addition a school travel plan has been submitted which will be updated annually which will monitor activity on the site and take account of any changes that may need to be undertaken by the Village College.

Lighting impacts

- 9.65 The planning application does not include any floodlighting for any of the proposed extensions or the new proposed access / car and coach parking areas. As discussed in the lighting section of this report in paragraphs 9.47 to 9.50 information has been provided to show the proposed external lighting to be installed and details on matters such as light spill. Furthermore, the applicant has confirmed that other than security and safety lighting across the site, all the lights proposed as part of this development will be turned off between the hours of 2300 hours and 0700 hours. Both the submitted lighting documentation and the hours of use can be controlled by planning condition to ensure there will be no impact on residential amenity.

Potential impacts from new plant, including the proposed sub-station

- 9.66 Consideration has also been given to potential noise impacts related to associated new plant required on the site, which includes the roof top plant on the two-storey extension to the rear of the site and the proposed sub-station located on the southern entrance to the relocated Red2Green area. Following discussions with the East Cambridgeshire District Council Environmental Health Officer, it is considered appropriate to include a planning condition that seeks to ensure that noise insulation and mitigation is put in place to ensure that the new associated infrastructure does not create a detrimental impact on residential amenity in relation to noise. Furthermore, an informative is proposed to be added in relation to the use of an

electricity sub-station, to ensure that consideration is given to the potential for emission of electromagnetic fields.

Overall residential amenity assessment

- 9.67 Whilst it is acknowledged that the proposals of this planning application will lead to a change in the character of this area, particularly the current green open space fronting Lode Road, it is not considered that any of the above residential amenity considerations will have a significant impact on the amenity of the occupiers of the adjacent dwellings in Lode Road or Bradford's Close.
- 9.68 The development is considered acceptable and with the appropriate mitigation measures controlled by planning conditions (such as construction / construction delivery hours; lighting; noise from plant; travel plan; and landscaping etc.) meets policy ENV 2 of the East Cambridgeshire Local Plan (April 2015).

10.0 CONCLUSION

- 10.1 This proposal has been assessed in its entirety and on balance is considered to be compliant with planning policy. The principle of the expansion has been justified by the applicant as there is a demonstrated need to increase secondary school places in this part of East Cambridgeshire, which is supported by policy COM 4 of the East Cambridgeshire Local Plan (April 2015). Furthermore, the applicant has demonstrated that the Village College proposals will be suitable for its proposed use and for the site; that the transport impact of the proposals is unlikely to affect safety on the highway network; or impact residential amenity. The landscaping and drainage scheme have been approved, with the implementation and long-term maintenance of the drainage scheme secured by condition. Overall, it is therefore considered that the proposals are well-designed and compliant with local and national policy, and should therefore be supported.

11. RECOMMENDATION

- 11.1 Planning permission be granted subject to the following conditions and Informatives:

1. Commencement of Development

The development hereby permitted shall be commenced not later than three years from the date of this permission. Within 14 days of the commencement of the development hereby approved, the County Planning Authority shall be notified in writing of the date at which the development commenced. This written notification should include the

anticipated phasing of the programme and anticipated commencement date for the proposed two-storey rear extension labelled as 'Proposed Building' on the Proposed Site Plan Drawing No 2016-009/9100 Rev P dated 24/02/17.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004 and in order to be able to establish the timescales for the approval of details reserved by conditions.

2. Occupation of the development

Within one month of the occupation of the two-storey rear extension labelled as 'Proposed Building' on the Proposed Site Plan Drawing No 2016-009/9100 Rev P dated 24/02/17, the County Planning Authority shall be notified in writing of the date at which the two-storey rear extension 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 application form dated 21/09/2016 and the following information and plans (received 23/09/2016, unless otherwise stated), except as otherwise required by any of the conditions set out in this permission:

- Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17 (received: 06/03/2017);
- Existing Location Plan, Drawing No 2016-009_P-100 Rev C dated 20-09-2016;
- Proposed Plan – Ground Floor New Building, Drawing No 2016-009_P-214 Rev A dated 16-09-16;
- Proposed Masterplan Ground Floor, Drawing No 2016 – 009_P-210 Rev / dated 16/09/16;
- Proposed Masterplan First Floor, Drawing No 2016-009_P-211 Rev / dated 16-09-2016;
- Proposed Plan – First Floor New Building, Drawing No 2016-009_P-215 Rev A dated 16-09-16;
- Proposed Plan – Second Floor New Building, Drawing No 2016-009_P-216 Rev A dated 16-09-16;
- Proposed Elevations Corridors, Drawing No 2016 – 009_P-281 Rev – dated 29-09-2016 (received: 11/10/2016);
- New Build Elevations, Drawing No 2016 – 009_P-283 Rev B dated 26-09-2016 (received: 11/10/2016);
- Proposed Sections, Drawing No 2016 – 009_P-290 dated 16-09-16;

- Proposed Plan – Roof New Building, Drawing No 2016 – 009_P-217 dated 29-09-16 (received: 11/10/2016);
- Existing and Proposed Elevations Main Entrance, Drawing No 2016 – 009_P-280 Rev A dated 16-09-2016;
- Changing Room Elevations, Drawing No 2016 – 009_P-282 Rev B dated 29-09-2016 (received: 11/10/2016);
- Red2Green PR. Ground Floor Plan, Drawing No 2016 – 009_P-218 dated 16-09-16;
- Red2Green Proposed Elevations, Drawing No 2016 – 009_P-284 Rev - dated 16-09-2016;
- Red2Green Proposed Site Plan, Drawing No 2016 – 009_P-111 dated 16/09/16;
- Biodiversity Enhancement Drawing, Drawing No 2016-009/9115 Rev B dated 07/10/16 (received: 11/10/2016);
- Landscape Layout Plan - Detail Parking & Red2Green, Drawing No 2016 – 009/9103 Rev B dated 07/10/16 (received: 11/10/2016);
- Landscape Layout Plan Detail - Parking & Pupils, Drawing No 2016 – 009/9105 Rev C dated 07/10/16 (received: 11/10/2016);
- Landscape Layout Plan Detail – Site Frontage, Drawing No 2016 – 009/9104 Rev C dated 07/10/16 (received: 11/10/2016);
- Landscape Layout 1 of 2, Drawing No 2016 – 009_9108 Rev E dated 07/10/16 (received: 11/10/2016);
- Landscape Layout 2 of 2, Drawing No 2016 – 009_9109 Rev F dated 07/10/16 (received: 11/10/2016);
- Landscape Layout Plan Detail - New Building Area, Drawing No 2016 – 009/9101 Rev C dated 07/10/16 (received: 11/10/2016);
- Landscape Layout Plan Detail - Bus Drop & Access, Drawing No 2016 – 009/9102 Rev C dated 07/10/16 (received: 11/10/2016);
- Landscape Outline Demolition Plan, Drawing No 2016 – 009_9111 Rev B dated 14/10/16 (received: 11/10/2016);
- Security Schematic, Drawing No 2016 – 009/9112 Rev O dated 10/02/2017 (received: 10/02/2017);
- Access Schematic, Drawing No 2016 – 009/9113 Rev H dated 07/10/2016 (received: 11/10/2016);
- Bottisham Village College Lighting Design, Drawing No 12890-1-C Rev C dated 12/09/16;
- Unit/Package Substation with Standard Plinth Detail & GRP Enclosure Detail, Drawing No EDS 07-0102.01 Rev E Sheet 1 of 3, dated 25-11-14 (received: 06.03.07);
- Earthing Arrangement for Unit/Package Substation with Standard Plinth Detail & GRP Enclosure Drawing No EDS 07-0102.01 Rev E Sheet 2 of 3, dated 22.04.14 (received: 06.03.17);
- Extended Phase 1 Habitat Survey Report by AB Ecology dated February 10, 2017 (received: 10/02/2017);
- Bat Survey Report by AB Ecology dated September 1, 2016;
- Tree survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement & Tree Protection Plan, Ref 5392/DG.AG/DC/MM, Survey date 19/05/2016, Rev Original by Hayden's Arboricultural Consultants dated 06/09/2016;

- Demolition Management Plan Rev 2 by Morgan Sindall dated March 2017 (received: 06.03.2017).
- Outline 5 year Landscape Management Plan Ref 9016-009/SP2 Rev -, by DLA Landscape & Urban Design dated 31 August 2016
- Flood Risk Assessment by MTC Engineering Ref 1746-FRA June 2016;
- External Lighting Statement by Roger Parker Associates Limited, Ref 1607/ExLtg Rev A dated September 2016;
- Renewable Energy Report by Roger Parker Associates Limited, Ref 1607/RenEN Rev B dated August 2016;
- Transport Statement + Appendices by WSP Parsons Brinckerhoff, Project no 70021299 dated August 2016;
- Transport Technical Note 1 by WSP Parsons Brinckerhoff dated 17 November 2016 (received: 23/11/2016);
- Transport Technical Note 2 by WSP Parsons Brinckerhoff dated 03 January 2017 (received: 04/01/2017); and
- Environmental Noise Survey 23150/ENS1 by Morgan Sindall Construction dated 12th May 2016.

Reason: To define the scope and extent of this permission and to ensure that the development is carried out as approved in accordance with policies ENV 1 and ENV 2 of the East Cambridgeshire Local Plan (April 2015).

4. Construction Hours

No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0730 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties in accordance with policy ENV 9 of the East Cambridgeshire Local Plan (April 2015).

5. Construction Delivery Hours

No deliveries to, or removal of waste or materials from the site shall take place except between the hours of 0730 and 1800 Monday to Friday, 0800 and 1300 on Saturdays and at no time on Sundays, bank or public holidays.

Reason: To protect the amenity of the adjoining properties in accordance with policy ENV 9 of the East Cambridgeshire Local Plan (April 2015).

6. Travel Plan

Within 9 months of the occupation of the new two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing

No 2016-009/9100 Rev P dated 24/02/17), a revised full School Travel Plan shall be submitted to, and approved in writing by, the County Planning Authority. The approved School Travel Plan shall be implemented in full and regularly reviewed in accordance with the approved timetable.

Reason: *In the interests of highway safety and to promote sustainable travel in accordance with policy COM 7 of the East Cambridgeshire Local Plan (April 2015).*

7. Surface Water Drainage Scheme

The surface water drainage scheme shall be constructed in full in accordance with the Surface Water Drainage Strategy prepared by Peter Dann Consulting Engineers (ref:10-6669 dated September 2016) and associated Infiltration Test Results undertaken by Harrison's Geotechnical Engineering ref:GC20073 dated 01-02/06/2016.

Reason: *To prevent an increased risk of flooding and protect water quality in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework and policy ENV 8 of the East Cambridgeshire Local Plan (April 2015).*

8. Drainage Maintenance Arrangements

Prior to the first occupation of the two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), details of 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 should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the submitted details shall clarify the access that is required to each surface water management component for maintenance purposes. The approved maintenance arrangements shall be carried out in full thereafter.

Reason: *To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework and policy ENV 8 of the East Cambridgeshire Local Plan (April 2015).*

9. External Facing and Roofing Materials

Construction of the external walls or roofs of the permitted two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17) shall not commence until the external wall and roof materials of the permitted two-storey rear extension have been submitted to and approved in

writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: *To ensure that the appearance of the external surfaces are of high quality and relate to the existing building(s) in accordance with policy ENV 2 of the East Cambridgeshire Local Plan (April 2015).*

10. Protective Tree Fencing

Tree protective fencing and ground protection as detailed in Section 5 of the Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement & Tree Protection Plan (Hayden's Arboricultural Consultants dated 06/09/2016) must be installed prior to the commencement of works in the associated areas.

Reason: *To ensure existing trees are safeguarded and adequately protected during the construction period in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan (April 2015).*

11. Landscaping Scheme

Prior to the first occupation of the two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing 2016-009/9100 Rev P dated 24/02/17) a hard and soft landscaping schedule shall be submitted to and approved in writing by the County Planning Authority.

These details shall include hard surfacing materials; and details of minor artefacts and structures (e.g. furniture, refuse or other storage units, cycle hoops etc.) to also include details and location of the proposed sparrow terrace. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with tree, plant and grass establishment); schedules of trees and plants, noting species, tree and plant sizes and proposed numbers / densities where appropriate; precise location of the sparrow terraces; and an implementation programme.

The landscaping works shall be carried out in full in accordance with the approved details, completed prior to the occupation of the two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), or in the first planting season following occupation, and maintained on site thereafter..

Reason: *To ensure that the development is appropriate and adequately landscaped and in the interests of the visual appearance in accordance with policies ENV 1, ENV 2 and ENV 10 of the East Cambridgeshire Local Plan (April 2015).*

12. Replacement Planting and Seeding

If within a period of five years from the date of the planting any tree, shrub or seeding fails or is removed other than in accordance with the

approved details, that tree or hedgerow, or any tree or hedgerow 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 that there is no net loss in biodiversity and in the interests of the visual appearance in accordance with policies ENV 1, ENV 2 and ENV 10 of the East Cambridgeshire Local Plan (April 2015).*

13. BREEAM Design Stage

Within 9 months of the commencement of the permitted two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17):

- i) 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 5 credits in the Energy category (Ene01 – Ene08), and no less than 3 credits in the Water category (Wat01 – Wat04) of the relevant BREEAM assessment within an overall BREEAM rating of 'Very Good' shall be submitted to the County Planning Authority.

And;

- ii) A BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of no less than 5 credits in the Energy category (Ene01 – Ene08), and no less than 3 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. A completed pre-assessment estimator will not be acceptable. 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 efficient use of buildings in accordance with policy ENV 4 of the East Cambridgeshire Local Plan (April 2015).*

14. BREEAM Post-Construction Stage

Within 12 months of the occupation of the two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), a BREEAM Design Stage Certificate and a Building Research Establishment issued Post

Construction Review Certificate confirming that the part of the development to which it relates has achieved a BREEAM rating of no less than 5 credits in the Energy category (Ene01 – Ene08), and no less than 3 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: *In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings and in particular the use of energy, water and materials in accordance with policy ENV 4 of the East Cambridgeshire Local Plan (April 2015).*

15. New Sports Facilities

Prior to the occupation of the new two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), the new all weather sports facilities permitted by planning permission reference 16/01292/FUL dated 20th December 2016 (East Cambridgeshire District Council) shall be available for use and maintained on site thereafter.

Reason: *In order to ensure the provision of the all weather sports facilities for the College and community use in accordance with policy COM 4 of the East Cambridgeshire Local Plan (April 2015)*

16. Car, Coach and Cycle Parking

Prior to the occupation of the new two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), details of the car, coach and cycle parking across the whole Village College Site for 210 car parking spaces, 19 coach parking spaces and 124 cycle parking spaces, including a phasing programme for the delivery of these facilities, shall be submitted to and approved in writing by the County Planning Authority.

The details shall be installed as approved, made available for use and maintained on site thereafter.

Reason: *To encourage the use of bicycles by staff and pupils and discourage the use of private cars in accordance with policies COM 7 and COM 8 of the East Cambridgeshire Local Plan (April 2015).*

17. External Lighting Hours of Use

All external lighting shown on the Bottisham Village College Lighting Design, Drawing No 12890-1-C Rev C dated 12/09/16 and discussed in the External Lighting Statement by Roger Parker Associates Limited

Ref 1607/ExLtg Rev A dated September 2016, shall be switched off between 2300 hours and 0700 hours. In the event that any security or safety lighting is required outside of these permitted hours, then no such lighting shall be permitted until full details of their location and type are submitted to and approved in writing by the County Planning Authority.

Reason: To protect the amenity of the adjoining properties and surrounding wildlife and to ensure the safety and security of pupils, staff and visitors in accordance with policies ENV 2, ENV 7, ENV 9 and ENV 11 of the East Cambridgeshire Local Plan (April 2015).

18. Unexpected Contamination

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the County Planning Authority has been notified and/or the additional contamination has been fully assessed and the following remediation approved in writing by the County Planning Authority:

- a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors; and
- b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with policy ENV 9 of the East Cambridgeshire Local Plan (April 2015).

19. Construction Methods

No piling shall take place on the site.

If piling is found to be required it shall not commence until a construction noise and vibration impact report has been submitted to, and approved in writing by, the County Planning Authority.

The report shall be in accordance with the provisions of BS5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration.

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

Reason: *To protect the amenity of the adjoining properties in accordance with policy ENV 9 of the East Cambridgeshire Local Plan (April 2015).*

20. Operational Noise Mitigation

Prior to the occupation of the new two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), details of the noise levels emanating from the rooftop plant of the new two-storey rear extension and how they have been minimised, including those of the new sub-station if applicable, shall be submitted to, and approved in writing by, the County Planning Authority.

The scheme shall be carried out in full accordance with the approved details, completed prior to the occupation of the new two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), and maintained on site thereafter.

Reason: *To protect the amenity of the adjoining properties in accordance with policy ENV 9 of the East Cambridgeshire Local Plan (April 2015).*

21. Plant Noise

Prior to the occupation of the new two-storey rear extension (as shown as 'Proposed Building' on the Proposed Site Plan, Drawing No 2016-009/9100 Rev P dated 24/02/17), details of how the noise levels emanating from the rooftop plant of the new two-storey rear extension will meet the plant criteria within Section 8.3 of the noise report entitled 'Bottisham Village College Lode Road Cambridge Environmental Noise survey report', reference number 23150/ENS1, dated 12 May 2016, including those of the new sub-station if application, shall be submitted to, and approved in writing by, the County Planning Authority and adhered to thereafter.

Reason: *To protect the amenity of the adjoining properties in accordance with policy ENV 9 of the East Cambridgeshire Local Plan (April 2015).*

Informatives

School Travel Plan

School Travel Plan Informative: It is recommended that the County Council's Modeshift STARS system is used to update the School's

Travel Plan, based on the plan provided with this application. It is also recommended that the plan is updated on an annual basis in order to help schools quickly and effectively address any school travel issues that may arise on an ongoing basis. Modeshift STARS: <https://modeshiftstars.org>

Vehicular Access

This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant. The applicant should be informed that a short form 278 agreement will need to be entered into with the Highway Authority in order to carry out the works within the highway.

The Highway Authority has advised that there is a bus infrastructure deficit that should be considered as part of the Section 278 agreement for the proposed development. The applicant is therefore requested to consider the provision of shelters within the project costs, to help encourage alternative modes of transport especially for the new staff members required as part of this development.

Protection of Nesting Birds

The applicant should be aware that nesting birds, their eggs and (active) nests are protected under the Wildlife and Countryside Act 1981 and therefore, the applicant will need to take appropriate measures to avoid disturbing nesting birds and destruction / damage to active nests. Removal of vulnerable vegetation should ideally avoid the bird breeding season (1 March to 31 August inclusive) to avoid damage to nesting species. If this is not practicable then a nesting bird survey should be undertaken by an experienced ecologist prior to direct impact on suitable nesting bird habitat to identify whether active nests are present. If any are found they should be clearly marked and avoided until after the young have fledged and left the nest.

Bluebell mitigation planting

To take account of the bluebells that are likely to be lost during the construction phase, the applicants are requested to discuss a project for the replanting of the native bluebells with the Village College as soon as possible following occupation of the two-storey rear extension.

Plant Insulation

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

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period). It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises. It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

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

Substation

Electricity substations are known to emit electromagnetic fields. The NRPB has set standards for the release of such fields in relation to the nearest premises. With this in mind, an informative should be attached advising the applicant to contact The Health Protection Agency, Radiation Protection Division, Chilton, Didcot, Oxon, OX11 0RQ, tel: 01235 831600 for advice regarding the electric/magnetic fields that are associated with electric substations.

Trees

You are required to contact East Cambridgeshire District Council Trees Team on 01223 616336/616332 to apply for permission for any works to trees covered by a Tree Preservation Order.

Compliance with paragraphs 186 & 187 of the National Planning Policy Framework

The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

Source Documents	Location
Link to the National Planning Policy Framework:- https://www.gov.uk/government/publications/national-planning-policy-framework--2	
Link to East Cambridgeshire Local Plan 2015:- http://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire	

CDM RISK ASSESSMENT:

1

Risks associated with conflicts between vehicular and pedestrian circulation.

Users will be accessing school grounds during construction period and it will be necessary to segregate pedestrian and vehicular circulation within site and prioritise pedestrian traffic where crossings unavoidable. Adequate barriers, signage and lighting to be provided to protect pedestrians at all times. Restrict service/delivery access to out-of-hours. Safety of minors is to be highest priority at all times.

2

Traffic

Adjoining public highways (Lode Road) are in constant use and traffic management systems to be provided in accordance with the Street Works Act to ensure safety of highway users as well as landscape contractor.

3

Retaining walls

Works adjacent and in proximity to any retaining walls to be clearly barriered to prevent falls.

4

Planting species suitable for school areas

Review and consultation with school. Confirm potential risk.

5

Lifting of heavy items

Risk of injury through lifting heavy materials, such as relocating existing benches and new new seating. Trolley or forklift to be used for carrying loads over 25kgs. Prepare safe working in advance of lifting and fixing removing any hazards, wear protective gloves for carrying.

6

General risk from buried services

Refer to MK Surveys drawings: 22379/1 to 22379/6 and document: 22379 R1 - Bottisham Village College CB25 9DL Desktop Utility Record Search. Risk of electric shock. Site planning has been co-ordinated with the available information on location of services including gas, electricity and water. Liaison with all operators will be required prior to commencement of any works on site. Special requirements of known utility to be complied with including attendance of inspector where necessary. All works in accordance with HSE Publication HS(G)47 which gives guidance on avoiding danger from underground services. All services to be exposed for confirmation of locations.

7

Arboricultural work and vegetation

Risks associated with use of specialist arboricultural equipment e.g. chain saws and stump chippers and working at height. General awareness of site conditions. Use of safety harnesses, helmets and gloves. All works to be carried out in accordance with good horticultural practice and in accordance with current BS standards. Use trained certificated operators. Banksman to be in attendance. Refer to Hayden's Tree Survey, Arboricultural Impact Assessment and associated drawings

8

Clearance of loose materials

No loose materials to be left accessible to children e.g. binding wire, shrink wrap and pallets.



KEY

Bottisham Village College School Grounds Boundary

Development Site Boundary

Existing building. Refer to architects drawings.

Proposed building. Refer to architects drawings.

Principle building entrances. Refer to architects drawings.

Existing retained fence

Proposed internal fence

Existing Tree and Vegetation (Shown with Survey Number) To be retained and Protected. Refer to Godwins Tree survey, AIA and drawings for tree protection.

NOTE: For Existing Tree and vegetation Removal: Refer to Godwins Tree survey, AIA and drawings for tree removal.

NOTE: As recommended within the Bottisham Village College Phase 1 Ecology survey, by AB Ecology (See Table 3 below)

2No. timber sparrow terrace nest boxes shall be installed on site: RSPB model - "Sparrow terrace nest box" R407816.48 x 23 x 17 cm, or similar approved.

Final locations of terrace nest boxes to be coordinated with input from ecologist.

Refer to Phase 1 Ecology Survey for further details.

Table 3: Summary Table of Recommendations/Enhancements

Table 3: Summary Table of Recommendations/Enhancements

Table 3: Summary Table of Recommendations/Enhancements

NOTES:

The site layout shown is subject to variation following design development, reconciliation against cost plan, coordination with other design consultants, LPA coordination and continued stakeholder engagement.

For 1:250 scale detailed areas of site layout, refer to drawings: 2016-009/9101, 9102, 9103, 9104 and 9105.

For detail of site materials and features, refer to drawings: 2016-009/9108 and 9109.

For Softworks layout refer to drawings: 2016-009/9115 and 9116.

For Fencing layout refer to drawing 2016-009/9120

This drawing is for illustrative purposes only and not to be used for construction.

Land ownership boundaries provided by others.

Topographic survey information supplied by others.

Vehicular access roads are subject to detailed design by the engineer including access and egress strategy and coordination with LPA.

Do not scale from this drawing.

All soft landscape works to be carried out in accordance with landscape specification. All plant material to be supplied in accordance with HTA National Plant Specification and Nursery Certification scheme.

Plant species to be approved by the Local Authority and any substitutions must be reported to the Employers Agent immediately.

Tree locations are subject to confirmation of proposed service, lighting column and drainage locations. Allow for installation of Rootbarrier type 'Re-root 2000' from Greenleaf Ltd, or similar approved to be installed to manufacturers specification between back of any service corridor and soft landscape zone containing trees within 3m.

Provide a minimum 400mm topsoil for all proposed planted areas, 150mm topsoil for proposed grass seeded areas.

For detailed drainage, service locations & proposed levels, refer to engineers drawings.

All hatch patterns are for illustrative purposes only and do not represent paving layouts.

All paving laid to falls.

All manhole covers to be heavy duty recessed and laid in direction of paving.

No cut blocks to be used if they are less than one quarter of the original size of the unit.

This drawing is not to be used for construction.

The site layout is subject to site levels coordination and development with civil engineer.

Building layout is based upon most recent information available, and is subject to change through design development.

Vehicular access roads are subject to detailed design by the engineer including access and egress strategy and coordination with LPA.

Motor vehicle and bus parking numbers are based on those provided by highways engineer

Provision of site furniture is shown indicatively and subject to relocation.

REVISIONS

A

23/06/16

OB

MH

Updated in line with engagement comments 22/06/16

B

19/07/16

OB

MH

Updated in line with engagement comments: 12/07/16

C

27/07/16

OB

MH

Site boundary and construction area boundary

D

01/08/16

OB

MH

Updated in line with MS DARS - 20/07/16, school engagement session on 12/07/16 and Consultation feedback received 28/07/16

E

03/08/16

OB

MH

Updated in line with MS DARS - 01/08/16

F

15/08/16

OB

MH

Updated in line with MS DARS - 10/08/16

G

18/08/16

OB

MH

Updated in line with MS DARS - 10/08/16 (17/08/16) and school engagement session on 16/08/16

H

14/09/16

OB

MB

Issued for Planning

I

21/09/16

OB

MB

Summary Table of Ecology recommendations / enhancements added

J

22/09/16

OB

MB

Extents of temporary parking area added

K

22/09/16

QL

GL

Amendments to allow fire tender access. Omission of new build near new pupil access along street front.

L

07/10/16

OB

MB

Application and school boundaries added

M

09/01/17

OB

MB

Issued for Planning

N

27/01/17

OB

MB

Issued for MS4 Tender

O

31/01/17

OB

MB

External Mats to New Build Thresholds. Fencing to condaners in courtyard

P

24/02/17

OB

MB

MS4 Engagement and coordination comments incorporated as per MS email: 14/02/17

MS4 Tender

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PROJECT

BOTTISHAM VILLAGE COLLEGE

TITLE

PROPOSED SITE PLAN

SCALE

1:1000 @ A1

DATE

16/06/16

DRAWN

OB

REVIEWED

MB

DRAWING NO

2016-009/9100

REVISION

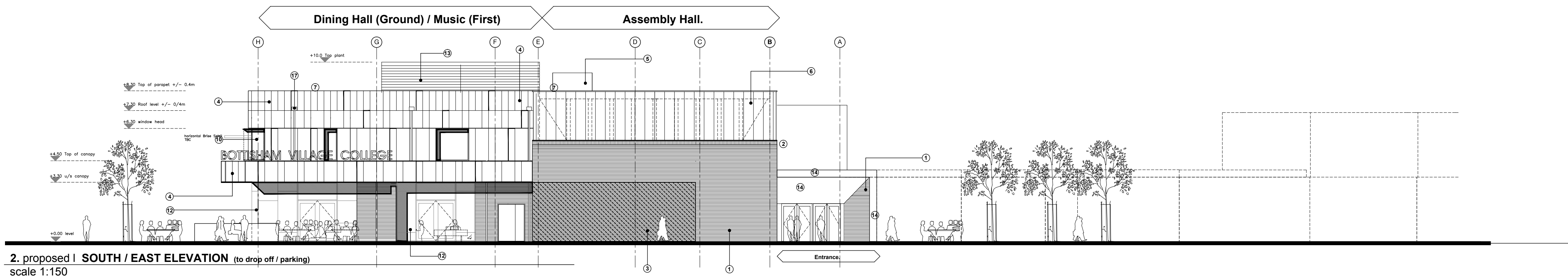
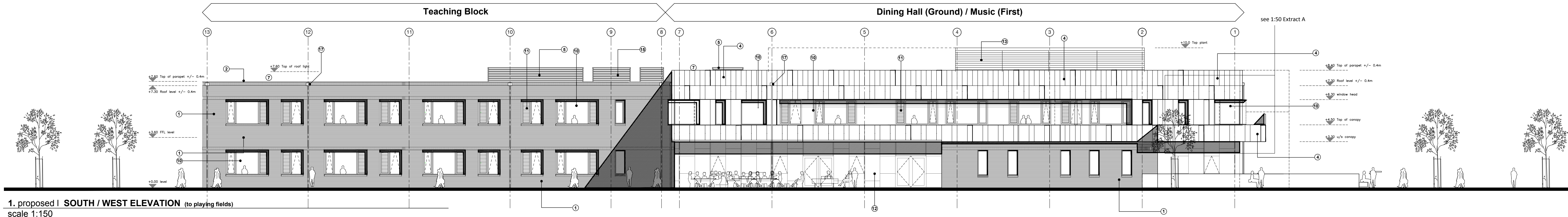
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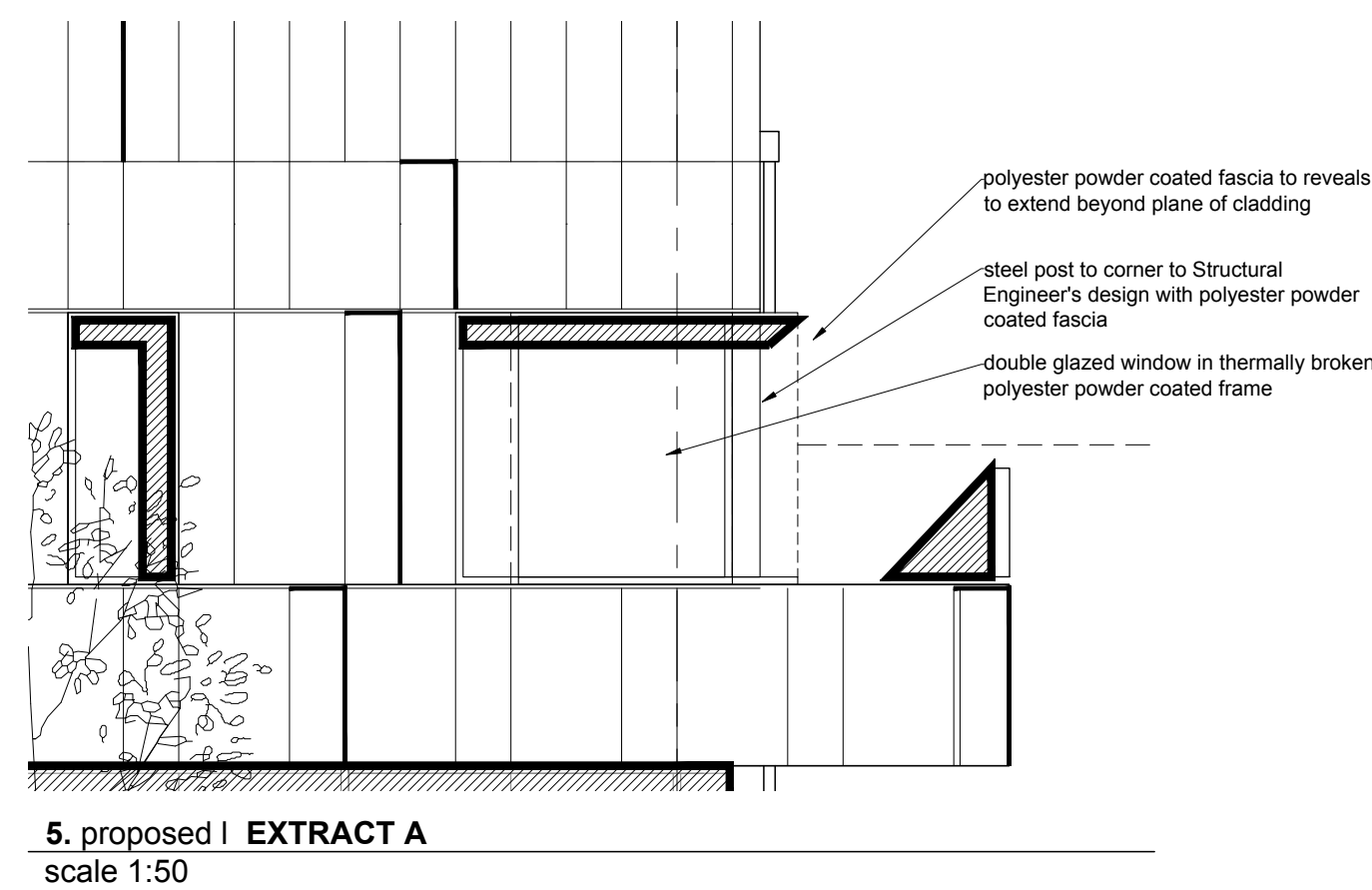
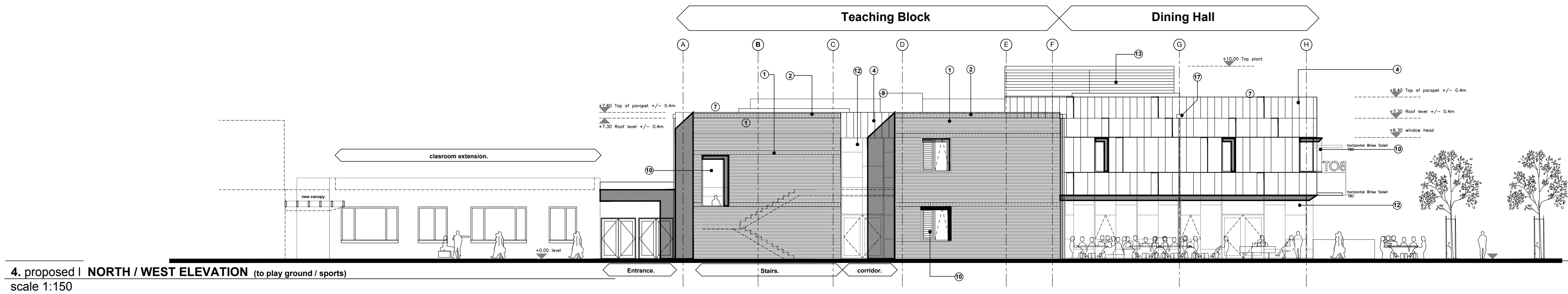
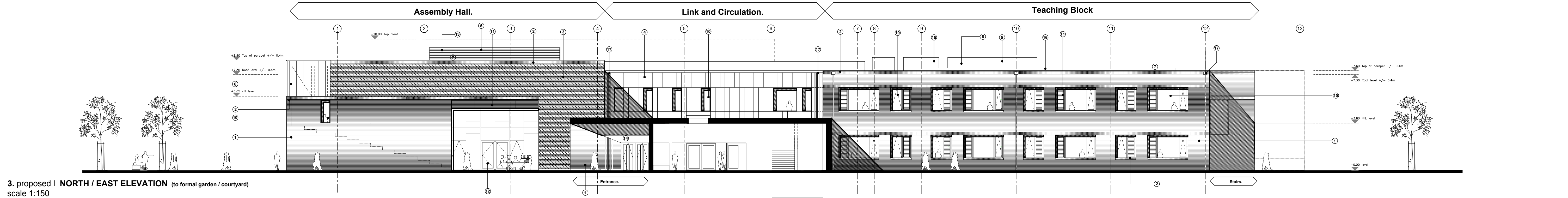
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Page 89 of 136

REVISIONS			
/	05-09-2016	GL	MH
First issue			
A	16-09-2016	GL	MH
Planning application			
B	26-09-2016	GL	MH
Planning application- rainwater pipes shown.			



- MATERIALS LEGEND:
- External skin of 102mm Ivanhoe cream / Buff or similar throughout in standard running bond to be harmonious with the surrounding landscape bedding into the context of the site with 3 courses plinth engineering brick. Type TBC.
 - External skin of 102mm Ivanhoe cream / Buff or similar laid on end to form soldier course to create a contrasting brick band around the head of windows and teaching blocks as indicated.
 - External skin of 102mm Ivanhoe cream / Buff varied with 102mm split Himley Ebony Brick (or similar) laid in a Flemish bond to add a distinct textured appearance to areas of brickwork and break up the expanse of brickwork throughout.
 - Interlocking metal rain-screen panel façade system in Alucobond with 10mm joints installed vertically on rails fixed to CLT / insulation substructure.
 - Wind catchers / penthouse louvre system above large span Hall spaces / teaching blocks as part terminal of the of the natural ventilation 'passive soundscoop' system.
 - Translucent / Polycarbonate panels- 16/22mm Danpalon / Rodeca in 600mm x 300mm x 2600mm lengths to lightweight Aluminium sub framing. Thickness to suit u-value requirements. Hit and miss CLT behind in line with structural requirements.
 - PPC Aluminium cover flashings to parapets: Colour Antra - Grey TBC
 - Large strip proprietary roof lights - Velux 'longlite' or similar approved to teaching wing / Dining and Main Assembly hall.
 - Roofs to be - warm roof construction - mechanically fixed single ply membrane roof covering over rigid insulation boards to falls laid over vapour control membrane directly over CLT roof construction.
 - Windows to be PPC Aluminium (colour Antracite grey TRC). All sills' flashings, and panels to match exterior PPC. All sills to teaching windows to be Ivanhoe cream brickwork laid as angled headers. Steel post supports to corners to design by Structural Engineer.
 - PPC Aluminium louvers to match windows.
 - PPC Aluminium double glazed curtain walling system with integral access doors and opening lights where required
 - Louvered doors and panels to high level 'penthouse' plant room in light Quartz grey
 - Interlocking Alucobond panels to soffit and canopy fascia with integrated recessed lighting to M & E Engineer's design.
 - Air handling unit in pale grey
 - Photovoltaics
 - Polyester powder coated rainwater pipes and hoppers



PLANNING

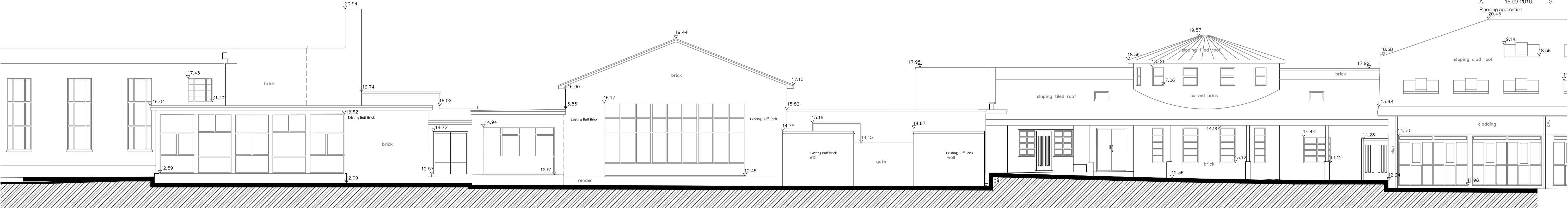
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PROJECT
BOTTISHAM VILLAGE
COLLEGE
TITLE
New Build Elevations

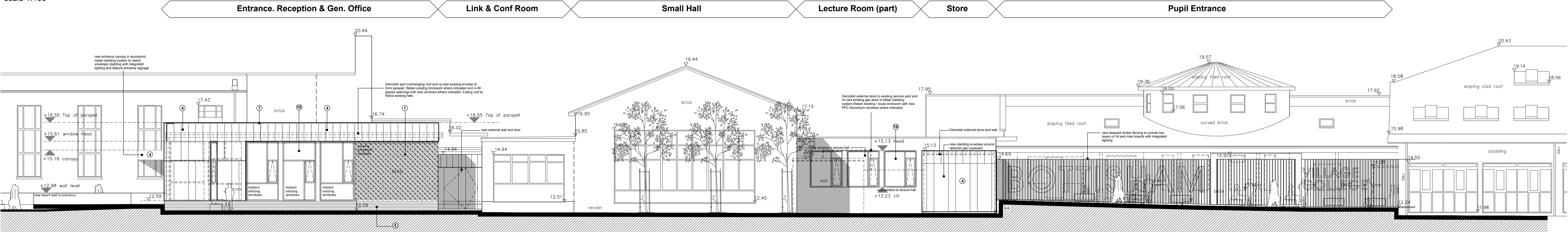
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DATE
10/05/2016
DRAWN
MH
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DRAWING NO
2016-009_P-283
REVISION
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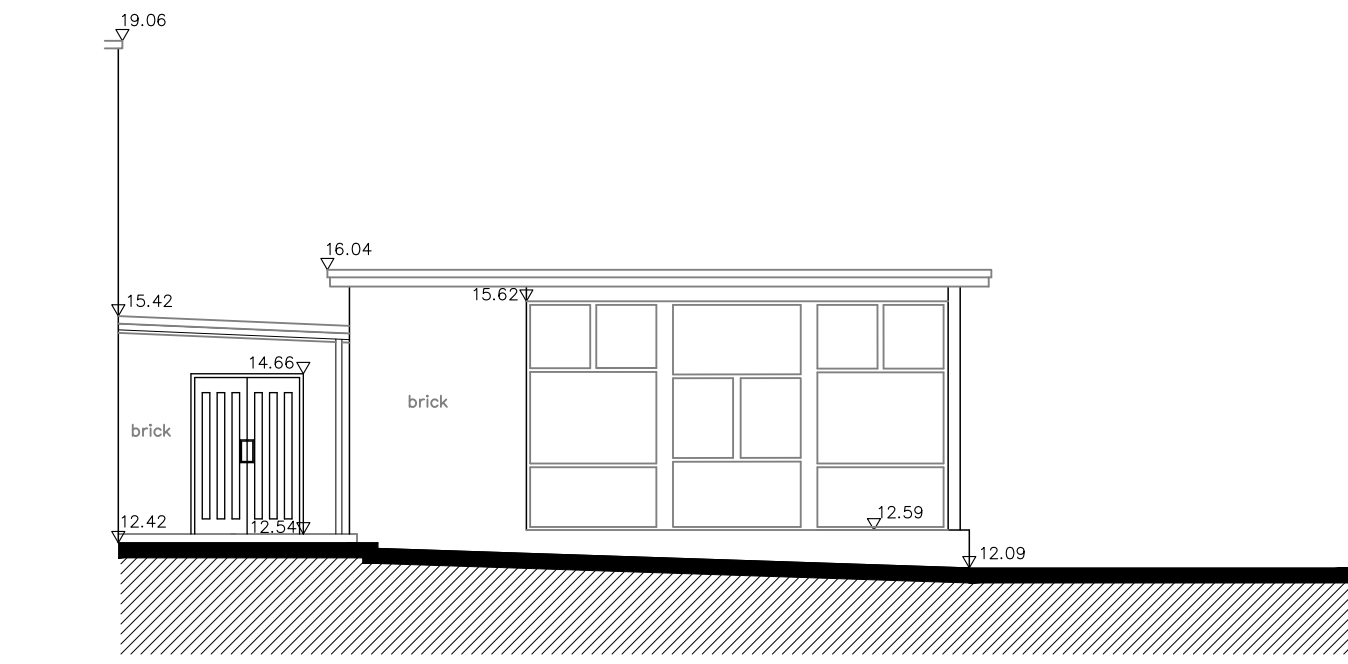
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/	05-09-2016	GL	MH
First issue			
A	16-09-2016	GL	MH
Planning application			



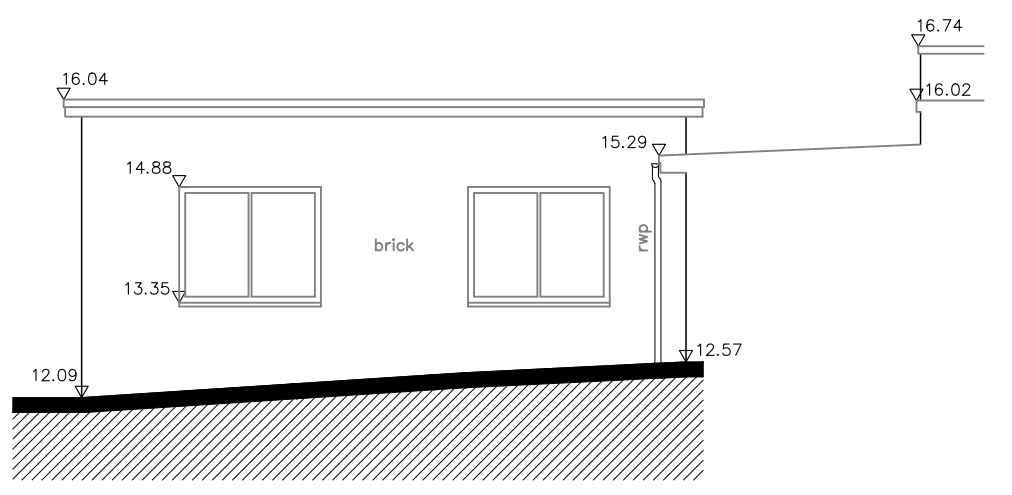
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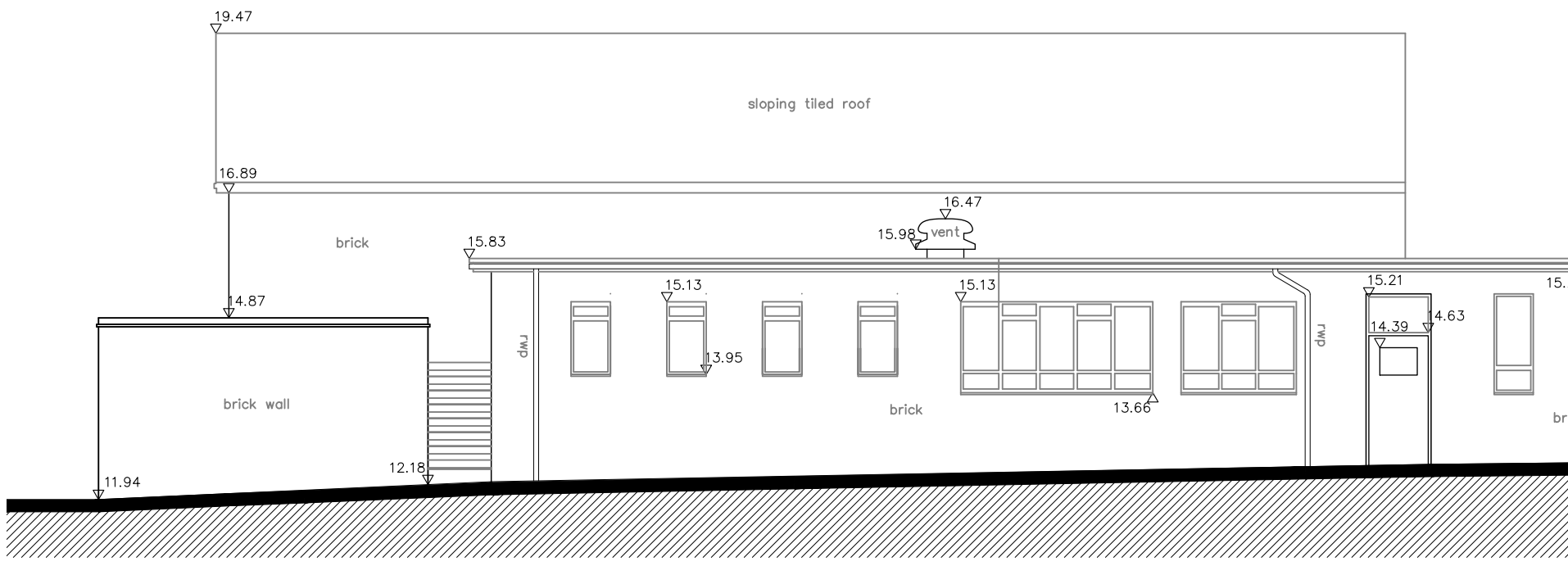
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scale 1:100



2. existing | **ENTRANCE ELEVATION** (existing)
scale 1:100



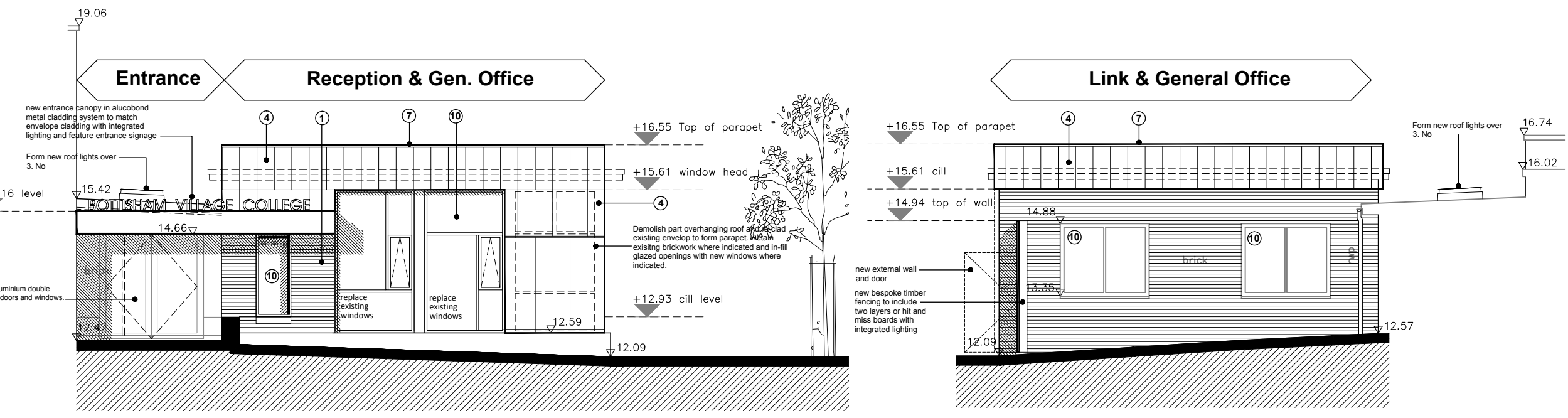
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scale 1:100



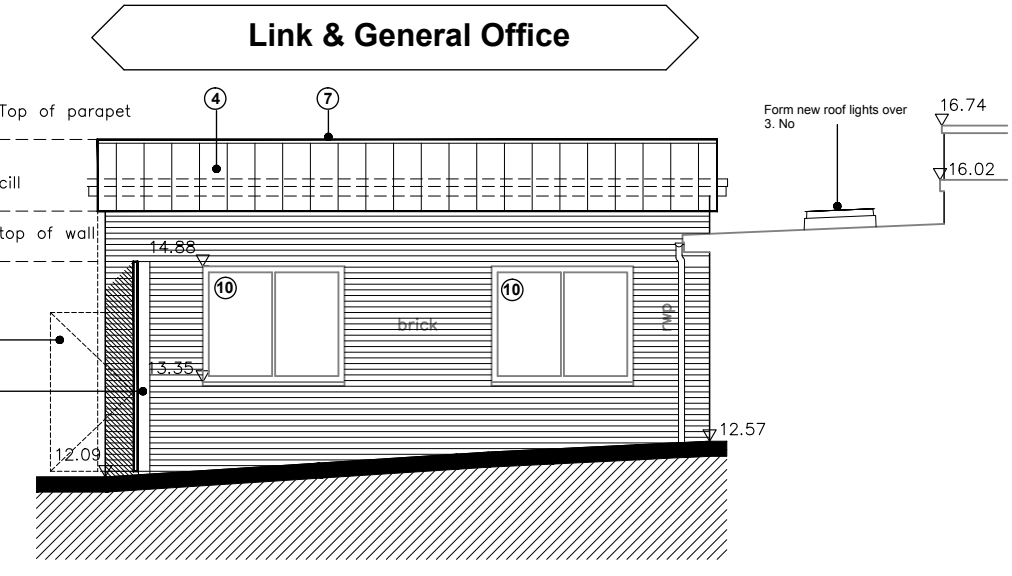
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scale 1:100

MATERIALS LEGEND:

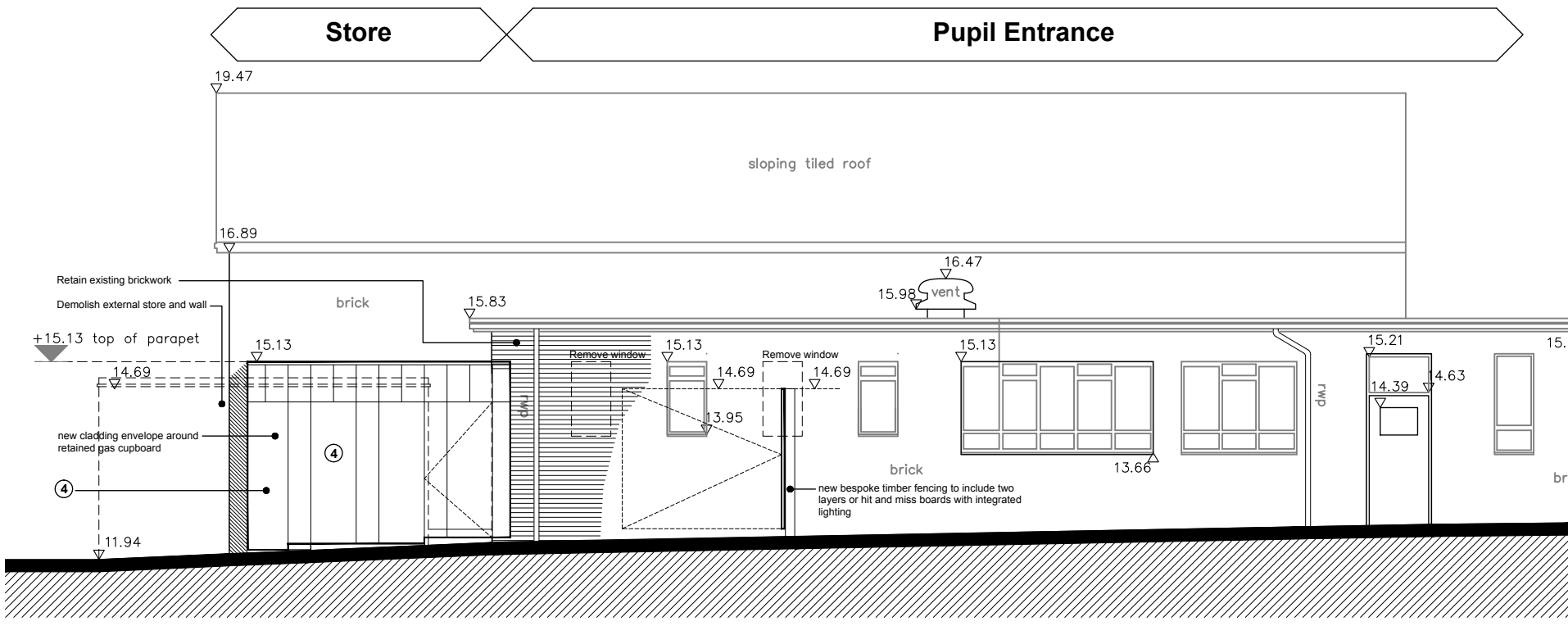
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- External skin of 102mm Ivanhoe cream / Buff or similar laid on end to form 2 soldier courses to create a contrasting brick band around the head of windows and teaching blocks as indicated.
- External skin of 102mm Ivanhoe cream / Buff varied with 102mm split Himley Ebony Brick (or similar) laid in a Flemish bond to add a distinct textured appearance to areas of brickwork and break up the expanse of brickwork throughout.
- External skin of Alucobond metal proprietary cladding system panel fixed to framing system or similar approved metal rain-screen panel façade system in Quartz or Anthra-Zinc with 10mm joints installed vertically on rails fixed to CLT / insulation substructure.
- Wind catchers / penthouse louvre system above large span Hall spaces / teaching blocks as part terminal of the of the natural ventilation 'passive soundscoop' system.
- Translucent / Polycarbonate panels- 16/22mm Danpalon / Rodecca in 550mm / 300mm x 2600mm lengths to lightweight Aluminium sub framing. Thickness to suit u-value requirements.
- PPC Aluminium cover flashings to parapets: Colour Antra - Grey TBC
- Large Strip proprietary roof lights - Velux 'longlite' or similar approved to teaching wing / Dining and Main Assembly hall.
- Roofs to be - Warm roof construction - mechanically fixed single ply membrane roof covering over rigid insulation boards to falls laid over vapour control membrane directly over CLT roof construction.
- Windows to be PPC Aluminium (colour Antracite grey TBC). All sills/ flashings, and panels to match exterior PPC. All sills to teaching windows to be Ivanhoe cream brickwork laid as angled headers.
- PPC Aluminium louvres to match windows.
- PPC Aluminium double glazed curtain walling system with integral access doors and opening lights where required
- Louvered doors and panels to high level 'penthouse' plant room in light Quartz grey



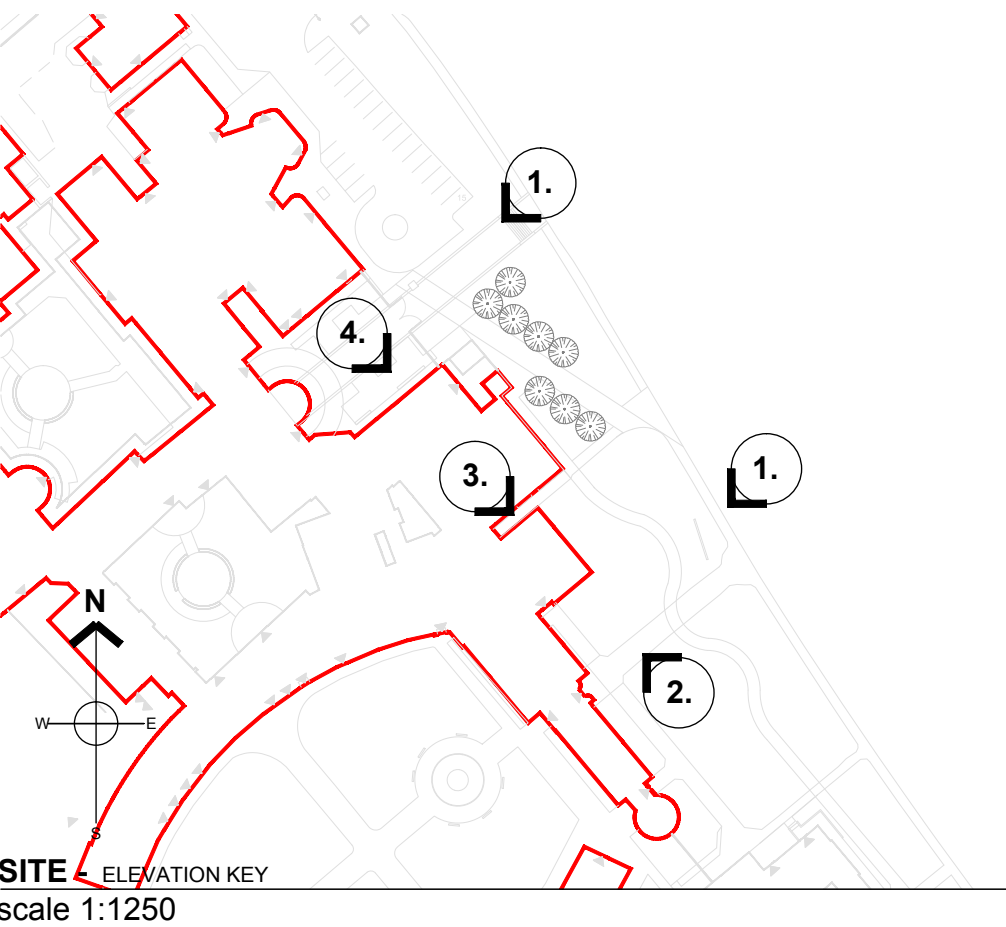
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scale 1:100



3. proposed | **OFFICE ELEVATION** (proposed)
scale 1:100



4. proposed | **OFFICE ELEVATION** (proposed)
scale 1:100



PLANNING

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PROJECT
BOTTISHAM VILLAGE COLLEGE

TITLE
Existing and Proposed Elevations Main Entrance

SCALE
NTS @ A1

DRAWN
MH

DRAWING NO
2016-009_P-280

FILE PATH
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DATE
10/05/2016

REVIEWED
MH

REVISION
A

Agenda Item No: 5

Three single storey extensions; surface grass play area with artificial surface; extension of car park; new pedestrian access from Blinco Grove; extension of multi-use games area and erection of 2.2 metre high perimeter fence and new pedestrian access from Baldock Way.

AT: Morley Memorial Primary School, 91-100 Blinco Grove, Cambridge, CB1 7TS

APPLICANT: Cambridgeshire County Council

APPLICATION NO: C/5008/16/CC

To: Planning Committee

Date: 16 March 2016

From: Head of Growth & Economy

**Electoral
division(s): Queen Edith's**

Purpose: To consider the above planning application.

Recommendation: That permission is granted subject to the conditions set out in paragraph 9.2

Officer contact
Name: Rochelle Duncan
Post: Graduate Trainee Planner
Email: planningdc@cambridgeshire.gov.uk
Tele: 01223 743 814

1.0 The Application Site and Surroundings

- 1.1 Morley Memorial Primary School is situated within the Queen Edith's electoral division and is approximately 5 kilometres (km) south east of Cambridge City centre. Blinco Grove leads from the south-east of the A1307 Hills Road. The school currently accommodates a 2 Form Entry (FE) school with community facilities for 414 pupils on roll (with a 420 capacity). It provides pupil places for Early Years to Year 6 inclusive, and provides for Special Educational Needs (SEN).
- 1.2 The school is currently located on a split site on either side of Blinco Grove and both of these sites are included within the application area. The application area is 0.95 of a hectare. The main school accommodation is located on a 7,055 square metre parcel of land, north of Blinco Grove (hereinafter referred to as the "northern site"). This also provides the staff car park and areas of hard and soft play. The reception classrooms are within an existing Annexe building and a games court and further soft play area are located on a 2,434 square metre parcel of land (hereinafter referred to as the "southern site") to the south of Blinco Grove. The southern site is on the corner of Baldock Way and Blinco Grove.
- 1.3 The main hard and soft play areas are located to the rear of the northern site, with a small hard play area positioned to the front which is enclosed by metal railings. The residential back gardens of Hartington Grove, Hershel Court and Blinco Grove bound the northern site to the east, north and west. The main school entrance and carpark are accessed from Blinco Grove. The original Victorian school buildings have slate roofs and double height gable ends. There have been a number of modern extensions since the school was built in 1899 such as the addition of community rooms, kitchens and main hall in 1989 (planning permission C/00547/88/CC).
- 1.4 Both school sites lie within Flood Zone 1, with Flood Zones 2 and 3 approximately 1.14 km to the west. There are no protected trees on either the northern or southern school sites which are subject to tree preservation orders and neither the northern or southern school sites are within a conservation area. The nearest conservation area is approximately 0.9 km to the north west (Cambridge City Brooklands Avenue conservation area) and the nearest listed building is approximately 0.35 km to the south west on Hills Avenue.

2.0 Development Proposal

- 2.1 This planning application seeks permission to erect three single storey extensions to the main school building on the northern site.
- 2.2 Two single-storey extensions are proposed to the rear of the existing school building and the first of these is proposed to provide three new classrooms to the north eastern corner of the northern school site. Secondly, an extension to the school hall is proposed to the north western corner of the school building for both school and community use. The third single-storey extension and

associated canopy is proposed at the front of the school to create a reception year cloakroom and shelter. The proposed single-storey extensions equate to 510 square metres, and when the demolition of the single storey girls and boys toilets to the rear of the northern site are taken into account (totalling 83 square metres) the net additional new floorspace proposed on the northern site is 427 square metres.

- 2.3 The proposed materials for the walls are mainly render with a light buff brick plinth and the classroom to the rear would be clad in three toned coloured panels. The roofs are proposed to be constructed of tiles to match the existing extension and mid grey polyester powder coated metal. The windows, doors and louvres are proposed in a darker grey powder coated aluminium and timber.
- 2.4 All new classrooms would be naturally ventilated and day lit. Each classroom has been designed by the applicant to be accessed directly from the playground for ease of movement between teaching spaces and outside play areas.
- 2.5 This planning application also seeks permission to re-surface the tarmac hard play area at the front of the northern school site with a rubber surface and to replace, in part, the existing 1.2 metre (m) railings with new electronic controlled gates and new railings. A hedge is proposed immediately behind the replacement gates. In addition, an all-weather artificial simulated grass surface area is proposed in the north eastern corner of the school's northern site to replace a grassed area, which has been designed by the applicant to ensure that this play space would be available to pupils throughout the year.
- 2.6 A 2.2 m high, open mesh fence is proposed to be erected (to replace existing fencing in part close boarded) around the Multi Use Games Area (MUGA) on the southern site with 1.5 m high solid rebound boards. A new pedestrian access is to be formed from Baldock Way to allow access to the MUGA and also to the soft play and habitat area on the southern site behind the Annexe building and associated soft play. The application includes a proposed security line drawing which demonstrates how the Annexe Building is proposed to be secured from the Annexe site.
- 2.7 The application also includes a disabled parking bay to be marked out in the existing car park on the northern site. The existing car park is accessed from Blinco Grove and currently accommodates 14 cars in unmarked spaces. The proposed disabled parking provision and drop kerb onto the adjacent pavement, would result in the loss of 1 informal space. However, the remaining 13 spaces in the existing car park on the northern site are not proposed to be formalised but they are proposed to be maintained as per the existing arrangements.
- 2.8 As a result of the proposed consolidation of the Morley Memorial School's built accommodation on the northern site, the Annexe building on the southern site would no longer be required for use by the school's reception classes, which currently locates up to 60. Consequentially, it is proposed that the Annexe building be fenced off for future use which may be by an Early Years nursery

provider. It is stated in the Planning Statement that up to an additional 77 nursery children and 15 members of staff could be accommodated within the Annexe. This application does not include the development of the Annexe building, and it is noted that the internal refurbishments and internal re-modelling of the existing school buildings could be undertaken without needing to apply for planning permission using permitted development rights.

- 2.9 The applicant's agent has indicated, by email sent Tuesday 22 November 2016, that it is anticipated that the vast majority of external building works (including the extensions and the work to the Multi Use games area) would be likely to take place during a 10-week period focused over the summer holidays. The overall project including internal refurbishment works (the latter not forming part of this application) is currently proposed to take place between July 2017 and August 2018, although this is subject to change.
- 2.10 To support the application the applicant's agent also supplied additional details in relation to the surface water drainage on 12 October 2016, in addition to the drainage information contained in the Design and Access Statement. This confirmed that the proposal included the introduction of underground surface water attenuation to ensure the existing surface water flooding is not increased above present day rates.

3.0 Planning History

- 3.1 The recently granted planning applications on this site have been set out below, which excludes any temporary permissions for mobile classrooms etc. which have since expired and been removed. All the applications listed below were granted planning permission and are considered relevant to this application:

Application Reference no:	Description of proposal:	Decision Date:
C/00547/88/CC	Alterations and extensions to provide New Hall, Classrooms, Community Room and Ancillary Accommodation.	15 June 1988
05/0383/CCM	Construction of new extension for group room and office accommodation.	23 May 2005

4.0 Consultation Responses

- 4.1 The following responses were received from consultees:-
- 4.2 Cambridge City Council; no formal response received within the consultation timescale. However, discussions were undertaken with the Environmental Health Officer to take account of any concerns likely to be raised in relation to this scheme.

4.3 CCC Ecology; no objections in principle subject to recommended conditions as follows:-

- The ecological report concluded that the application site provides very little of nature conservation value. However, the report did identify that there could be an impact on herpetofauna located in the garden and/or wildlife area to the rear of the Annexe and recommended that an eDNA analysis of the pond water from the Wildlife Area be undertaken before landscape work starts on the garden (in section 6.1.3 of the Preliminary Ecological Appraisal June 2016) in order to confirm the presence or absence of Great Crested Newts.
- Disappointingly, the results of the eDNA analysis have not been provided and as such is it not possible to ascertain whether Great Crested Newts will be impacted by the proposals. Given that impact on protected species, including Great Crested Newt, is a material consideration in the planning process, the results of the Great Crested Newt Survey work should be provided prior to determination of the application (unless an exceptional case). Therefore confirmation is sought from the applicant as to the presence or absence of Great Crested Newts from the wildlife pond. If this survey work hasn't been completed, there would be a delay until next survey period (spring/summer).
- It is recognised that the works likely to affect Great Crested Newts (should they be present) are limited to the landscaping of the Annexe site, which includes a new habitat area to enhance local biodiversity and extension & conversion of games courts to MUGA. If Great Crested Newts are found, it's unlikely to require significant amendments to the proposed scheme, but may require additional safeguards during construction of the MUGA and tailoring the habitat area for benefit of Great Crested Newts.
- In light of this, as an exceptional case (and not ideal), the application is supported providing that no landscape works are undertaken within the Annexe site until a Great Crested Newt survey has been completed. If no Great Crested Newts are found, the landscape scheme can be implemented in full. If Great Crested Newts are found, no landscape scheme can be implemented on the Annex site until a suitable Great Crested Newt mitigation strategy is agreed by the LPA and implemented in full. If permission is granted, these requirements should be secured through a suitably worded condition. In addition, if permission is granted, a detailed landscape scheme (including planting specifications) and a 5 year management scheme should be secured through planning conditions to deliver biodiversity value at the site.

4.4 CCC Highways Development Team; raise no objections and comment as follows in summary:-

- The application would not be anticipated to have any significant adverse impact upon the strategic public highway network, however, the proposed use of the site has potential to engender drop off and collection of children in the vicinity of the school with associated disturbance and potential detriment to residential amenity.
- In line with current policies, both locally and nationally, this should be addressed through discouraging use of the private car for short journeys that could be taken by more sustainable modes, such as walking and cycling. To this end the facility should either develop a new travel plan, or update its existing Travel Plan to reflect the new situation to further encourage and increase travel by more sustainable modes. Such a Travel Plan should identify realistic targets and measures, and an appropriate monitoring and review process to achieve successful operation of the travel plan.
- Recommended a condition requiring a site management plan for the construction phase be submitted for approval prior to commencement on site. The document provided is acceptable as the basis for such, but needs to include restrictions on deliveries during times of peak potential conflict with pupils arriving and departing.

4.5 CCC Transport Assessment Team; has withdrawn their holding objection to this application following negotiations. The initial response dated Thursday 1 December 2016 comments as follows:-

- The onsite observations identified that approximately 40 cars parking on both sides of Baldock Way. Insufficient road space for two vehicles to pass with vehicles parked on both sides, which results in congestion at either end of the road. The actual number of cars parking on street should be recorded using parking beat survey across the day.
- The mode share for pupils is noted, however the pupil mode share is compared to data which is more than 3 years old which is not considered to be appropriate. It is not clear why the existing support staff were not surveyed also. The Transport Statement should refer to census destination mode share data for the local ward or MSOA, it is not clear whether this was used in this instance.
- Although the number of pupils going to the school itself will remain the same, the annex building is expected to backfill with 77 day nursery pupils and 15 additional staff resulting in additional trips being attracted to the annex building during the AM and PM School peaks.
- The cycle parking provision should indicate how they compare to City Standards.
- The number of car parking spaces is going to reduce on the site from 14 to 13, to allow for a disabled space to be marked. The school parking is only to be used by existing school staff and not new day nursery staff. The applicant needs to undertake an on-street parking beat survey on surrounding streets across the school day and to capture on street parking as a result of staff and pupils parents currently to establish the existing situation.

- The existing on-street parking situation needs to be demonstrated. The applicant needs to demonstrate what the impact associated with additional cars dropping off and picking up of pupils and staff trip movements associated with the private nursery. The TS refers to the school pupils and staff population not increasing resulting in no increase in vehicular traffic, which is agreed. The existing parking situation has been discussed at a high level however the County Council require on-beat surveys to be undertaken in order to understand what the impacts of the development are and whether they are severe. Currently there is insufficient information provided to identify the impacts in full.

4.6 Following the submission of a revised Transport Statement dated 21 December 2016 the Transport Assessment Team made the following comments:-

- The Transport Statement refers to the survey indicating that during the AM peak a minimum of 59 on street parking spaces are available, however this includes 8 free spaces for zone 2 (Blinco Grove south side (east of Baldock Way), which is incorrect and should be revisited. It should be noted that during the AM peak Cavendish Avenue east of Baldock Way has the most number of free spaces available (39 spaces). These are some distance from the school which may render them less attractive for drop off purposes. The school afternoon peak has 76 on-street parking spaces available for pick-up of pupils, these are again concentrated to Cavendish Avenue.
- The residents of Elsworth Place, Rathmore Road, Hartington Grove, Marshall Road, Blinco Grove, Rock Road, Rathmore Close, Magnolia Close, a section of Cherry Hinton Road and Hills Road have been consulted on the proposed introduction of parking controls in their roads. Due to the majority of those that responded were in favour of the proposed controls, the scheme will be progressed to the next stage and a Traffic Regulation will be drafted and advertised in January 2017. The proposed parking controls have the potential to reduce the available on street car parking for those other than residents in the vicinity of the school. The applicant should provide details of what the scheme will mean for those that currently drop off and pick up their children at the school and annex building and how this impacts the future proposals and what the applicant proposes to do in the absence of available on-street car parking spaces for drop off and pick up?
- Accident data has been gathered for the most recent 60 months. No accidents have occurred on Blinco Grove itself during this period.
- The cycle provision is shown to cater for 90 cycle spaces for pupils with the mode share indicating a need for 92 spaces. It is disappointing that the provision of cycle parking does not meet with City standards and would recommend that more cycle parking spaces are provided from the outset. It is recommended that cycle parking be provided in line with standards to encourage cycle use from the outset and encourage staff and parents to use cycles rather than travel by car.

- The Day Nursery will have 77 children and 15 staff on site. The trip generation to the nursery has been estimated using TRICs and is considered to be robust. A first principles approach has also been used to identify expected mode share from an existing nursery nearby. This indicates that at worst case 27 car journeys would be generated by parents in the AM and PM peaks should all children arrive at the school during the same hour period.

4.7 A revised Transport Statement dated 24 January 2017 was submitted by the applicant in response to the above comments. The Transport Assessment Team reviewed the revised Transport Statement and provided that:-

- Additional analysis of the parking survey information has been undertaken by the applicant. A graph has been provided which shows the number of spaces available across all zones included in the parking surveys and identifies the available parking capacity for those roads which are currently excluded from the proposed residents parking scheme. The applicant has not been able to assess the impacts of displaced parking from the streets included in the residents parking scheme to those that are not included beyond the effect of parent and staff parking.
- The pupils that are travelling to the school site and nursery are already undertaking those journeys, and will continue to do so with the relocation of the nursery to the school site.
- The nursery site is able to backfill with new children without the need for planning permission as the site will continue to operate within the limits of its permitted use. The transport statement has indicated that the drop off and pick up period is expected to be between 7:00-8:00, 12:00-13:00 and 18:00-19:00 which do not clash with the peak school drop offs and pickups. However, the timings of the drop off and pickups cannot be restricted to these periods only and according to TRICS database peak movements to and from nurseries tend to be between 8:00-9:00 and 17:00-18:00. Therefore there is the potential for 27 car drop offs to occur during the school peak drop off of 8:00-9:00.
- However, the parking surveys currently show on road parking capacity of 59 spaces during the 8:00-9:00 peak, with more spaces available during the PM peak. This is sufficient to cater for 33 (27 pupils and 6 staff) additional cars parking on surrounding streets. It must be taken into consideration that nursery drop-offs and pick-ups only occur for a short period and do not result in parking on-street all day. However, it will be for the School and Nursery Travel Plans to encourage parents to park in appropriate areas and to encourage them to travel by modes other than the private car in order to minimise the impacts on the surrounding residential streets.
- Should the Traffic Regulation Order (TRO), restricting parking to residents only at certain times, be implemented this may result in parents having to park further away from the school particularly during the PM peak when the TRO is in force. The introduction of the TRO would be expected to result in commuters that currently park on

these streets all day being pushed out to Cavendish Avenue and other neighbouring streets. The impact this will have on commuters is difficult to quantify and would require an assessment beyond what is considered reasonable for the purposes of this application;

- The number of cars associated with pupils assessed within the transport note when looking at impacts and displaced parking assumes one pupil in each car rather than taking into consideration siblings travelling together or car sharing, therefore presenting a worst case.

4.8 Having reviewed the Transport Statement, the Transport Assessment Team considers that the outstanding issues have been addressed subject to the Travel Plans and cycle parking being secured through condition. Therefore the CCC Transport Assessment Team recommends that their holding objection can be removed.

4.9 Fire and Rescue Service; no response received.

4.10 Local Residents' Association; no response received.

4.11 Sport England; has advised that this application is not within their statutory remit to comment and refer to standard guidance on its website which states that if the proposal involves the loss of any sports facility, then full consideration should be given to whether the proposal meets Paragraph 74 of the National Planning Policy Framework and local planning policy.

5.0 Representations

5.1 Several representations have been received from members of the public in both support and objection. An anonymised list of comments has been made available to view on the application page of the County Council's website. A full copy of all representation letters / e-mails received will be placed in the Members' Lounge one week before the Planning Committee meeting, but for the purposes of this report the matters raised are summarised below.

5.2 Comments in support of the application are summarised as follows:-

- Morley Site needs to evolve and be refurbished as it is desperately in need of updating;
- The parking problem in the area is larger than this school proposal so the Council should uncouple the parking concerns with this application so the much needed refurbishment can take place;
- Annexe site unsuitable for reception classes, particularly as it is two-storey;
- The School's youngest pupils should be on the same site;
- The School is an important element of the local community and should be supported;
- School hall needs more storage space;

- The Victorian Annexe building is not fit for modern school environment and does not allow outside circulation which is part of the curriculum;
- Development would improve safety of pupils eliminating need for 4 and 5 year olds to cross Blinco Grove several times a day;
- Plans have been proposed in a highly sensitive way which minimises impact for local residents;
- Plans would create greater after school club provision;
- Existing grass play area not usable for most of school year and proposals have designed areas that can be used for play all year round;
- Appropriately sized teaching rooms are required;
- Dedicated room for special educational needs (SEN) children necessary;
- Proposed alterations are critical to future success of the School and it would be disappointing if these much needed improvements were stopped by considerations of car usage and the proposed introduction of a residents parking area – as the catchment area is small enough to encourage walking and cycling to reduce this impact.

5.3 Comments in objection to the application have been made on the following grounds:-

- Concern over access to and from homes from additional traffic movements;
- Construction activities on site, including vehicles and delivery lorries will create excess noise and disturbance in the neighbourhood, for local residents and the pupils of the school;
- Noise pollution and increased traffic congestion;
- Restrictive accessible play space, as off-site provision does not compensate for the loss as the children need to be escorted to it to be able to use it, so will add very little meaningful space;
- Proposed plastic play areas are unnatural, formed/static, and limit children's imaginative exploration;
- Insufficient need for proposed Early Years nursery demonstrated so not considered necessary;
- Object to a private nursery, which will just add to the traffic problems in the area;
- Lack of outdoor play areas, particularly natural areas;
- Reduction of outdoor play spaces is discriminatory to SEN pupils;
- Plans do not resolve the split site issue as children will still need to cross the road to get to the games area which will result in the loss of teaching time being the same;
- Consider the existing natural habitat space is very rarely, if ever, used at present so new proposals to enhance the early years is not considered necessary;
- Concerns over increased congestion and impact on pupil and neighbour safety, particularly as road already used as a cut through by many motorists to avoid the congestion in the City;

- Plans would double the vehicle access points of the main school making it more dangerous for the children to walk past;
- No parking provision for the 77 places and 15 staff proposed on Annexe site;
- Concern in the level of violence between residents and parents during drop-off as a result of parents blocking residents driveways etc.;
- Concern over the lack of shade given the loss of the two large trees in recent years;
- Reduction in outdoor play space has the potential to impact on children's education and well being so these proposals need very careful consideration;
- The proposed play areas do not meet BB99 recommendations as identified by the Design and Access Statement, and even though it is suggested that the overall useable space will increase, this requires children being escorted across the road so this is not acceptable;
- Should be a two-storey building to reduce the footprint and allow the already constrained play areas to be retained;
- Statements and information provided in applicants submission documents are inaccurate and deliberately misleading, particularly in relation to consultation responses during pre-application community involvement and the parking and statistical information to support the project which suggests there is adequate off street parking etc. which is not true as there are serious parking and traffic problems in this area;
- Ecological appraisal document suggests that the reception classes have already moved to the main site and this is not correct;
- The application should be withdrawn and resubmitted with correct, accurate and unbiased information provided;
- Concerns raised that the application had not been sufficiently advertised and the lack of transparency in the process;
- Some support was received for the redevelopment and modernisation of the school, but when considered against the development of a private nursery and associated traffic congestion etc. this turned into objections rather than support;
- School is already a constrained site with limited land and these proposals would only make this worse;
- Concerns that a separate planning permission will not be required for the development of Annexe site for new nursery;
- Plans do not take into account the Cambridge City Council approved resident parking scheme to target local dissatisfaction;
- Concerns that additional parking will be pushed onto nearby streets as a result of this development;
- Concerns of overcrowding on site already without amalgamating the school on one site and losing the Annexe which is like losing almost a third of an already constrained site. The outdoor play space is already too small for 400 children and these proposals will make it even smaller;

- Consider the proposed new extensions look more like temporary structures rather than solutions to sustain Morley for the future;
- The proposals do not adequately compensate the school for the loss of the Annexe site;
- Do not agree with statements against the two-storey Annexe building, as parents that use it liken it to independent school education premises such as the Stephen Perse and see this as an advantage for their children's education and not a hindrance;
- Impact of existing drainage problem on school site which would be alleviated by additional artificial surface;
- All contractors involved in this project should start work on site from 9am each day and finish at 4pm including all deliveries and vehicles to and from Morley to take place during these hours and be controlled as part of the planning application, as the existing situation is already difficult without adding construction traffic and deliveries too.

5.4 Further comments made on the application, which are either outside of the scope of the planning application or not considered to be material planning considerations, have been summarised below for completeness:-

- Statement of Community Involvement has failed to address the primary concern of the consultation;
- Seen to be driven by profit and potential to sell off the Annexe building rather than retain it for school use for the future or as a way of the Council raising revenue;
- Proposals conceived in secrecy by governors and therefore considered to be a done deal;
- If there are resources to make improvements, the two sites should be physically joined by the simple closure of Blinco Grove;
- As a potential solution to increased traffic and parking, could a drop-off zone (e.g. maximum 10 min waiting) be implemented on Baldock Way? Similarly, could a small number of staff parking places for new nursery staff be reserved on Baldock Way? Another possible solution to manage traffic could be implementation of a one-way system on Blinco Grove; and
- Parents should walk/cycle more to encourage the development.

5.5 Statement of Community Involvement; two Public Exhibitions were held for this project by the applicant ahead of submitting the planning application. An initial exhibition was held on 23 June 2014 from 15:00 to 19:00 to help inform the emerging design proposals. The main public consultation event took place on 29 June 2015 at the school, between the hours of 3:00 and 20:30. The latter event was attended by 54 members of the public, staff and students and parents and was advertised by a leaflet drop to the nearest local residents. Furthermore it is summarised in paragraphs 4.5 to 4.7 of the Planning Statement that the school undertook consultations with both the Governors and the Friends of Morley School on 11 February 2014 and with parents of Morley School on 26 February 2014, and that the general response was positive although there were some concerns relating to the loss of play areas and the future use of the

Annexe building. The applicant's agent has also stated that the comments received focused primarily on transport related matters including traffic and parking, design issues and the construction phase and in particular construction noise.

6.0 Publicity

- 6.1 This application represents minor development and was therefore publicised as such in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 i.e. the application was advertised by two site notices at the site, consultation letters sent to statutory consultees and individual notification letters to the adjacent properties.

7.0 Planning Policy and Guidance

- 7.1 Both Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 (as amended) require applications for planning permission to be determined in accordance with the development plan, unless other material considerations indicate otherwise. The relevant development plan policies are set out in paragraph 7.4 below.

National Planning Policy Framework (NPPF)

- 7.2 The National Planning Policy Framework (NPPF), sets out the Government's planning policies and how these are expected to be applied. It is a material consideration in determining planning applications and has a presumption in favour of sustainable development at its core. The NPPF provides that development which accords with the local development plan should be approved "unless other material considerations indicate otherwise" (Paragraph 12) in line with the statutory requirements of the Town and Country Planning Act 1990.
- 7.3 The following paragraphs within the NPPF are considered to be amongst those relevant to this application:

Paragraph 14 – At the heart of the National Planning Policy Framework is a Presumption in Favour of Sustainable Development, which should be seen as a golden thread running through both plan-making and decision-taking.

Paragraph 30 – Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Paragraph 57 & 58 – Recognises the importance of planning positively for the achievement of high quality and inclusive design for all developments.

Paragraph 72 – The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive

and collaborative approach to meeting this requirement, give great weight to the need to create, expand or alter schools; and work with school promoters to identify and resolve key planning issues before applications are submitted.

Paragraph 74 – Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Cambridge City Council Local Plan (2006) (LP)

- 7.4 Cambridge City Council's Local Plan was adopted in 2006 and the relevant policies to consider are:-

- 3/1 Sustainable Development
- 3/4 Responding to Context
- 3/6 Ensuring Coordinated Development
- 3/7 Creating Successful Places
- 3/11 The Design of External Spaces
- 3/14 Extending Buildings
- 4/3 Safeguarding Features of Amenity or Nature Conservation Value
- 4/4 Trees
- 4/13 Pollution and Amenity
- 4/15 Lighting
- 5/11 Protection of Existing Facilities
- 5/12 New Community Facilities
- 8/2 Transport Impact
- 8/3 Mitigating Measures
- 8/6 Cycle Parking
- 8/10 Off-Street Car Parking

Emerging Planning Policy

Cambridge Local Plan 2014: Proposed Submission (July 2013) (LP2014)

- 7.5 On 28 March 2014, Cambridge City Council submitted their Local Plan and supporting documents to the Secretary of State for Communities and Local Government for independent examination. The Proposed Submission is a material consideration but does not yet form part of the adopted development plan.
- 7.6 The following emerging planning policies are of relevance to this application:-
- Policy 1** The presumption in favour of sustainable development
 - Policy 27** Carbon reduction, community energy networks, sustainable design and construction, and water use
 - Policy 32** Flood Risk
 - Policy 34** Light Pollution Control

Policy 35	Protection of human health from noise and vibration
Policy 55	Responding to Context
Policy 56	Creating successful places
Policy 58	Altering and extending existing buildings
Policy 59	Designing Landscaping and the public realm
Policy 70	Protection of priority species and habitats
Policy 71	Trees
Policy 74	Education Facilities
Policy 80	Supporting sustainable access to development
Policy 81	Mitigating the transport impact of development
Policy 82	Parking Management

8.0 Planning Considerations

Justification and Need

- 8.1 This planning application proposes to consolidate all of the schools current northern and southern teaching accommodation onto a single site (northern site) in order to rationalise and alleviate internal circulation issues and provide for the needs of a modern 2FE school. In doing so, the Victorian Annexe building to the south of Blinco Grove would be released from use by the primary school, but maintained for educational use such as by a private pre-school nursery (which is outside of the scope of this application). Through creating a new pedestrian access into the southern site off Baldock Way it is proposed that the school would still retain the use of the MUGA and also the soft play and habitat area to the rear of the Annexe site as shown on the 'Proposed Security Line Plan' submitted as part of the planning application.
- 8.2 Although this application does not seek to increase pupil capacity at the primary school, it seeks to enhance existing educational accommodation, which is stated to be no longer fit for purpose within paragraph 1.4 of the Planning Statement. At the core of the National Planning Policy Framework (March 2012) is the presumption in favour of sustainable development. In Paragraph 72 of the NPPF the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and states local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. It also provides that great weight should be given to the need to create, expand or alter schools.
- 8.3 As a result of consolidating the existing school teaching accommodation onto one site (northern site), the Annexe building on the southern site will no longer be required, which will enable its release. The applicant has stated that the Annexe building does not allow enough space for one to one coaching and creativity which is central to the School's vision. The classroom space in the Annexe building is considered by the applicant to have 'poor access and internal arrangements'. Furthermore the spread of the accommodation over two floors is considered by the applicant to make it difficult for the upper class to access the outdoor space easily. Therefore it is proposed that moving the Early

Years to the northern site will allow significant alterations to the internal configuration of the school buildings which will result in enhanced learning accommodation for children. In addition to the extension and enhanced play area to the front of the northern site for the Early Years provision, the extension to the existing school hall would allow for full school assemblies and performances, as well as accommodating the increased dining provision requirements that would result from these proposals. The school hall has also been designed to enable it to be sectioned off and used separately for afterschool and community use, as well as to meet the needs of the school to ensure that it is justified across all the potential users.

- 8.4 An application which seeks to make more efficient use of land meets the principles of sustainability set out in Policies 3/1 and 3/6 (LP) as well as emerging Policy 1 (LP2014). Furthermore, this proposal seeks to maintain easy access to good quality educational provision that takes account of the needs of the current educational curriculum, which complies with Paragraph 72 of the NPPF and emerging Policy 74 (LP2014).

Traffic concerns (including during and post construction)

- 8.5 Representations have been received which object to the proposed development on the grounds that the proposed nursery provision and construction vehicles would increase car traffic substantially; restrict access to and from the homes of Blinco Grove; and detrimentally impact residential amenity. Concern has also been expressed that the timing of deliveries would create unprecedented noise and disturbance to the neighbourhood at early hours and the lack of parking provision proposed on the Annexe site has not been properly assessed as part of this application. Many of these concerns are given further consideration in the residential amenity part of this report in paragraphs 8.16 to 8.28, and also in the car parking provision part of this report in paragraphs 8.33 to 8.36, but are also noted here for completeness when assessing the proposals in relation to traffic implications.
- 8.6 In seeking to address some of the traffic concerns raised, the applicant has provided additional information of the proposed access and egress arrangements for vehicles to and from the construction site with a Construction Phase Health and Safety Plan (received 1 November 2016) to address the construction phase of the scheme. This information was assessed by the Highway Authority Development Management Officer and considered to be acceptable subject to the imposition of a planning condition to control the hours of construction, in particular to ensure that construction deliveries and collections were undertaken outside of the core school drop-off and collection periods. Furthermore, the Transport Statement was also revised by the applicant to take into account both the potential for a private nursery (or similar educational use) in the Annexe building, on the basis the Early Years classes will be amalgamated on the northern site; and the residential parking scheme, that is likely to come forward in the near future. To help inform the Transport Statement a parking beat survey was also undertaken by the applicant's transport consultants on Wednesday 7 December 2016, alongside a Framework Travel Plan that was submitted on Wednesday 21 December 2016,

which has been prepared to take into account the impact of the potential users of the Annexe building.

- 8.7 Concerns have also been raised about the proposed private nursery in the Annexe building contributing to the pick-up/drop of congestion along Blinco Grove. It has been suggested that the hours of operation at the Annexe site should be limited to avoid conditions being exacerbated as a result of the development. In response to this request, the applicant's agent has acknowledged the concerns, but has confirmed that they are unable to accept a restriction on the nursery drop-off and collection times as this flexibility is a pre-requisite for all nurseries and parents, and such a restriction would place a significant operational burden on the nursery. A restriction on the operational hours would remove the flexibility of parents wishing to drop-off or collect their children earlier or later owing to changes in their working patterns or needs. The Transport Assessment has also demonstrated that the vast majority of children are likely to be dropped off and collected from the nursery outside of the core school drop-off and collection hours and would therefore not conflict with the school. Furthermore, it is anticipated that there would also be an element of children whose siblings attend the school and these movements are likely to need to occur during the core school drop-off and collection hours.
- 8.8 The Transport Assessment Team were consulted on this application and from the additional information provided by the applicant, anticipate that an additional 27 car drop offs would occur during the school peak drop off of 0800 – 0900hrs as a result of the proposals, as the pupils travelling to the school site and nursery are already undertaking those journeys and will continue to do so. Although the submitted parking survey demonstrates that there is capacity for up to 59 vehicles to park on the road during the 0800 - 0900 peak, the Principal Transport Officer has stated that more spaces would be available during the PM peak. The Transport Assessment Team consider this to be sufficient to cater for 33 (27 pupils and 6 staff) additional cars parking on surrounding streets during the 0800 – 0900 peak as a result of the backfilling of the Annexe building taking place. It should also be noted that nursery drop-offs and pick-ups only occur for a short period and do not result in parking on-street all day. Therefore, it is recommended that both the Morley Memorial School and Framework Early Years Travel Plans are implemented to encourage parents to park in appropriate areas or support travel by other, more sustainable modes in order to minimise the impacts on the surrounding residential streets and ensure their use remains safe.
- 8.9 The transport implications of the school's amalgamation proposals have been fully assessed by highways colleagues, including the potential backfilling of the Annexe site which sits outside of the scope of this planning application, and subject to the imposition of planning conditions to control the construction and demolition hours; construction and demolition deliveries and collections hours; and the requirement to carry out Travel Plans for both the southern and northern sites (which take account of any new educational use of the Annexe site), on balance the proposals are considered to be compliant with Policies 3/1, 3/6, 4/13 and 8/12 (LP) and emerging Policies 1, 80 and 81 (LP2014).

Play Space, including loss of soft play areas

- 8.10 As this proposal does not involve the loss of any sports facility, this application is not within statutory remits of Sport England to comment. However, the standard guidance provided on the Sport England website states that full consideration should be given to whether the proposal meets Paragraph 74 of the National Planning Policy Framework. The applicant has demonstrated that the areas of hard play which will be built on as a result of this proposal will be replaced with better quality provision, which will be accessible to pupils throughout the year in the north eastern corner of the site in accordance with Paragraph 74 of the NPPF.
- 8.11 A total of 23 comments were noted in Section 3 of the Statement of Community Involvement alongside 12 individual representations received to the application which raised concern that the proposal would restrict outdoor play space for pupils. The applicant's response highlighted that the outdoor play space was considered to meet the minimum Building Bulletin (BB99) requirements for a 'confined' site as the total area of both sites is 9,420 square metres, which is significantly below the recommended range of between 17,320 and 19,300 square metres for a 'normal' 2 FE school classification. The applicant's agent accepts that the proposed total amount of outdoor space would decrease, but considers that the amount of useable outside space would increase, as replacing the grass play area on the northern site with artificial grass, would extend the use of this area throughout the year. This justification has been supported by the school's Head Teacher. Although it is accepted that the proposal would reduce the overall amount of outdoor space below recommended building regulation levels for a constrained site, the merits of the overall play space proposed needs to be balanced with the educational requirements of the school. From a planning perspective the split of the proposed play space set out in the BB99 is only a guide and the overall scheme needs to be balanced accordingly.
- 8.12 The Head Teacher has provided a statement to address this issue on behalf of the management team at Morley Memorial, stating that this aspect of the application has been proposed because the grassed area is unusable for up to 24 weeks of the 39 week school year and there have been instances where pupils have found debris such as glass which has worked its way to the surface. Paragraph 72 of the NPPF provides that planning authorities should give great weight to the need to alter schools and should seek to identify and resolve key planning issues with joint solutions. As both sites are situated within an edge of city urban location, constrained by existing residential development and the local road network, on balance, it is considered that upgrading the soft play area would provide greater availability and opportunity for outdoor play, thereby improving the children's education and wellbeing in accordance with Paragraphs 72, 57 and 58 of the NPPF, Policies 3/1 and 3/11 (LP), and emerging Policies 1 and 56 (LP2014).

Design and Street Scene

- 8.13 While some comments have been received that suggest that the extensions look like temporary structures, it is considered that the proposed extensions would relate satisfactorily in scale massing and materials to the existing development and that appropriate consideration has been given by the applicant to the existing school development. Policy 3/14 (LP) states that new extensions to buildings will be permitted if they do not unreasonably look, overshadow or visually dominate neighbouring properties. This application proposes that all extensions are single storey in height and not located in close proximity or immediately adjacent to the school boundary and neighbouring properties. Although the properties adjoining the eastern corner of the site would be in close proximity to the proposed soft play resurfacing works, the existing 2.2 metre high boundary fences provides separation and maintains residential privacy.
- 8.14 Replacement railings have been proposed to match the existing design of railings at the front of the school adjacent to Blinco Road. The railings will be higher (at 1.2 metres in height) for safeguarding reasons. These new railings would form the boundary of the new Reception playground with a new wildlife friendly hedge proposed immediately behind, and the trees on the front of the site will be retained in order to soften the appearance of the site to pedestrians and in order to safeguard the local street scene in accordance with Policies 3/4 and 3/11 (LP) and emerging Policies 55, 56 and 59 (LP2014).
- 8.15 The applicant has demonstrated an understanding of the overarching sustainable design principles by proposing development which responds positively to existing features of both natural and local character, is appropriate in scale and materials and would therefore successfully integrate into the character areas in accordance with Policies 3/4, 3/11, 3/12 and 3/14 (LP) and emerging Policies 27, 55, 56, 58 and 59 (LP2014).

Residential Amenity

- 8.16 The likely potential impacts to residential amenity from this proposal fall into two main categories – the first is the impacts associated with the use of the site while construction is taking place; and secondly the likely impacts that may arise post construction and through backfilling of the Annexe Building. From the concerns raised by local residents the impacts are likely to include construction and demolition works and traffic from employees and related deliveries and collections; construction and demolition noise and disturbance; traffic associated with the use of the school and the backfilling of the Annexe building cumulatively with the introduction of a resident parking scheme; and other potential implications such as neighbouring tree protection, possible implications from intensification of use, and light spill etc. These are all considered in more detail below.

Construction and Demolition Works (including associated contractor vehicles and construction and demolition deliveries to the site and hours of operation)

- 8.17 Any construction and demolition works are likely to give rise to additional transport movements, which is why it is important to consider any potential implications during this phase to neighbouring local residents. Section 2.2 of the Design and Access Statement states that the proposed construction and demolition works related to these proposals are likely to take place between July 2017 and August 2018. Once the proposed development is completed and the Early Years classes are relocated from the southern site to the northern site, the applicant is then proposing to undertake minor improvements to the Annexe building (outside of the scope of this planning application using permitted development rights) to make it suitable for nursery years use. As such whilst consideration has been given to worst case scenarios from a transport assessment perspective, it is unlikely that construction traffic, amalgamated school traffic and backfilling of the Annexe movements will all take place together. Indeed the agent anticipates that the vast majority of the external building works (including the extensions and works to the MUGA) would be undertaken over a 10 week period, most of which would take place during the 6-weeks summer holidays if possible and the total project duration (including internal works which do not require planning permission) is expected to be 10 months if the project is delivered on time. Nonetheless, consideration needs to be given to the proposed hours of use for the construction and demolition works on site and the likely issues that may arise as a result of the additional traffic movements, when assessing this planning application.
- 8.18 In regards to the proposed contractors' hours of operation, a request was received from a local resident for all works on site, including deliveries and vehicles travelling to and from Morley, to take place only between the hours of 0900 to 1600 each week day in the interests of protecting existing residential amenity. The applicant acknowledged this request, but on the basis they had already reduced their proposed contractors hours to take account of concerns already raised by local residents (reducing them as much as possible to 0800 to 1730 hours on weekdays), they considered that the requested hours were inappropriate for the following reasons, stating that :- the requested hours would conflict with core pupil pick up and drop off times; the proposed change would further exacerbate existing traffic conditions; and would significantly reduce the working hours. The applicant's agent also advised that if the working hours per day were reduced, this would prolong the build time by an estimated 20-25%, thereby prolonging the impacts (and increasing the overall cost of the project).
- 8.19 In addition to reducing the original hours of construction proposed, the applicant's agent has also confirmed that they will seek to ensure that no construction collection or deliveries would be received on site outside of the following times: 0930 - 1230hrs; 13.30 - 15.00hrs; and 16.00 - 17.30hrs during weekdays and between 0900 - 1300hrs on Saturday, with no deliveries to be received on Sundays and Bank or Public Holidays in an attempt to help mitigate the proposals impact on the surrounding community. This has been acknowledged and it is recommended within paragraph 9.2 below that this be required by planning condition.
- 8.20 Cambridgeshire County Council (CCC) Highway Authority was consulted on this application and considered the proposals, particularly in connection with

the construction movements. From consideration of the submitted information the Highway Authority Development Management Officer does not anticipate that the application will have any significant adverse impact upon the strategic public highway network and has stated that the applicant's proposed delivery times are acceptable and in line with what they would usually propose for school developments. A discussion with the Environmental Health Officer at Cambridge City Council also confirmed that the applicant's proposed construction hours were acceptable, as he acknowledged that many local sites had operational construction hours that operated between 0800 hours and 1800 hours on weekdays and 0800 hours and 1300 hours on Saturdays.

- 8.21 On the basis that some of the construction traffic may be concentrated during the school summer holiday period in 2017 this should also help to reduce some of the potential traffic conflicts that have been assessed as part of this planning application. In particular it is acknowledged within the September 2016 School Travel Plan that there is already a breakfast club running from 0730 daily and approximately one quarter of the existing pupils are said to attend this arriving between 0730 and 0800, with the remainder arriving at school between 0800 and 0830. By limiting the construction hours from 0800 hours to 1730 hours it is considered that the potential for conflict has been appropriately considered and managed without being too restrictive on the applicant and causing the potential for the construction period to be extended.
- 8.22 It should of course be noted that any condition imposed to control construction hours and movements will only relate to the work that is the subject of this planning application. Works that do not require planning permission, such as internal refurbishments of the existing building, will be able to be carried out as they would normally, without being subject to any restrictions imposed in relation to this application.

Construction and Demolition Noise and Disturbance

- 8.23 In addition to the traffic concerns related with the construction and small scale demolition works proposed on site, there is also the potential for noise and disturbance as a result of the proposals that needs to be considered. This can include noise and disturbance to the local residents, as well as to the staff and pupils on site during the construction works. Whilst it is noted in paragraph 8.17 above that most of the works are aimed to take place during the 6-week school holidays to limit the conflict with the operation of the school, section 7.1 of the Design and Access Statement refers to consultation with the School to manage the logistics of the construction phase, while section 3.31 of the Planning Statement refers to how the school plans to manage the loss of hard play area during construction with the proposal to replace the natural grass with a permeable artificial simulated grass all weather surface which will allow 'all year' use for play and games. As such, it is recognised that in developing this scheme, the operation of the school has been taken into account. Nonetheless, with an anticipated project timescale of 10 months, consideration needs to be given to the impacts of the construction alongside the day to day operation of the school and the enjoyment of the surrounding residential area.

- 8.24 The applicant has confirmed that the location of the construction compound is proposed in the north western corner of the site. Additional information has been provided to demonstrate how the construction works will be managed and separated from school walkways etc. to ensure that the appropriate level of health and safety is maintained to avoid an unsuitable mix of children and building work. As part of these discussions with the Highway Authority, the applicant has also signed up to limiting the hours of construction works as far as possible without jeopardising the project, with proposed hours of 0800 hours to 1730 hours on weekdays and 0800 hours to 1300 hours on Saturdays with no operations on Sundays and Bank or Public Holidays. This is proposed to be controlled by planning condition and is sought to avoid any detrimental impact on residential amenity.

Traffic associated with the use of the school and the backfilling of the Annexe building

- 8.25 Although the release of the existing Annexe building has the potential to engender drop off and collection of children in the vicinity of the school, it is acknowledged that this application does not seek to increase the primary schools capacity, so the proposals need to be carefully balanced with the potential back filling of the Annexe building to assess the potential cumulative impact at this early stage. It has already been acknowledged that it is unlikely that the construction traffic will still be on site by the time the Annexe building is re-used, but the Transport Statement has factored all the elements in, which takes account of a worst case scenario for the purposes of assessing the scheme.
- 8.26 The main assessment of the traffic implications and the responses provided by highways colleagues has already taken place within paragraphs 8.5 to 8.9 of this report. Furthermore, consideration is given to the car parking provision within paragraphs 8.33 to 8.36 of this report. Nonetheless, it should be acknowledged that many of the traffic and parking concerns raised by residents that relate to their residential amenity concerns fall outside of the remit of this planning application, and instead are related to the management of the school and potential nursery if the Annexe building is backfilled. Examples of such concerns include the behaviour of parents and disputes raised by the blocking of driveways; and the issue of on-street parking being displaced, either by the backfilling of the Annexe building or through the introduction of a residents parking scheme. Where matters can be improved through the planning process e.g. the requirement for Travel Plans and the provision of additional cycle and scooter parking to encourage sustainable modes of transport, these have already been controlled through the recommended imposition of planning conditions.

Other potential implications such as protection of neighbouring trees, intensification of use close to residential boundaries and light spill etc.

- 8.27 The proposals put forward also have the potential to affect residential amenity through the potential to impact on neighbouring trees and boundary fences; an intensification of use close to residential boundaries; and if not controlled an

impact on wildlife and residential amenity from external light spill. In order to take account of these possible impacts, the imposition of planning conditions have been recommended to ensure that existing trees (which include those on neighbouring properties) are protected during construction; and that no external lighting is installed without the prior written agreement of the County Planning Authority. In relation to the intensification of use, the proposal is not seeking to increase the number on roll at the school, so the sound of children playing across the play areas in the northern and southern sites is unlikely to be too dissimilar to the current situation, even with the potential introduction of a private nursery in the Annexe Building. Furthermore, as noted in paragraph 8.13 of this report although the properties adjoining the eastern corner of the site would be in close proximity to the proposed soft play resurfacing works, the existing 2.2 metre high boundary fences provides separation and maintains residential privacy.

- 8.28 When considering all the above potential residential amenity issues on a cumulative basis, both during and post construction phase, and with the potential backfilling of the Annexe building, it is not considered that this proposal would lead to significant adverse effects on health, the environment nor would it result in an unacceptable loss of residential amenity in accordance with Policies 3/14 and 4/13 (LP) and emerging Policy 35 (LP2014).

Flood Risk and Drainage

- 8.29 In the main playground, the paving is proposed in asphalt to respect existing hard surfaces. A new soft recycled rubber shred surface, will form gentle play mounds at the rear of the new early years playground. The surface is proposed to be permeable and laid over soil which would protect existing tree roots whilst enhancing the areas play value. A break in the rubber surface is proposed to also house an area of soil for a pupil 'mud kitchen' which will allow pupils to practice digging. A block paving path is proposed west of the new hall and south of the Hard Play Area which would be resurfaced in permeable macadam.
- 8.30 As the site lies within Flood Zone 1, the Lead Local Flood Authority has not been consulted. However, Policy 4/16 (LP) provides that development should not be permitted if it results in an increased risk of flooding elsewhere. Although the new hall extension is located over a previously grassed area, the applicant has confirmed that potential increase to surface water runoff would not increase surface water discharge above the current rate. Any additional surface runoff would be mitigated by the introduction of an underground surface water attenuation tank which is being proposed to ensure that the existing surface water flooding is also not increased above present day rates.
- 8.31 In relation to the proposed resurfacing of the soft play area, the applicant has stated that as a result of an in-situ ground investigation, infiltration was found to be unsuitable for surface water disposal owing to the cohesive sub-soil and high groundwater. This application therefore seeks to positively drain the school site into the existing system and provide below ground attenuation. In doing so, the applicant has confirmed that it shall remove a percentage of the surface water runoff from the existing hard standing area out of the combined system and

discharge it into the surface water system, without increasing the current surface water discharge rate into the Anglian water sewer. As the applicant has designed the proposal to address and not worsen existing local surface water flooding, the proposal complies with the sustainable drainage techniques encouraged by Policy 4/16 (LP) and emerging Policy 32 (LP 2014).

Ecology and Landscape

- 8.32 Considering that the impact on protected species is a material consideration in the planning process consultation, the results of the Great Crested Newt survey work will be required by condition in order to confirm the presence or absence of Great Crested Newts on site before the landscaping scheme can commence on the southern site. A landscape scheme (including planting specifications) and a 5 year management scheme would also be secured by planning conditions to safeguard biodiversity value on site and protect European species in accordance with Policy 4/7 (LP) and emerging Policy 70 (LP2014).

Car and Cycle Parking Provision

- 8.33 The existing car parking arrangements accommodate 14 cars in unmarked spaces and there is currently no disabled parking provision at the school. This application proposes to mark out a disabled parking bay and form a drop kerb onto the adjacent pavement on site which will result in the loss of 1 informal space. This provision has been taken into account when assessing the transport implications of the proposals in paragraphs 8.5 to 8.9 of this report.
- 8.34 According to the Non-Residential Institution car parking standards in Appendix C (LP), for an area that is currently outside of the Controlled Parking Zone (CPZ), proposals can provide a maximum of 2 spaces per 3 members of staff. As the school currently has 71 members of staff (without the potential additional 15 members of staff proposed if the Annexe is back filled), this proposal would not surpass the maximum requirements for the Car Parking Standards i.e. 47. Should a CPZ be introduced the policy would provide a maximum of 1 space per 3 members of staff, which is still in line with the maximum provision proposed i.e. 23. These policies relate to maximum provision and where possible Cambridge City Council seeks to reduce the amount of car parking provision in favour of more sustainable modes of transport.
- 8.35 However, in order to mitigate the loss of off-road parking provision and demonstrate that the transport demand created as a result of the proposal will not impact the surrounding highway network, the Highways Development Management Engineer has recommended that the school develop a Travel Plan to promote more sustainable modes of travel. Subsequently, the Principal Transport Officer from the Transport Assessment Team has requested that a total of 104 cycling, 38 scooter and an additional 25 cycle or scooter parking spaces are provided. The requested cycle/scooter parking considers the Cambridge City Council standards of parking provision for 50% of pupils (210) and also takes into account the current mode share of travel to and from school. The mode share provides that 22% of pupils cycle and 9% of pupils scooter to the school site. The requested cycle and scooter parking spaces shall therefore

be secured by condition in order to ensure that they are provided and made available for use prior to occupation and ensure there is adequate cycle parking provision on site.

- 8.36 Emerging Policy 82 (LP2014) provides that developments which take a holistic, design led approach to the management of parking should be favoured and seeking to reduce the Mode Share of pupils transported to school by private car complies with Policies 3/1, 8/2, 8/3 and 8/10 (LP) and emerging Policies 1, 56, 80, 81 and 82 (LP2014).

Other considerations

- 8.37 In response to the representations made which raise concern that this application has not been sufficiently advertised, there are legislative requirements for how planning applications must be advertised which are set out in Article 15, Part 3 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO). The works and development proposed as part of this application do not fall within the Environmental Impact Assessment (EIA) Regulations; are not contrary to the development plan; do not affect a right of way to which Part 3 of the Wildlife and Countryside Act 1981 (public right of way) applies; nor are they deemed to be 'major development'. The application therefore falls to article 15(5) of the DMPO which states it should be advertised (a) by site display in at least one place on or near the land to which the application relates for not less than 21 days; or (b) by serving the notice on any adjoining owner or occupier. In line with these regulations, two site notices were placed at the school site in Blinco Grove on 4 October 2016. In addition to the site notices required under article 15(5)(a), letters were also sent to the adjoining neighbouring properties in Blinco Grove, Hartington Grove, Baldock Way and Cavendish Avenue in line with article 15(5)(b) of the DMPO. As such, the planning application has been advertised in full compliance with the regulations.

9.0 Conclusions and Recommendations

- 9.1 Taking account all of the above considerations, it is considered that the proposed development complies with both the development plan and national planning policy.
- 9.2 It is recommended that planning permission be granted 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 4 and 5 below require further information to be submitted to protect the environment and are therefore

attached as pre-commencement conditions. The developer may not legally commence operations on site until these conditions have been satisfied.

1. Commencement

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

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and in order to be able to establish the timescales for the approval of details reserved by conditions.

2. Occupation and first use of the development

Within one month of the occupation or first use of any part of the development hereby permitted, the County Planning Authority shall be notified in writing of the date at which the occupation or first use took place.

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 not proceed except in accordance with the planning application dated 11 August 2016 and the modifications and or supporting information set out in the agent's emails sent 12 October 2016 at 10:03 (surface water drainage), 22 November 2016 at 16:25 (construction hours and delivery times), 2 March 2017 at 17:35 (Annex Site Hours) and the supporting transport information from HSP Consulting Engineers Ltd received 24 January 2017 at 16:56 (providing further clarification, Queen Edith Parking Plan and Parking Zones surveyed with graphs to support the Transport Addendum) and Play Space Statement from Morley Memorial Primary School 10.2.17 (received 10 February 2017); and in accordance with the following plans and documents (received 15 August 2016 unless otherwise stated):

- 01: Site Location Plan dated 23/2/2012;
- Proposed Site Plan, Drawing Number 152 Revision 7 dated 13.09.2016 (received: 13 September 2016);
- Proposed Floor Plans Survey based GA, Drawing Number 154 Revision 7 dated 13.09.16 (received: 13 September 2016);
- Proposed Roof Plan Survey based GA, Drawing Number 156 Revision 1 dated 18.01.2016;
- Proposed Elevations Survey based GA Drawing 1 of 2, Drawing Number 158 Revision 4 dated 15.06.2016;
- Proposed Elevations Survey based GA Drawing 2 of 2, Drawing Number 159 Revision 4 dated 15.06.2016;

- Proposed Development Strategy, Drawing Number 160 Revision 1 dated 03.03.2014;
- Classroom Extension (before and after views), Drawing Number 161 Revision 1 dated 03.03.2014;
- Activity Hall Extension (before and after views), Drawing Number 162 Revision 1 dated 03.03.2014;
- Reception Classroom Extension (before and after views), Drawing Number 163 Revision 1 dated 03.03.2014;
- Proposed Security Line, Drawing Number 166 Revision 5 dated 13.09.2016 (received: 13 September 2016);
- Elevations, Drawing Number 3744/P03 Revision 01 dated 28.06.16;
- Landscape Proposals, Drawing Number 3744/P01 Revision 10 dated 09.09.16 (received: 13 September 2016);
- Landscape Proposals Reception Play, Drawing Number 3744/P02 Revision 01 dated 21.06.16;
- Outline Planting Plan, Drawing Number 3744/P05 Revision 03 dated 13.09.16 (received 13 September 2016);
- Hayden's Arboricultural Consultants TS & AIA, Drawing Number 5346-D Revision - dated 24/06/16 (received: 05 January 2017);
- Proposed Drainage Layout by Richard Jackson Engineering Consultants, Drawing Number 45087/C/005 Revision F dated 05.08.16;
- Proposed Drainage for New Hard Surfacing Area by Richard Jackson Engineering Consultants, Drawing Number 45087-C-007 Revision E dated 05.08.16;
- Morley Primary School Schedule of Materials rev 04 by Livingston Eyre Associates landscape architects + urban designers (received: 13 September 2016);
- Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method statement & Tree Protection Plan In Accordance with BS 5837:2012 by Hayden's Arboricultural Consultants reference Proj. No 5346 dated 26/07/2016;
- Preliminary Ecological Appraisal Morley Memorial Primary School by Morgan & Stuckey Ecological Consultants reference Report No. J 3087-0516 dated June 2016;
- Construction Phase Health and Safety Plan (CPHSP) –(PEP Part 2) Appendix F Traffic Management Plan (TMP) Rev 4 dated Mar 15 (received: 1 November 2016);
- School Travel Plan reference C1854 – School Travel Plan for Morley Memorial Primary School by HSP Consulting Engineers Ltd dated December 2016 (received: 22 December 2016);
- Transport Statement reference C1854 – Transport Statement Revision 1 for proposed extension of Morley Memorial Primary School and Day Nursery by HSP Consulting Engineers Ltd dated 21st December 2016 (received: 05 January 2017);
- Framework Travel Plan reference C1854 – Framework Travel Plan for proposed Day Nursery by HSP Consulting Engineers Ltd dated December 2016 (received: 22 December 2016);

- Technical Note Addendum to the Transport Statement titled 'Response to CCC Highways comments received 13th Jan 2017' by HSP Consulting Engineers Ltd dated 24th January 2017 (received: 24 January 2017).

Reason: *To define the development and minimise harm to the locality in accordance with Policies 3/1, 3/4, 3/6 and 3/7 of the Cambridge City Council Local Plan (2006) and emerging Policies 1, 55 and 56 of the Cambridge Local Plan 2014: Proposed Submission.*

4. Great Crested Newt Survey

No development shall commence on the land shown edged yellow on Plan CCC1, until a Great Crested Newt Survey of the land shown edged blue on Plan CCC1 has been carried out, submitted to and approved in writing by the County Planning Authority.

In the event Great Crested Newts are found as a result of the above survey, no development shall take place until a mitigation strategy approved in writing by the County Planning Authority has been implemented in full.

Reason: *To ensure that there is no net loss in biodiversity and there is no harm to protected species in accordance with Policies 3/1, 3/11, 4/3 and 4/7 of the Cambridge Local Plan (2006) and emerging Policies 1, 59 and 70 of the Cambridge Local Plan 2014: Proposed Submission. The Great Crested Newt survey and potential protection strategy needs to be in place prior to the commencement of development on the Annexe site to ensure adequate protection of this protected species.*

5. Tree and Root Protection

No development shall commence until full details of tree protective fencing and the root protection details including no dig construction methods referred to in paragraphs 4.4.1 to 4.6.1 inclusive of Hayden's 'Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement and Tree Protection Plan dated 26/07/2016' shall have been submitted to and approved in writing by the County Planning Authority. No development shall commence until all approved protective fencing has been erected in its entirety in accordance with the approved details and it shall be thereafter retained throughout the duration of the construction works hereby approved. No development hereby permitted shall take place other than in accordance with the approved details.

Reason: *To ensure the protection of the existing trees so there is no net loss in biodiversity and in the interests of the visual appearance in accordance with Policies 3/1, 3/11, 4/3 and 4/4 of the Cambridge Local Plan (2006) and emerging Policies 1, 70 and 71 of the Cambridge Local Plan 2014: Proposed Submission. The tree and root protection measures need to be in place prior to the commencement of the development to ensure that works do not damage the existing trees, in accordance with the recommendations of the submitted preliminary arboricultural method statement and tree protection plan.*

6. Landscaping Scheme

Within three months of the date of commencement of development, confirmed under condition 1 of this permission, a detailed landscaping scheme for both parcels of land, which are edged red on '01 Site Location Plan dated 23/2/2012', shall be submitted to and approved in writing by the County Planning Authority. The landscaping scheme shall include but not be limited to:-

- replacement planting and hedgerow gap planting including size, species, and spacing details;
- a native wildflower seed mix (indicative of the local area) to be sown between the hedgerow and new path;
- shall take account of and address the habitat needs of any Great Crested Newts that may be identified on the land south of Blinco Grove;
- a detailed timetable for implementation of the scheme.

The approved planting and seeding shall be carried out in its entirety in accordance with the approved details and timetable for implementation.

Reason: To ensure that the suitable conditions for biodiverse habitats are provided for and to ensure that there is no net loss in biodiversity and in the interests of the visual appearance in accordance with Policies 3/1, 3/4, 3/11, 4/3 and 4/4 of the Cambridge Local Plan (2006) and emerging Policies 1, 56, 59, 70 and 71 of the Cambridge Local Plan 2014: Proposed Submission.

7. Replacement Planting and Seeding

If within a period of five years from the date of the planting any tree shrub or seeding fails, that tree or hedgerow, or any tree or hedgerow planted in replacement for it, is removed, uprooted or destroyed or dies, or seeding fails it shall be replaced by like for like replanting and or seeding at the same place, unless the County Planning Authority gives its written consent to any variation.

Reason: To ensure that there is no net loss in biodiversity and in the interests of the visual appearance in accordance with Policies 3/1, 3/4, 3/11, 4/3 and 4/4 of the Cambridge Local Plan (2006) and emerging Policies 1, 56, 59, 70 and 71 of the Cambridge Local Plan 2014: Proposed Submission.

8. Landscape and Ecology Management Plan

Within three months of the date of commencement of development, confirmed under condition 1 of this permission, a Landscape and Ecology Management Plan for both parcels of land, which are edged red on '01 Site Location Plan dated 23/2/2012', shall be submitted to and approved in writing by the County Planning Authority. The Landscape and Ecology Management Plan shall be implemented for a minimum of two years from the date of occupation.

Reason: To ensure that there is no net loss in biodiversity and there is no harm to protected species in accordance with Policies 3/1, 3/11, 4/3 and 4/7 of the

Cambridge Local Plan (2006) and emerging Policies 1, 59 and 70 of the Cambridge Local Plan 2014: Proposed Submission.

9. Construction Hours (including construction delivery hours)

No construction or demolition work shall be carried out other than between the hours of:- 0800 hours to 1730 hours Mondays to Fridays; and 0800 to 1300 on Saturdays. No collection from or deliveries to the site shall be made other than between the hours of:- 0930 hours to 1230 hours; 1330 hours to 1500 hours; and 1600 hours to 1730 Mondays to Fridays; and 0900 to 1300 on Saturdays. There shall be no construction or demolition work, or collection from or deliveries to the site on Sundays or on Bank and Public Holidays.

Reason: *To protect the amenities of nearby residential properties and ensure the environmental impact of construction of the development is adequately mitigated in accordance with Policies 3/1, 4/13, 8/2 and 8/3 of the Cambridge Local Plan (2006) and emerging Policies 1, 35, and 81 of the Cambridge Local Plan 2014: Proposed Submission.*

10. Construction Methods

No piling shall take place on the site.

If piling is found to be required, it shall not commence until a construction noise and vibration impact report has been submitted to, and approved in writing by the County Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration.

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

Reason: *To protect the amenities of nearby residential properties and to ensure the environmental impact of construction of the development is adequately mitigated in accordance with Policies 3/1 and 4/13 of the Cambridge Local Plan (2006) and emerging Policies 1, and 35 of the Cambridge Local Plan 2014: Proposed Submission.*

11. Unexpected Contamination

If, during development, unexpected contamination is found to be present at the site then works shall immediately cease on site until the developer has submitted a remediation strategy to the County Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the County Planning Authority.

No part of the development hereby permitted shall be occupied or used until the approved remediation strategy has been implemented in full. Within one

month of occupation or first use of any part of the development hereby approved, confirmed under condition 2 of this permission, a verification report shall be submitted to and approved in writing by the County Planning Authority:

Reason: *In order to ensure that any contamination of the site is identified and remediation measures are appropriately undertaken to secure full mitigation in the interests of environmental and public safety in accordance with Policies 3/1 and 4/13 of the Cambridge Local Plan (2006) and emerging Policies 1 and 35 of the Cambridge Local Plan 2014: Proposed Submission.*

12. External Lighting

No new external lighting shall be installed within any part of the land edged red on '01 Site Location Plan dated 23/2/2012' other than in accordance with details which shall have been previously submitted to and approved in writing by the County Planning Authority.

Reason: *To protect the amenities of nearby residential properties and protected species and to ensure the environmental impact of any lighting is adequately mitigated in accordance with Policies 3/1, 4/7 and 4/15 of the Cambridge Local Plan (2006) and emerging Policies 1 and 34 of the Cambridge Local Plan 2014: Proposed Submission.*

13. Travel Plans

Within nine months of the date of occupation or first use of any part of the development hereby permitted, confirmed under condition 2 of this permission, a full School Travel Plan which takes into account the reception classes shall be submitted to and approved in writing by the County Planning Authority. The approved plan shall be implemented in full and reviewed every 12 months, unless otherwise agreed in writing by the County Planning Authority.

In the event that the Annexe site is occupied by an Early Years facility or related use, within six months of that occupation, a Travel Plan which encourages travel to the site through sustainable modes shall be submitted to and approved in writing by the County Planning Authority. The submitted Travel Plan shall be managed and reviewed every 12 months thereafter by the school, unless otherwise agreed in writing by the County Planning Authority, to take account of the cumulative impacts.

Reason: *To ensure the safe and efficient operation of the highway and promote sustainable travel policies in accordance with Policies 3/1, 3/6, 8/2 and 8/3 of the Cambridge City Council Local Plan 2006 and emerging Policies 1, 80 and 81 Cambridge Local Plan 2014: Proposed Submission.*

14. Car Parking

Prior to the occupation or first use of any part of the development hereby permitted, the onsite parking shown on the Proposed Site Plan, Drawing Number 157 rev 7 dated 13.09.2016 shall be laid out and made available for

use in accordance with the details shown. The disabled parking bay and marked car parking spaces shall be retained thereafter for this purpose.

Reason: *To ensure there is an acceptable level of car parking provision on site in accordance with Policies 3/1, 3/6, and 8/10 of the Cambridge City Council Local Plan 2006 and emerging Policies 1, 81 and 82 Cambridge Local Plan 2014: Proposed Submission.*

15. Cycle and Scooter Parking

Within three months of the date of commencement of development, confirmed under condition 1 of this permission, details of the appearance and location of the 104 cycle parking spaces, 38 scooter parking spaces and 21 additional scooter or cycle parking spaces providing an overall total provision of 163 spaces shall be submitted to and approved in writing by the County Planning Authority.

The approved cycle and scooter parking spaces shall be laid out and made available for use prior to the occupation or first use of any part of the development hereby permitted, and retained thereafter for this purpose.

Reason: *To ensure there is adequate cycle parking provision on site which takes account of the proposed modal share and constraints on the site in accordance with policies 3/1, 3/6, 4/13, 8/3 and 8/6 of the Cambridge City Council Local Plan 2006 and emerging Policies 1, 81 and 82 Cambridge Local Plan 2014: Proposed Submission.*

Informatives

Bat Survey for the Annexe Building

It is noted that the applicant will be refurbishing the existing Annexe building under Permitted Development Rights. The County's Ecologist alerts the applicant to the fact that no detailed bat survey was undertaken of this building as part of the ecological assessment, because it was understood that refurbishment works will not require access to the roof void. Should the situation change, a bat survey of the Annexe should be undertaken prior to the commencement of works.

School Travel Plan

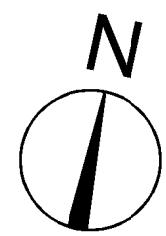
School Travel Plan Informative: It is recommended that the County Council's Modeshift STARS system is used to update the School's Travel Plan, based on the plan provided with this application. It is also recommended that the plan is updated on an annual basis in order to help schools quickly and effectively address any school travel issues that may arise on an ongoing basis. Modeshift STARS: <https://modeshiftstars.org>

Further potential for restrictions on residential parking

The school and nursery should note that further proposals to carry out residents parking consultations on 26 areas across Cambridge, including roads in the local vicinity of the school, are currently being considered. If approval is given then it will then be through residents parking consultation to determine whether there is support for a scheme to be implemented or not. Such restrictions will need to be monitored and taken into account when developing and updating the School and Nursery Travel Plans.

Compliance with paragraphs 186 & 187 of the National Planning Policy Framework

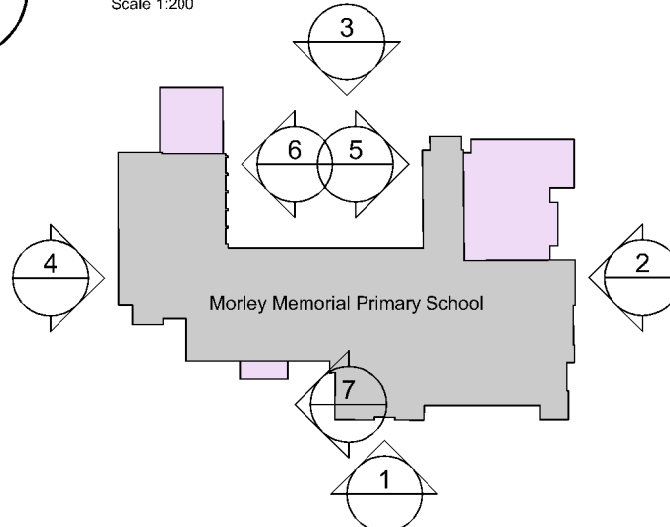
The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. Amendments to the proposed construction hours have been made and additional transport information supplied to help support the assessment of this development. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.



This drawing is not to be scaled. The architect is to be informed of any errors before work proceeds. The general contractor is responsible for checking all dimensions

Notes

0 1 5 10
Scale 1:200



2 Key Plan
152 mbs

DRAWING LEGEND

Denotes extent of application boundary

Denotes extent of ownership boundary

New build areas

Denotes entrances



7	13.09.2016	Updated for planning submission	JC	DW
6	17.08.2016	Updated for planning submission	JC	PW
5	07.07.2016	Updated for planning submission	JC	PW
4	15.06.2016	Updated for planning submission	PW	PW
3	18.01.2016	Issued for planning.	JC	PW
2	14.03.2014	Issued for MS3.	JC	PW
1	2014.02.10	School Governors Consultation Issue	JC	PW
0	2014.01.16	First Issue	JC	PW
Rev	Date + notes		Drawn	Chkd

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Project
Morley Primary school
Extension and Refurbishment

Drawing
Proposed
Site Plan

Project Ref	Desg No	Revision
CQU	152	7
Scale(s)	Size	Drawn
1:300 @ A1 (print in colour)	A1	JC
Status	Chkd	PW

Planning

Notes

DRAWING LEGEND

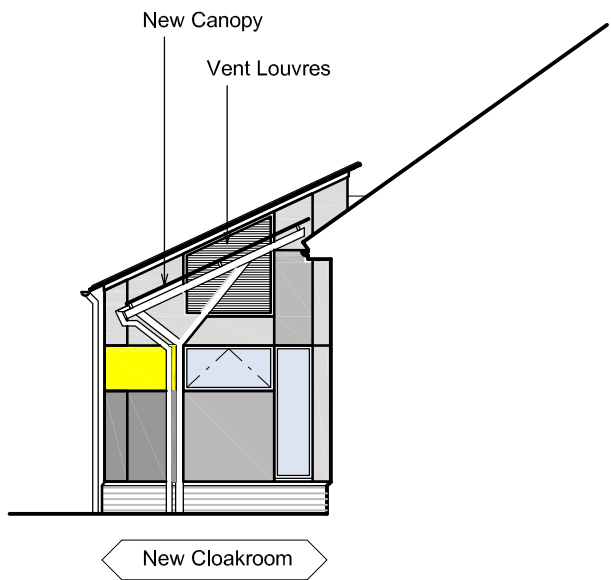
Denotes new & replacement classroom entrance doors and windows as part of these works



South - Elevation 1 (Fronting Blinco Grove).



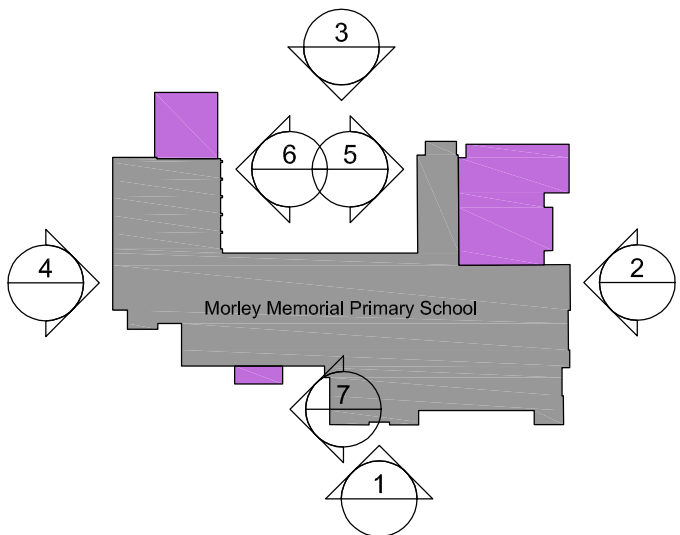
West - Elevation 4



Elevation 7



East - Elevation 2



1 Key Plan
158 nts

4	15.06.2016: Updated for planning application	PW	PW
3	18.01.2016 Issued for Planning.	JC	PW
2	14.03.2014 Issued for MS3.	JC	PW
1	2014.02.10 School Governors Consultation Issue	JC	PW
0	2014.01.16 First Issue	JC	PW
Rev Date + notes		Drawn	Chkd

r h partnership architects
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cambridge@rhpartnership.co.uk

Project
**Morley Primary school
Extension and Refurbishment**

Drawing
**Proposed Elevations
Survey based GA
Drawing 1 of 2**

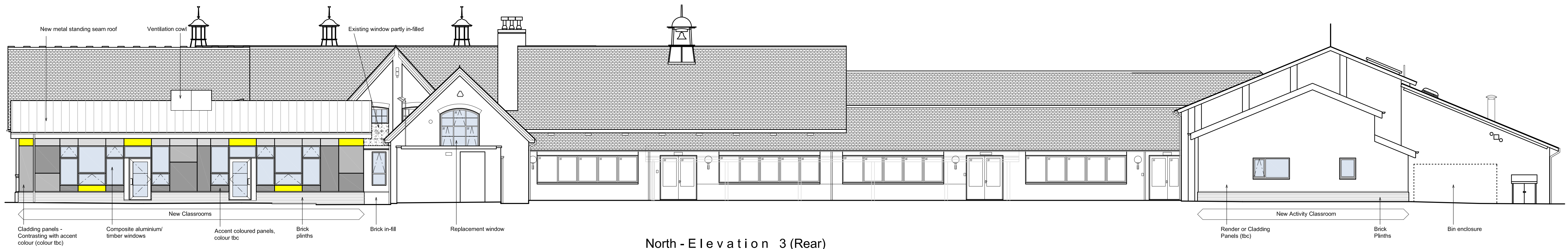
Project Ref	Draw No	Revision
CQU	158	4
Scale(s) 1:100 @ A1 (print in colour)	Size A1	Drawn JC Chkd PW

Status
Planning

Notes

DRAWING LEGEND

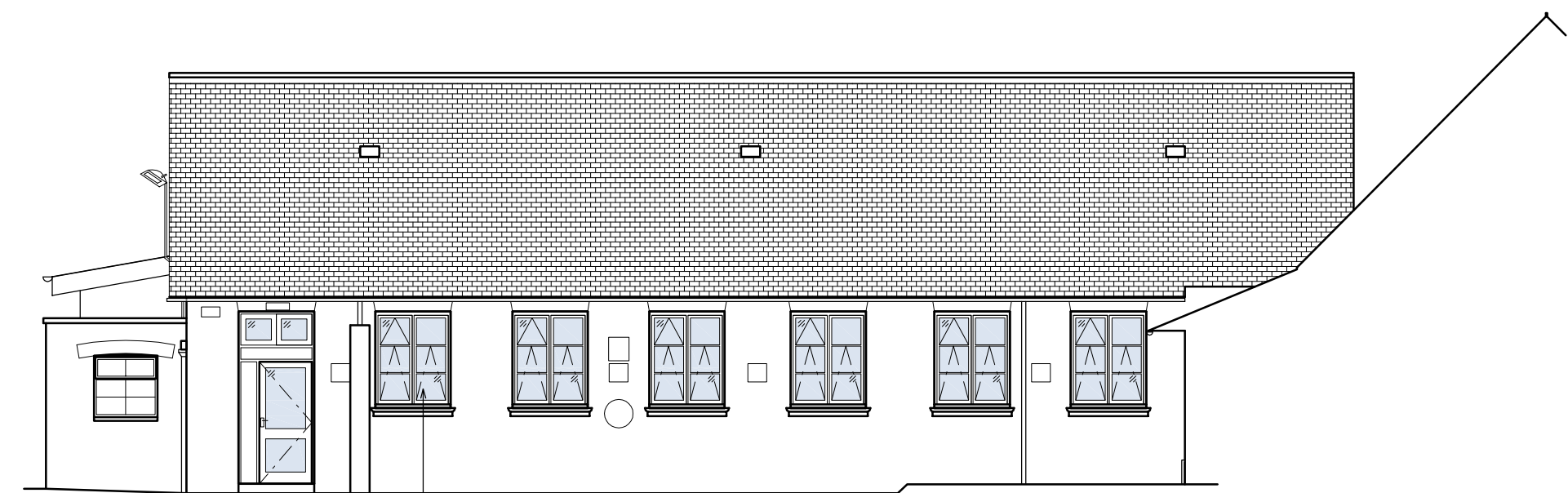
Denotes new & replacement classroom entrance doors and windows as part of these works



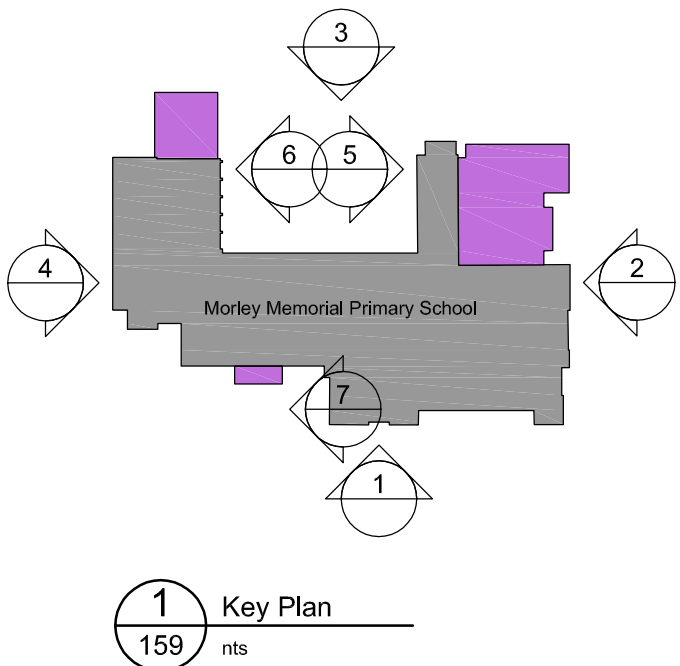
North - Elevation 3 (Rear)



Elevation 6 - Hall Elevation



Elevation 5



4	15.06.2016: Updated for planning submission.	PW	PW
3	18.01.2016: Issued for Planning.	JC	PW
2	14.03.2014: Issued for MS3.	JC	PW
1	2014.02.10: School Governors Consultation Issue	JC	PW
0	2014.01.16: First Issue	JC	PW
Rev Date + notes		Drawn	Chkd

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Drawing
**Proposed Elevations
Survey based GA
Drawing 2 of 2**

Project Ref CQU	Dwg No 159	Revision 4
Scales(s) 1:100 @ A1 (print in colour)	Size A1	Drawn JC
Status Planning	Chkd PW	

Summary of Decisions Made Under Delegated Powers

To: **Planning Committee**

Date: **16 March 2017**

From: **Head of Growth and Economy**

Electoral division(s): **All**

Purpose: **To consider the above**

Recommendation: **The committee is invited to note the report**

<i>Officer contact:</i>
Name: Tracy Rockall Post: Planning Co-ordinator E-mail: tracy.rockall@cambridgeshire.gov.uk Tel: 01223 699852

1.0 INTRODUCTION

- 1.1 At the committee meeting on 31 January 2005 it was agreed that a brief summary of all the planning applications that have been determined by the Head of Strategic Planning under delegated powers would be provided.
- 1.2 The powers of delegation given to the Head of Strategic Planning (now Head of Growth and Economy) are as set out in the Scheme of Delegation approved by full Council on 17 May 2005 (revised May 2010).

2.0 SUMMARY OF DECISIONS

- 2.1 One application has been granted planning permission under delegated powers during the period between 08/02/2017 and 06/03/17 as set out below:

1. **H/5013/16/CW** - Laying of a gravelled surface to form an area for employee car parking on land currently utilised for residential gardens to be used in association with the adjacent waste recycling centre.

Land adjacent to Woodhatch Farm & Little Meadow, Thrapston Road, Ellington, HUNTINGDON, PE28 0AE

Decision delegated 28/02/2017

For further information please contact Helen Wass on 01223 715522

Source Documents	Location
Applications files	SH1315, Shire Hall, Cambridge, CB3 0AP