

Agenda Item No. 3

EXPANSION OF CHESTERTON COMMUNITY COLLEGE FROM SIX FORM ENTRY SECONDARY SCHOOL (600 PUPILS) TO EIGHT FORM ENTRY SECONDARY SCHOOL (1,200 PUPILS), INCLUDING PARTIAL DEMOLITION AND ERECTION OF PART ONE STOREY AND PART TWO STOREY EXTENSION TO INCLUDE A NEW MAIN ENTRANCE / RECEPTION, A LARGE MAIN HALL, A DINING HALL, A KITCHEN, NEW TEACHING ROOMS, CIRCULATION SPACE, WC'S AND STORAGE FACILITIES; EXTENSION TO THE EXISTING CAR PARK; THE PROVISION OF NEW CYCLE PARKING; HARD AND SOFT LANDSCAPING; GENERAL BUILDING REFURBISHMENT; REMOVAL OF A GAS METER; AND IMPROVEMENTS TO THE ACCESS ROAD WITH INTERNAL PEDESTRIAN CROSSING POINTS.

AT: CHESTERTON COMMUNITY COLLEGE, GILBERT ROAD, CAMBRIDGE, CB4 3NY

LPA REF: C/5003/17/CC

FOR: CAMBRIDGESHIRE COUNTY COUNCIL

To: Planning Committee

Date: 14th December 2017

From: Head of Growth & Economy

Electoral division(s): Castle and Arbury (Note only the access road to Gilbert Road is in the electoral division of Arbury, the rest is in the electoral division of Castle)

Purpose: To consider the above planning application

Recommendation: That planning permission be granted subject to conditions recommended in paragraph 8.1 below

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1.0 THE APPLICATION SITE AND SURROUNDINGS:

- 1.1 The application site is located within a predominantly residential suburb of Cambridge, approximately 2.4 kilometres (1.5 miles) to the north of Cambridge city centre. The school site is split into two areas. The main site, which is mostly the subject of this application is to the south of Gilbert Road and the playing fields are to the north of Metcalfe Road. The school shares the site with the Chesterton Sports College which adjoins the southern wing of the main school buildings.
- 1.2 The application site consists of a linear original building containing Wings A and B, running from northeast to southwest with later extensions to the northwest elevation. To the south of the original building is the Sports Centre between wings W (design technology) and E (art and science). The A and B wings are linked by the Newall Building containing the school main entrance to the southwest. A linear car park divides the two buildings.
- 1.3 Surrounding the main building are detached single storey blocks to the to the northeast, west and east providing a science block, a storage outbuilding, a performing arts block, and music block respectively. The site has hard-surfaced courts and playgrounds to the northwest and an overflow car park, MUGA, lawn and tennis courts along the southeast boundary.
- 1.4 The southwest boundary of the application site adjoins the Cambridge Central Conservation Area, but the application site is not within the Conservation Area. There are no Listed Buildings within the setting of the school.
- 1.5 The application site covers an area of 3.10 hectares (approximately 7.66 acres) with an existing internal gross floor spaces of approximately 11,485 square metres (approximately 123,625 square foot) excluding the Sports Centre and employs 100 full-time staff and 28 part-time staff.
- 1.6 The existing site provides 142 car parking spaces, 600 cycle parking spaces and 1 disabled bay. The application site falls within Flood Zone 1, the Cambridge Airport Safe Guarding Zone (limiting the height of buildings to 15.2m) and the ground are deemed to be safe-guarded land as recreational open space (education).

2.0 The Proposed Development:

- 2.1 This application seeks full planning permission for the extension of Chesterton Community College to provide an additional 2 No. entry forms, which would result in an eight form entry school, increasing pupil numbers from 900 students to 1200 students. The staff levels would increase from 100 full-time and 28 part-time staff to 134 full-time and 37 part-time staff.
- 2.2 The proposed development can be broken down into the following broad elements:
 - Single Storey 'gateway' extension to provide reception area.
 - Two-storey extension with glazed atrium and photovoltaic panels.

- Removal of the existing carpark between the main school buildings and the installation of landscaped courtyards.
- Demolition of parts of the existing science block and an extension to link the main southeast wing and the existing detached science block.
- Extension to the existing overflow/sports centre car park.
- Provision of 300 additional cycle parking spaces to the northwest of the entrance.
- Improvement to landscaping to the southwest boundary and to the boundaries of the retained and extended car park.
- Internal alterations to the existing school accommodation.

- 2.3 The proposal consists of the erection of a single storey 'gateway' block, which would provide a reception/security pod between the existing wings of the school, removing existing car parking provision from between the school buildings and creating a secure access and landscaped courtyards, the erection of a central two-storey block linking both wings of the college and creating a secure courtyard to both the east and west side of the proposed two-storey extension, the erection of a link annex between the main W wing and the detached science block and alterations to the northwest elevation of W wing.
- 2.4 The works include the partial demolition of the W wing, the demolition of the store building to the north of the Gilbert Road entrance and its replacement with a single storey out building providing equipment storage and refuse storage.
- 2.5 The proposal create numerous alterations to the floor layouts in each building, creating and relocating classrooms. The internal ground floor alterations to the school are minor in nature, with the only significant change being the conversion of a hall into a resource centre and the change of a kitchen into classroom and staff room. The internal alterations to the existing school building do not require planning permission.
- 2.6 The proposed gateway block would create two lobbies with a reception, kitchenette and WC. The gateway block would be restricted to a single storey with a flat roof appearance, with white render and a glazed entrance. The building would have metal gates to either side connecting to the Victorian school building and the existing science block.
- 2.7 The central, two-storey extension would span from the centre of the original school building, across the courtyard to connect with the gym and across to connect the southern wing of the school to the science block. On the ground floor it would create an atrium, hall and store, dining area, kitchen and associated store, 3No classrooms, prep area and plant room. The proposed atrium would have glazed elevations. The proposed first floor would create a link through to the northern wing and provide a sub-dividable teacher training room, media suite for the main hall, WC's and 7No classrooms with associated stores and prep-areas. Furthermore, the proposed two-storey central block would have a photovoltaic (PV) array covering an area of 130 square metres (1400 square feet) mounted on the roof. The proposed extension would have a maximum height of 8.2 metres (26.9 feet).
- 2.8 Two new courtyards shall be installed to either side of the proposed central extension, with both courtyards containing planting and raised flower beds. The courtyard to the north would

be used as social space with raised grass planted, contained by concrete seating and the southwest courtyard would be outdoor educational spaces with grass, shrub and tree planting with concrete seating.

- 2.9 The tree planting to the southwest of the site is proposed to be enhanced in line with the submitted ecological survey and would include additional planting, selected felling of 24 No. trees in poor health and not worthy of retention to create a woodland glade, the installation of log-piles, bird and bat boxes and chipped bark trail. Soft landscaping shall be added to the southwest and east boundaries of the proposed carpark.
- 2.10 The proposed two-storey extension would be predominantly rendered and painted an off white colour. Coloured feature panels, light grey aluminium framed windows and doors (powder coated) and brickwork to match the existing building at ground floor level, facing into the courtyards are also proposed.
- 2.11 The proposal would include the demolition of approximately 293 square metres (3,153 square feet) of gross internal floor space and the creation of approximately 2,690 square metres (28,955 square feet) of floor space.
- 2.12 The existing car parks provide 142 spaces spread across the site (52 in the central car parking area and 90 in the eastern car park). The proposed extension to the retained car park would provide an additional 13 spaces, resulting in a net loss of 39 parking spaces on site. In addition to the extension of the east car park, the proposal includes improvements to the vehicular access road within the site. The car park between the existing main wings of the building would be removed to accommodate the proposed extensions and replaced with landscaped courtyards.
- 2.13 The proposed cycle parking area (300 proposed spaces) to the northeast of the site would provide a total of 900 cycle parking spaces for the site.

3.0 Planning History

- 3.1 The most relevant planning permissions for this application are set out below:

Reference	Proposal	Decision
C/00388/91/CC	Erection of a Music Department Building	Granted 16 August 1991
C/00582/91/CC	Provision of Flood Lighting to Four Tennis Courts	Granted 16 September 1991
C/00713/93/CC	Extension to Gymnasium to provide store.	Granted 23 December 1993
C/00534/95/CC	Extension to form new Sports Hall, Fitness Room and Changing Rooms	Granted 16 January 1996

4.0 Publicity, Consultation and Responses (in summary):

Publicity:

- 4.1 This application is a major development and was publicised as such in accordance with the Town and Country Planning (Development Management Procedure) (England) 2015 i.e. the planning application was advertised by a site notice at the entrance to the site and consultation letters to statutory consultees and individual notification letters were sent to adjacent properties. A local press noticed advertised the application on 29 August 2017.

Consultation Responses (in summary):

- 4.2 **Cambridge City Council:** No objection to the principle of the development subject to conditions restricting the hours of construction and delivery times, odour, plant noise insulation and artificial lighting as well as noise vibration during construction. The City Council would encourage the provision of electric car charging points within the new car park.
- 4.3 The City Council have noted that the car park extension would remove a section of open space, however this is currently scrub land and the proposed landscaping is deemed to mitigate its loss.
- 4.4 The Urban Design team within City Council consider the proposed gateway building to be logical and form a legible arrival point to the school. The overall proposed scale and massing of the new additions are sensitive to the scale and massing of the existing buildings on the site and surrounding area. The Urban Design team have advised that the render to the 'gateway building' should be replaced with red brick to better withstand potential light damage by opening gates and people leaning against the wall. Further comments were submitted stating the white render appears stark and that a warmer tone should be used to blend better with the existing brickwork.
- 4.5 The City Council Sustainability Officer has requested conditions to ensure that the proposed extension meets a BREEAM standard of 'Very Good' with the submission of a post construction certificate and for the proposal to meet the policy target of 10% renewable energy.
- 4.6 **Cambridge City Landscape Architect:** The proposal is acceptable in principle subject to conditions relating to hard and soft landscaping (planting species, maintenance *etc.*), landscape maintenance and boundary treatments. The Landscape Architect considers the landscape to be improved and made more efficient and useable as a result of the application.
- 4.7 Further General Arrangement Plans have been submitted regarding the hard and soft landscaping, which has been forwarded to the Landscape Architect for further comments.

- 4.8 The Landscape Architect has considered the loss of a small amount of informal grassed open space for the extension of the car park against the informal and formal open space provision on site and the proposed landscaping details and finds the loss to be acceptable in this instance.
- 4.9 **Cambridge City Environmental Health Officer:** The EHO has requested a planning condition for a Construction/Demolition Noise Impact Assessment, Piling Noise and Vibration (if used); Plant Noise; Artificial Light; Odour; and construction hours.
- 4.10 **Police Architectural Liaison Officer:** The area is at a low risk to the vulnerability of crime. The proposal appears to have taken crime prevention and security within the application.
- 4.11 **Environment Agency:** No objection in principle to the proposed development and offer standing advice advising that the Lead Local Flood Authority and Anglian Water Ltd should be consulted by the Local Planning Authority with the latter being requested to demonstrate that sewage and sewage disposal systems serving the development have sufficient capacity to accommodate additional flows generated as a result of the development without causing pollution or flooding. If there is not adequate capacity in either of the sewers the agency must be re-consulted with alternative methods of disposal. Also recommends that advice upon drainage, foul water drainage and contaminated land be included as informatives.
- 4.12 **Cambridgeshire Fire and Rescue:** No comments to make on the application.
- 4.13 **Transport Assessment Team:** The Transport Assessment Team initially submitted a holding objection requiring clarification of details and the submission of the raw data for the travel plan. The applicant has since provided the missing data and as such the Travel Assessment Team has no objection to the proposal subject to the Travel Plan being secured by condition.
- 4.14 **Archaeologist:** No objection to the proposal and archaeological investigation is not necessary. Previous work undertaken in connection with the development in this area indicates that the proposal will be unlikely to harm significant archaeological assets.
- 4.15 **Safer Routes to School Officer:** No objection subject to a new/updated Travel Plan being completed and implemented prior to the occupation of the proposal.
- 4.16 **Highways Development Management Team:** No objection in principle. The application would not be anticipated to have any significant impacts on the strategic highway network, however, the site has potential to engender drop off and collection of children in the vicinity of the school with the associated disturbance and potential detriment to residential amenity, but would be unlikely to have a significant impact on highway safety.

In line with current national and local planning policies, this issue should be dealt with by discouraging the use of private cars for short journeys through developing a new Travel Plan or updating the existing Travel Plan. The Travel Plan should identify realistic targets and measures, and an appropriate monitoring and review process to achieve successful

operation of the Travel Plan. A planning condition is recommended (to be submitted for approval prior to commencement on site); requiring a revised site management plan for the construction phase, to ensure that the construction management plan includes restrictions on delivery traffic during peak times so that it does not conflict with the peak pick-up and drop-off times.

- 4.17 **Flood and Water Management Team as the Lead Local Flood Authority (LLFA):** No objection in principle subject to planning conditions for a detailed surface water drainage scheme and surface water drainage system maintenance.
- 4.18 **Sport England:** No objection - Sport England acknowledges the loss of a section of open space, however they are satisfied that the proposal meets exemption E3 - *The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.* In this case Sports England does not wish to object to the application.

Representations (in summary):

- 4.16 **Cllr Sargeant:** I am in support of the application, but I am concerned that the Transport Statement does not attempt to address the current safety issues acknowledged. Buses regularly stop for more than 10 minutes on Gilbert Road for a range of school related activities, blocking the cycle lane and road safety markings. The cycle lanes around the site were introduced following the death of a cyclist in the local area. Parents often wait for more than 10 minutes parked in the cycle lane while picking up pupils. There is a strong possibility that there will be Resident's Parking in Bateson Road and the streets around Gilbert Road so the whole area is restricted for parking.
- 4.17 **Cllr Dr Scutt:** Requests to speak at planning committee, as the site is within close proximity to the Cllr's ward and will likely affect her constituents. Cllr Dr Scutt has responded as the Local Member for the Arbury Division, acknowledging that parking is an issue within the area following discussion with a resident.
- 4.18 Representations have been received from six individual households raising a number of concerns, alongside some general support for the application; in addition to an objection from the charity group CamCycle who promote cycling and walking; and one letter of support. The objection and points of concern are summarised as follows:
- Opportunity to create a pedestrian access point with the new development on the site of the old Cambridge City football ground, connecting to an existing path behind the 14-16 Lilywhite Drive, improving the permeability of the site and avoiding the 1km detour via Milton Road and Gilbert Road for pupils living on Lilywhite Drive.

- The increase in pupil numbers is not being matched by road safety improvements to the Gilbert Road Access, which will seriously compromise the safety of the users particularly around the Gilbert Road junction and Courtney Way.
- Existing issues with traffic ignoring speed limits.
- Drivers do not pay due regard to pedestrians or the speed limit.
- Traffic situation has deteriorated since double yellow lines were introduced.
- Exit of the access road presents a safety problem. Existing cars do not in general pay due regard for pedestrians walking along Gilbert Road, traffic travelling from their left nor to cars exiting the drives of 59 and 65 Gilbert Road. They do not slow down or stop at the exit. This is particularly noticeable for male drivers who have visited the Sports centre.
- There are no current pick-up or drop-off facilities at the school resulting in cars parking on verges and blocking cycle lanes.
- The parking is insufficient given the increase staff numbers.
- Concerns regarding construction traffic and construction vehicle parking, particularly given the length of time the construction will take.
- Secondary accesses should be left open outside of school hours for the benefit of the residents accessing the site for the Sports Centre or evening classes.
- Disagreement with the applicant's statements that the project "would not have adverse impact on road safety in the area" and "no adverse impact of drop offs being made in the surrounding residential streets."
- The increase in pupils will increase the drop-offs and pick-ups, which will probably increase due to the larger catchment area, resulting in further illegal parking.
- It is not clear what is planned for the boundary with no.59-65 Gilbert Road.
- Would like the Construction Management Plan to be conditioned and the working hours enforced (Mon-Fri 0800hrs to 1800hrs, Saturday 0800hrs to 1300hrs and no working on Sundays).
- During business and school hours the surrounding area suffers from serious levels of congestion and on-street parking due to commuter parking, school drop-off and pick-ups and staff parking from the four schools in the surrounding area, creating congested, unsafe streets with many residents unable to access their own driveway.
- During construction of the care home the construction traffic parked in the surrounding streets causing issues between 0800hrs and 1600hrs, exacerbating the over-parking issue.

- Support expressed for turning the surrounding streets into a residents only parking area.
- Consideration should be given to the removal of the sleeping policemen along the drive to limit the noise of the construction traffic, vehicles crossing the bumps create a lot of noise.
- Rubbish skip movements have taken place within the site prior to 0700hrs.
- Concerns over the timing of the Traffic Survey which was taken during the exam period and therefore not reflective of the normal traffic flow. No surveys were done during the evening time where there can be considerable traffic, particularly during open days.
- Current lighting on the school drive illuminates a residential rear garden, requested that deflectors be fitted to prevent glare.
- Boundary fence at 61 Gilbert Road is derelict for many years (Council/School responsibility) and is now due to be replaced.
- Previous issues repairing and updating the gas supply infrastructure on Gilbert Road, this could be an opportunity to update the existing gas pipes/network.
- The following suggestions were put forward when visiting the public display of the developers plans, which have not been acted upon:
 - I. A speed bump clearly white painted be placed just before the exit.
 - II. A clearly painted stop line and word STOP painted before the exit.
 - III. Large signs at car eye level warning cars to STOP and look BOTH ways for pedestrians and cars.
 - IV. Signs in both directions showing speed limit of 5 mph at least two location along drive.

4.20 In addition to the objection and concerns raised above, one letter of support was received, stating that the current 'disruption' is not more or less than one would expect living next door to a school. Adding a further 300 children is unlikely to make much difference to any increase in noise and disruption, so they wished the college all the best for this important project.

5.0 Planning Policy and Guidance:

5.1 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 5.3 to 5.23 below. The National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance are also relevant from a national perspective.

National Planning Policy Framework (March 2012):

- 5.2 The National Planning Policy Framework (NPPF), sets out the Government's planning policies and how local planning authorities are expected to apply them. The NPPF is a material consideration in determining planning applications. It promotes the central government objective of being in favour of sustainable development. The advice in paragraph 12 is that development that accords with the local plan should be approved "unless other material considerations indicate otherwise" in line with the statutory requirements of the Town and Country Planning Act 1990 (as amended). The following paragraphs within the NPPF are also considered to be relevant to this application:
- **Paragraph 14** urges decision-takers to seek a presumption in favour of sustainable development where an adopted local plan is in place.
 - **Paragraph 32** stipulates that development that generates significant traffic movement should be accompanied by a Transport Statement or Transport Assessment. Development should only be refused where the residual cumulative impacts of the development are severe.
 - **Paragraph 38** requires that key facilities such as primary schools and local shops be located within easy walking distance of residential properties.
 - **Paragraph 56** states good design is a key aspect of development and is indivisible from good planning.
 - **Paragraphs 57 and 58** recognise the importance of planning positively and that local and neighbourhood plan policies seek high quality and inclusive designs to ensure that all development will function well, create places which are comfortable to live, work and visit, are safe and accessible and also visually attractive.
 - **Paragraph 60** Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles.
 - **Paragraph 72** urges local authorities to take a proactive, positive and collaborative approach to ensure that there is sufficient choice of school places to meet the needs of existing and new communities. They should give great weight to the need to create, expand or alter schools.
 - **Paragraph 73** emphasises the importance of access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.
 - **Paragraph 74** stipulates that the loss (of a playing field) resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
 - **Paragraph 93** states that Local Authorities should take into account climate change over the longer term, including climate change and water quality and new developments should be planned to avoid increased vulnerability to the impacts of climate change.
 - **Paragraph 103** sets out how to reduce flood risk.

Cambridge City Council Local Plan (adopted 20th July 2006):

- 5.3 Policy 3/1 development will be permitted if it meets the principles of sustainable development. Major developments should prepare and submit a Sustainability Statement.
- 5.4 Policy 3/4 states that developments will be permitted which demonstrate that they have responded to their context and drawn from the key characteristics of the surrounding area. Developments should identify and positively respond to features of natural, historic and local character; be well connected to, and integrate with the immediate locality and wider city; and have used characteristics of the locality to help inform the siting, massing, design and materials of the proposal.
- 5.5 Policy 3/6 states that development will only be permitted where it can be demonstrated that the proposal given due consideration to safe guarding appropriate future development on the remainder of the site or adjacent sites.
- 5.6 Policy 3/7 sets out a list of design criteria for new development which includes comprehensive design approach, orientation and public spaces, designing out crime and high quality materials.
- 5.7 Policy 3/11 states that external spaces and boundary treatments must be design as an integral part of the development. The landscaping should relate to the development character and function of the spaces and the surrounding buildings. Any existing landscape features that contribute to the landscape should be retained and protected.
- 5.8 Policy 3/14 states that extensions to existing buildings will be permitted where they reflect or successfully contrast with their form; use of materials and architectural detailing.
- 5.9 Policy 4/2 states that development which leads to the loss of protected open space of environmental or recreational importance, unless the open space uses can be satisfactorily replaced elsewhere and the site is not of high environmental value.
- 5.10 Policy 4/4 states that development will not be permitted which would involve the felling, significant surgery or potential roof damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which outweigh the proposed loss. If felling is permitted, appropriate replacement planting will be sought.
- 5.11 Policy 4/11 states that development which affects the views of a Conservation Area will only be permitted where the proposed design preserves or enhances the views of the Conservation Area and retain the features that contribute to the Conservation Area.
- 5.12 Policy 4/11 further states development will only be permitted intensified use will not lead to traffic generation or other impacts which would adversely affect the Area's character.
- 5.13 Policy 4/15 seeks to ensure that new external lighting is the minimum to undertake its function taking into account public safety and crime prevention, minimises light spillage, impact on residential amenity and the impact on the city landscape and wildlife.

- 5.14 Policy 4/16 states that development will not be permitted in areas with an unacceptable risk of flooding, or where it would increase the risk of flooding elsewhere.
- 5.15 Policy 5/16 seeks to ensure the protection of existing community facilities.
- 5.16 Policy 8/3 states that development likely to place on the transport system suitable mitigation measures. Transport Assessments will be required for non-residential development will be required to provide a travel plan.
- 5.17 Policy 8/4 seeks to ensure that development designs walking and cycling routes to integrate into the surrounding network and to ensure that these modes have maximum convenience priority over cars.
- 5.18 Policy 8/6 states that development shall provide cycle parking in accordance with the parking standards and applications shall include full cycle parking details.
- 5.19 Policy 8/10 states that off-street car parking must be in accordance with the car parking standards.
- 5.20 Policy 8/17 stipulates that schemes for renewable energy will be permitted where it can be demonstrated that any amenity or environmental impacts of the scheme are minimised as far as possible.
- 5.21 Policy 8/18 stipulates that planning permission will not be granted where there is an adequate water supply, sewerage and land drainage system to provide for the needs of the development.
- 5.22 Appendix C states that one parking space should be provided for every three staff within an area of a controlled parking zone.
- 5.23 Appendix D states that the cycle parking standard for schools is to provide cycle parking spaces for 75% of the pupils over 12 years old.

Cambridge City Local Plan 2014 (Proposed Submission)

- 5.24 This plan is the Emerging Local Plan and is not yet in a position to be adopted. Following concerns from the Planning Inspectorate further work has been carried out and submitted, however the Inspectors Report is not yet available. The current Cambridge City Council timetable aims for a 2018 adoption. The plan does not form part of the current development plan, so only limited weight can be given to the following emerging policies:
- 5.25 Policy 1 seeks to ensure that proposed developments are determined in line with the presumption for favourable development that forms the core of the National Planning Policy Framework (2012).

- 5.26 Policy 27 seeks to ensure that that new development takes all opportunities to integrate sustainable development, including adaption to climate change and water management.
- 5.27 Policy 29 states that proposals involving the provision of renewable energy will be supported, subject to the proposal minimising any impacts the proposal would have on any heritage assets and minimising any environmental impact.
- 5.28 Policy 31 seeks to ensure developments consider water management, surface water drainage and site run-off.
- 5.29 Policy 32 states that flood risk shall be taken into account for developments, seeking to ensure that the run-off volume for the site does not exceed the run-off volume for the undeveloped site (including predicted climate change). The proposed development should ensure that a 1 in 100 year event would not result in the flooding of the property or properties in adjacent sites.
- 5.30 Policy 55 states that development will be supported where is it is demonstrated that the proposal responds positively to its context, identifying features of natural, historic or local importance on or close to the site. Development should use appropriate local characteristic to inform the scale, massing, siting, materials, form and landscaping of the development.
- 5.31 Policy 58 sets out detailed criteria for alterations and extensions to existing buildings. Key considerations include the impact on Conservation Areas and heritage assets, the relationship with the existing building, parking and amenity spaces, and the relationship between the buildings and open space. Proposed extensions and alterations should ensure that the proposal does not unacceptable overlook, overshadow or visually dominate the adjoining properties.
- 5.32 Policy 59 seeks to ensure that landscaping is designed as integral part of the development and sets out a detailed list of design criteria.
- 5.33 Policy 61 seeks to ensure the conservation and enhancement of Cambridge's historic environment.
- 5.34 Policy 71 seeks to retain trees within development and avoid significant trees works as part of any proposal. The policy seeks to preserve, protect and enhance existing trees; provide adequate replanting where felling in necessary and ensure planting has enough space to mature.
- 5.35 Policy 74 stipulates that new education facilities shall be permitted where the scale, range, quality and accessibility of the facility would be improved. The proposal should be located in the vicinity of which it is to serve and would mitigate the impact on residential amenity. The proposal should comply with the objectives of the Children's Services Authority.
- 5.36 Policy 81 seeks to ensure that development will only be permitted where it will not have an unacceptable transport impact. Applications should be accompanied by sufficient information

to assess the impact and a Travel Plan and Transport Assessment for all major developments.

- 5.37 Policy 82 states that permission will not be granted for development that fails to meet the parking standards set out in Appendix L. Appendix L states that non-residential schools should provide 2 parking spaces for every five staff. Cycle parking standard for schools is to provide cycle parking spaces for 75% of the secondary pupils.

6.0 Planning Considerations

- 6.1 The main issues with this application are as follows:

- Principle of Development including need;
- Impact on Parking, Traffic and Highway Safety;
- Impact on Residential Amenity;
- Design, Character and Appearance;
- Flooding, Drainage and Water Management;
- Landscaping;
- Renewable Energy and Sustainability; and
- Other Issues.

Principle of Development including need:

- 6.2 The applicant is Cambridgeshire County Council and is therefore a regulation 3 application. The applicant seeks to provide an additional 300 student places and bring the existing school accommodation up to the standards set in Building Bulletin 98: Building Framework for Secondary School Projects (BB98), which has identified a number of shortfalls in the standard of accommodation in the existing building.
- 6.3 Following from a significant rise in birth rates, the applicant has confirmed that there was a significant demand for an increase in primary school places in 2008, providing an additional 9.5 forms of entry since this time. Discussion began in 2013 of how this increase in pupil numbers would translate to secondary education, based on the assumption that the primary school students would transition to secondary schools within the city. Current demographic trends produced by the applicant predict a significant short fall in secondary school provision by the end of the decade.
- 6.4 In addition to the increased forecast demand, Chesterton Community College has been oversubscribed in 2015 and 2016, taking 210 students against the Published Admission Number of 180. As such there is a clear and demonstrable current and future need for the proposed extension.
- 6.5 The proposal would provide accommodation for an additional 300 students and 34 full time staff and 9 part-time staff. In addition to the additional accommodation, the proposed

extensions and removal of the central car park would resolve an existing security and safeguarding issue caused by the openness of the site.

- 6.6 The extension of the school would provide additional student accommodation and improve the existing facilities that fall below the standards set out in BB98.
- 6.7 The proposed extension and alterations to the school and the grounds would improve the existing facilities and would not jeopardise the existing use of the school, its community uses or the adjoining sports centre that shares the site. As such the proposal is deemed to comply with policies 3/6 and 5/6 of the Cambridge City Council Local Plan (2006) and emerging policy 74 of the Cambridge City Local Plan 2014 (Proposed Submission).
- 6.8 It is acknowledged that the current Local Plan (2006) predates the NPPF (2012) and therefore the Local Plan can be considered out of date in relation to the NPPF. Paragraph 72 of the NPPF urges local authorities to take a proactive, positive and collaborative approach to ensure that there is sufficient choice of school places to meet the needs of existing and new communities. They should give great weight to the need to create, expand or alter schools. As such the proposal is supported by paragraph 72 of the NPPF.
- 6.9 Having regard to the above, the proposal is deemed to be acceptable in principle subject to the satisfactory resolution of the issues below.

Impact on Parking, Traffic and Highway Safety

- 6.10 It is acknowledged that the proposal would see a net loss of 39 parking spaces and it is acknowledged that a resident has expressed concerns that the proposed parking provision is insufficient, however the proposal would still meet the parking standards of the current Cambridge Local Plan (2006) set out in Appendix C and the parking standards set out in the emerging Cambridge City Local Plan 2014 (Proposed Submission) as set out in Appendix L which both requires 1 space per 3 members of staff in an area of controlled parking which would be a total of 57 spaces if including part time staff, leaving 46 parking spaces for the Sports Centre. The proposed extension to the existing car park would provide an additional three disabled parking spaces.
- 6.11 The Highways Development Management Team has advised that the proposal is unlikely to have a detrimental impact on the wider strategic network, however the proposal is likely to engender further drop off and collections in the immediate vicinity which may impact on residential amenity. Concerns have been raised by local residents and a local Councillor in relation to traffic and transport issues. The Highways Development Management Team has advised that this issue should be dealt with by discouraging the use of a private cars through the implementation of a Travel Plan recommending that a new or updated Travel Plan should be required by planning condition should permission be granted.
- 6.12 The proposal incorporates 300 additional cycle parking spaces as part of the development, which is one cycle space for each additional student place created by the extension. The development would have 900 cycle parking spaces for 1200 student places and therefore

meets the cycle parking criteria of providing a cycle parking space for 75% of the students over 12 years old as set out within Appendix D of the Cambridge City Local Plan (2006).

- 6.13 It is acknowledged that Camcycle submitted an objection stating that the Bateson Road entrance should not have time limited opening hours and that consideration should be given to a Lilywhite Drive access for community access, these issues were raised in the received correspondence. The applicant and planning officers advise that increasing the opening hours for the Bateson Road entrance would cause a significant safeguarding issue, which this application aims to resolve and as such the restricted opening hours remain part of the proposal. A Lilywhite Drive entrance and access falls outside the remit of this planning application and it would not be reasonable to impose the suggested access on any grant of planning permission.
- 6.14 Camcycle further requested that the cycle parking be dispersed around the site, for the use of the public using the community facilities, specifically referring to the sports centre. Planning officers advise that the proposed cycle parking is specifically for the users of the school and that the sports centre whilst within the red line area, does not specifically form part of the application and there are no proposals to extend or alter the sports centre within this application. In addition to this, there is existing cycle parking near the entrance of the sports centre. As such this is not considered by planning officers to be a reasonable ground for refusal of the proposed application.
- 6.15 The agent provided a detailed written response to the Camcycle comments, which was sent to Camcycle inviting further comments. No further response has been received.
- 6.16 Residents have expressed concern about the traffic information being gathered during the exam period and there is disagreement with the results. The submitted documents have been carried out by a qualified consultant and thoroughly discussed and analysed by the Highways Development Manager, Transport Assessment Team and the Safer Routes to Schools Officer, all of whom are satisfied that a Travel Plan (required by planning condition) will be adequate to address the highways issues raised by the proposed extension of the existing college.
- 6.17 Neighbour comments have been received stating that as there are no designated pick-up and drop-off locations, the existing traffic congestion issues with cars waiting on grass verges and in cycle lanes would be exacerbated. While these concerns are acknowledged, the conditioned Travel Plan would mitigate the potential increased traffic by encouraging pupils and staff to utilise more sustainable forms of transport, such as walking and cycling.
- 6.18 Concern has also been expressed that the proposed road safety improvements are not proportionate to the increase in pupil numbers and that further improvements should be made to Gilbert Road and Courtney Way. Requests were made for alterations to the existing access road, from the installation of new signage and white lines, to the removal of the speed bumps during the construction phase.

- 6.19 There are no proposed alterations to the existing access road from Gilbert Road. Consultation with the Highways Development Management Team has not identified this as an existing danger, nor one that would arise as a direct result of the extension to the school or the proposed changes to the existing car parks. As such it is not reasonable to condition alterations to the existing access road.
- 6.20 Concern has also been expressed that there are no designated pick-up and drop-off locations for the existing school and there are none proposed for the extension. The school boundaries are constrained by the existing site and the requirements for outdoor amenity space.
- 6.21 It is acknowledged that neighbours have stated that they regularly witness dangerous driving from the users of the Sports Centre and unlawful parking in the surrounding area around pick-up and drop-off times. While the Sports Centre shares the site with the school, the behaviour of drivers using the Sport Centre is not relevant to the proposed school extension. Driving offences fall under the remit of law enforcement and not the planning system. Planning officers note that the Police Architectural Liaison Officer has been consulted and has not raised any objections to the proposal.
- 6.22 A neighbour comment was submitted stating that the traffic congestion conditions had worsened following the installation of double yellow lines being introduced and another stating that they would support the allocation of the surrounding streets as residents only parking. These allocations and markings of the public highway fall outside the red-line boundary and outside the control of the planning system.
- 6.23 Concerns have been raised regarding potential clashes between construction traffic and the arrival of pupils and staff. These concerns are valid and a planning condition is recommended in section 8 of this report to ensure that the construction traffic, including construction delivery traffic, shall not clash with the peak hours of pupil and staff arrival, alongside standard construction hours for the development.
- 6.24 It is noted that Cambridge City Council's officers have recommended the installation of electric car charging points and bays. While this request is acknowledged there are no current adopted policies to impose the provision of electric vehicle charging points and given the cycle and car parking provision it is not reasonable to refuse the application on the lack of electric parking and charging bays.
- 6.25 The Transport Assessment Team acknowledge that the increase in students would be likely to increase the amount of pick-ups and drop-offs at the start and end of the school day; however this increase would not have such an impact as to have an unacceptable impact on the residential amenity of the surrounding area and would not have a significant impact on highway safety. As such, it is planning officer advice that this is not reasonable grounds for refusal, subject to the imposition of a planning condition for a new or updated Travel Plan to be submitted to and approved by the County Planning Authority prior to occupation, as recommend by the Highways Development Management Team and the Transport Assessment Team.

- 6.26 Having regard to the above, it is planning officer advice that subject to the imposition of planning conditions to ensure the submission of an acceptable Travel Plan and installation of the cycle and car parking provision in accordance with the submitted details prior to the occupation of the proposed extension, then the proposed development is acceptable.
- 6.27 Planning Officers would advise members of the Planning Committee that the current adopted Local Plan (adopted July 2006) predates the NPPF and could be considered to be out of date. Paragraph 32 of the NPPF states that development should not be refused on Highways grounds unless the residual cumulative impacts of the development are severe.
- 6.28 The proposal is deemed to comply with policies 8/3, 8/4, 8/6 and 8/10 of the Cambridge City Local Plan (2006) and emerging policies 81 and 82 Cambridge City Local Plan 2014 (Proposed Submission).

Impact on Residential Amenity

- 6.29 The proposed physical extension of the school are proposed within the existing built up area of the site and approximately 70m away from the boundaries shared with the neighbouring dwellings, which will have existing buildings between the proposed extensions and dwellings. As such the proposed works would not impact adversely upon the light or privacy of the surrounding dwellings. The proposed extensions to the school would not exceed the highest point of the existing building and would therefore not have an overbearing impact on the neighbouring properties.
- 6.30 It is acknowledged that the proposed replacement single storey refuse and equipment store building would be sited in close proximity to the rear boundaries of Gilbert Road. The limited height and flat roof design of the proposed replacement storage building would ensure that the proposal would not have a significant impact on the light or outlook of the properties of Gilbert Road.
- 6.31 Concerns have been raised that the extension would lead to an increased number of pick-ups and drop-offs and would have a detrimental impact on residential amenity. Planning and Highway officers acknowledge that the 25% increase in pupil numbers would likely engender pick-ups and drop-offs made during peak hours during each school day. However, this is a typical traffic pattern associated with a school use and the site is constrained by the existing street layout. As discussed in sections 6.16 to 6.26 of this report, the potential increase in traffic generated by the proposed use shall be addressed through the Travel Plan that shall be secured by planning condition.
- 6.32 It is officer advice that the disturbance generated by the proposal would be limited to peak drop-off and pick-up times and would therefore not result in a continuous or prolonged impact on residential amenity. Furthermore the potential impact would be further mitigated by the successful implementation of the conditioned Travel Plan. As such, it is officer advice that the impact on residential amenity would not be as significant as to warrant refusal of the application.

- 6.33 Concerns have been raised regarding disturbance and noise during the construction process with construction vehicles traveling across the speed bumps from Gilbert Road, with an objector requesting that the speed bumps are removed. While it is acknowledged that there will be an increase in disturbance during the construction phase, the noise generated by the construction vehicles would be limited to daytime hours and would not include Sundays, Bank or Public Holidays. As such, the limited impact on residential amenity would not justify the loss of road safety features.
- 6.34 Similarly to the objections and concerns raised on the highways grounds, an objector has stated that they have experienced skip collections prior to 0700hrs and experienced congestion and highway safety issues during the construction of a nearby care home.
- 6.35 The applicant has submitted a Construction Method Statement with strategies to address deliveries and dust emissions. The contractors propose to use a 'just in time' delivery system to avoid stock piling of materials on site and mitigation measures to suppress dust from demolition, tools and storage piles of excavated materials. These mitigation measures shall be secured by means of a compliance condition in the interest of residential amenity.
- 6.36 Further to the above, the contractors (Wilmot Dixon) register projects over six weeks in duration with the Considerate Contractors Scheme (CSS). The scheme seeks to ensure that contractors carry out works in a manner of best practice above standard procedures, with the CSS guidance folder and records held on site. It is officer recommendation that a planning condition be imposed to ensure that the construction phase of the development is carried out in full accordance with the submitted Construction Management Plan as the permission will run with the land and not the developer.
- 6.37 It is noted that a neighbour representation states that there are existing lights that cause glare to the property. The proposal does not include any addition to the lighting scheme and the existing lighting is outside of the control of the application. The addition of any lights as part of this scheme can be controlled by planning condition, so a suitable lighting condition has been included in section 8.0 of this report.
- 6.38 It is acknowledged that Cambridge City Council has requested conditions to control plant noise and odour. The proposed extension would be located within the site away from the boundaries of the surrounding residential properties and as such the plant systems (photovoltaics and air conditioning etc.) would not have any further impact on them than the existing school building. There are no additional kitchens, or any other odour producing processes and as such it is deemed unnecessary to impose conditions relating to odour abatement.
- 6.39 The City Council have requested a pre-commencement condition for the submission of a noise and vibration report for demolition and construction phases of the development. While these concerns are acknowledged, it is the view of the case officer that the conditions are not necessary. The applicant has submitted a Construction Method Statement with a detailed section on Noise and Vibration stating that the site and the equipment shall be in accordance

with Parts 1 and 2 of BS 5228 (2009), which the EHO refers to in the requested condition. Furthermore, the construction and demolition hours are to be restricted with no works on Sundays or Bank Holidays which shall ensure that the neighbouring properties shall not be subjected to unreasonable levels of disturbance, or works during the evening or night.

- 6.40 The agent has confirmed that no piling work is proposed as part of the construction of the proposed extension. As such, the requested pre-commencement piling condition is deemed to unnecessary.
- 6.41 Having regard to the above, the proposal is deemed to be acceptable in terms of residential amenity and sufficient mitigation measures have been identified to minimise the disturbance and impact on residential amenity to an acceptable level during the construction phase. As such the proposal is deemed to comply with policy 3/1 of the Cambridge City Local Plan (2006) and emerging policies 1 and 74 of the Cambridge City Local Plan 2014 (Proposed Submission).

Design, Character and Appearance

- 6.42 The application site falls within an established built up area and adjoins the boundary of the Cambridge City Central Conservation Area. This proposal was subject to pre-application discussions prior to submission. The application has been informed by the need to expand the school capacity and the results of a BB:98 survey, which found a considerable amount of the school facilities failed to meet the standards set out in BB:98, as such the proposed extensions have a function led approach.
- 6.43 A full schedule of building, surfacing and landscaping materials within section 5 of the Design and Access statement. It is acknowledged that Planning Officers from Cambridge City Council have raised concerns regarding the use of white render to the single-storey reception building and consider that brick would integrate better and would better weather scuff and light damage. Furthermore Cambridge City Council's officers consider the proposed white render a stark and cold contrast to the existing brick work. Whilst this is acknowledged, the agent has provided a full response stating the proposed render will be an off-white/cream colour to better suit the existing brick work and the reception building has been deliberately rendered as to stand out from the surrounding brickwork, giving a clear focal point to emphasise the reception of the building, making the entrance clearly distinguishable.
- 6.44 The case officer has considered the views of both the City Council and the applicant. The reception has been designed to make a clear entrance for students and visitors and to address the current safeguarding issues with the openness of the site, the proposed render would support the function of the reception and as such it is the advice of the case officer that design of the proposed entrance block is acceptable.
- 6.45 It is the case officer's opinion that the scale, mass and layout of the proposed extensions remain in keeping with main body of the existing school buildings, furthermore the proposed layout provides alterations and additional classrooms that would improve the existing school

facilities and pupil flow within the school building, improving the standard of accommodation in line with BB:98.

- 6.46 It is case officer's opinion that the proposed materials and fenestration utilised throughout the extensions to the main building have a contemporary appearance that enhances the visual appearance of the existing school building, introducing key focal points in the glazed atrium, reception block and internal courtyards.
- 6.47 There are notable landscape alterations included in the proposal which shall be discussed later in this report. It is acknowledged that the extension of the car park would lead to a small loss of informal open space. Sports England has not objected to the loss of the open space and it is considered that the landscaping improvements elsewhere within the site will adequately mitigate for this loss.
- 6.48 The design has incorporated energy saving features and renewable features into the design of the building. The improvements to the sustainability of the building shall be discussed later in this report.
- 6.49 The application site abuts the boundary of the Cambridge Central Conservation Area, but does not fall within the Conservation Area. Given the proportionate mass, height and external finishes of the proposed extensions and the limited views to and from the Conservation Area, the proposal would not impact on the setting of the Central Conservation Area.
- 6.50 It is noted that cladding has been proposed as part of the materials schedule in the application. The case officer would advise Members that the safety of the proposed building materials falls under the remit of Building Regulations and not Planning Legislation.
- 6.51 Having regard to the above, the proposal is deemed to comply with policies 3/1, 3/4, 3/7, 3/14, 4/2 and 4/11 of the Cambridge City Local Plan 2006 and emerging policies 1, 55, 58, 61 and 74 of the Cambridge City Local Plan 2014 (Proposed Submission).

Flooding, Drainage and Water Management

- 6.52 The application site falls within Flood Zone 1, which is a low probability of flooding. However, a school is a "more vulnerable" use under the NPPF and the site is over one hectare in size. As such, the proposal has been submitted with a Flood Risk Assessment. Having regard to the NPPF the proposed development is considered to be an appropriate development for the Flood Risk Zone in which it is situated.
- 6.53 Flood Zone 1 is a low risk of flooding area with a 1 in 1000 annual probability of flooding (less than 0.1%) and there are no historic records of flooding within the site. There has been localised flooding in the wider area linked to locations surrounding a storm drain.
- 6.54 The existing site drains from hard-surfacing into existing drains and gullies, with the proposed extensions being sited on existing hard surfaced areas served by the existing

stormwater infrastructure. As such the proposal would not increase the likelihood of flooding or increase the pressure on the existing site drainage.

- 6.55 The applicant has submitted a drainage strategy to be read in conjunction with the application. The landscaping of the development includes three Sustainable Drainage features, further soft landscaping into the central court yards (which were formerly impermeable hard surfacing areas) and the site has a slight gradient towards the soft landscaped areas and sports pitch, aiding with the drainage of the site.
- 6.56 The proposal includes 90 square metres (approximately 970 square feet), of green roof to the proposed storage building to the north of the Gilbert Road entrance junction. The applicant has investigated incorporating two further green roofs to the proposal, however this is not possible due to the roof lights and the maintenance implications the green roof would have on the roof lights.
- 6.57 An attenuation tank shall be installed under the proposed extension to the car park, which will have a flow restriction device, with a proposed greenfield run off to 5l/s. The proposed cycle parking area shall be surfaced with permeable paving, with the option of perforated pipes to prevent pooling in heavy rainfall.
- 6.58 The Local Lead Flood Authority have requested a condition for a detailed water drainage scheme for the site and an accompanying maintenance condition.
- 6.59 The potable water to the application site is provided by existing the Anglian Water Network and will not require the installation of additional services.
- 6.60 It is case officer opinion that the proposal would not create an increased flood risk to the application site or the surrounding area subject to the imposition of the conditions requested by the LLFA. The proposal would not lead to an increased surface water run-off and would introduce three additional Sustainable Urban Drainage features.
- 6.61 Having regard to the above, it is officer recommendation that should Members be minded to grant permission, planning conditions are recommended for detailed drainage are submitted and implemented prior to occupation and retained thereafter.
- 6.62 In light of the above, the proposal is deemed to comply with policies 3/1, 3/6 and 8/18 of the Cambridge City Local Plan 2006 and emerging policies 1, 27, 31 and 32 of the Cambridge City Local Plan 2014 (Proposed Submission).

Landscaping

- 6.63 An Arboricultural Report (ref: 0933D/CJO/2706), Arboricultural Constraints Report (ref: 0950D/CJO/0608) and a planting schedule (within the Design and Access Statement) submitted with the application. Plans 5138389_ATK_EXT_00_DR_L_0001: External General Arrangement Sheet 1 of 2, Rev P01., dated 12.09.17 (received 24/11/2017); 5138389_ATK_EXT_00_DR_L_0001: External General Arrangement Sheet 2 of 2, Rev P01., dated

12.09.17 (received 24/11/2017) show the areas of hard and soft landscaping and the proposed means of enclosure.

- 6.64 The submitted Arboricultural Constraints Report (ref: 0950D/CJO/0608) refers to the trees along the southwest boundary and identifies 24 No. trees in this area of the site that are in poor condition and are unsuitable for retention. The trees to be removed under the Arboricultural Constraints Report are 5 No. Sycamore, 9 No. Ash, 1 No. Elder, 5 No. Gean, 1 No. Common Walnut, 1 No. Whitebeam and 2 No. Grey Poplar. The trees that are deemed unsuitable for retention due to the trees either being dead or irreversible decline; serious irremediable, structural defects; trees with pathogens of significance to health and/or safety to other trees; and trees of very low quality suppressing trees of better quality.
- 6.65 The Arboricultural Report (ref: 0933D/CJO/2706) identifies 7 No. trees that will need to be removed to accommodate the extension to the school and car park. The trees identified for removal are T1 (Hawthorne-leaved Maple), T2 Cherry Sour, T8 Sycamore, T31 Cherry Sour, T33 Sycamore, G1 Sour Cherry and G4 Leland Cypress.
- 6.66 The Arboricultural Report (ref: 0933D/CJO/2706) lists a detailed and site specific methodology for the construction phase of the development to ensure that the existing trees on site are protected. It is officer recommendation that should Members of the Planning Committee be minded to grant planning permission, a planning condition be imposed to ensure that the construction phase of the development is carried out in complete accordance with the tree protection scheme and methodology detailed within the Arboricultural Report.
- 6.67 The two submitted arboricultural reports identify root protection areas and detail mitigation and methodologies of working near trees to ensure that they are not damaged by, or during the construction of, the development.
- 6.68 The proposed landscaping scheme within the school grounds is considered to enhance the existing character, appearance and function of the existing use. Furthermore, it is the case officer's opinion that the introduction of the soft landscaping to the courtyards and the ecological improvements to the wooded area to the southeast of the school grounds would improve the overall ecology and biodiversity of the site. The applicant has submitted enough detailed plans for officers to assess the principle and visual impact of the proposed landscaping, which is considered to be acceptable. However, the Cambridge City Council Landscape Architect further details are required regarding the planting schedule and species of planting proposed.
- 6.69 It is officer recommendation that a planning condition for full details of the planting schedule and species.
- 6.70 The landscaping proposals include the removal of a total of 31 No. trees, including two good quality trees. The loss of the good quality trees are regrettable, however their felling is necessary for the development. The overall soft landscaping across the site shall be increased with the proposal, therefore on the balance of issues, the proposed improvements in the landscaping are deemed to mitigate the loss of the trees in this instance subject to a

planning condition for a replanting scheme for the trees removed to facilitate the proposed extension to the school. As such the proposal is considered to comply with policy 4/4 of the Cambridge City Local Plan (2006) and emerging policy 71 of the Cambridge City Local Plan 2014 (Proposed Submission).

- 6.71 With the imposition of the above planning conditions, it is officer opinion that the landscaping of the proposed development is acceptable and that the proposal complies with policies 3/4, 3/7, 3/11, 4/2, 4/4 and 4/11 of the Cambridge City Local Plan (2006) and emerging policies 55, 58, 59 and 71 of the Cambridge City Local Plan 2014 (Proposed Submission).

Renewable Energy and Sustainability

- 6.72 The applicant has submitted an Energy Strategy and included a Sustainable Development section within the submitted Design and Access Statement, detailing the sustainable construction, siting and design methods. However, the energy statement does not consider water.
- 6.73 The Energy Strategy identifies and provides a site specific assessment for the main forms of renewable energy. Due to site, cost efficiency and energy use patterns of the building, most of the renewable energy sources have been discounted. However, the building is suitable for photovoltaic panels and it is proposed to install 130 square metres (1400 square feet) on the roof of the proposed two-storey extension.
- 6.74 The proposed extensions to the school have incorporated improved electric lighting controls, weather compensating heating and cooling controls, improved insulation for the building envelope (walls, windows, roofs and doors) and improved air tightness of the building over the required minimum baseline as energy efficiency improvements.
- 6.75 The proposal shall use a combination of natural and mechanical ventilation. The proposal seeks to maximise the use of natural air flow with passive stacks and open roof lights, with opening perimeter window to expel stale air and reduce the use of mechanical ventilation.
- 6.76 The BREEAM pre-assessment of the proposed building scored 59.64% and rated as "Very Good". It is officer recommendation that a planning condition be imposed to ensure that the final construction of the building equals or betters this score. This score may shall be expanded to focus on energy and water credits to address the concerns of the Cambridge City Council Sustainability Officer concerns.
- 6.77 It is further advised that a planning condition be imposed to ensure that the photovoltaic panels are installed and functional prior to the occupation of the extensions and to ensure that the proposal provides a 10% renewable energy contribution in line with policy 8/16 of the Cambridge City Local Plan (2006).
- 6.78 Policy 27 of the emerging Cambridge City Local Plan 2014 (Proposed Submission) seeks new non-residential development meets the 'Excellent' standard. The case officer advises

that as this policy has not been adopted it carries limited weight and would therefore not be a reasonable ground to refuse the application.

- 6.79 With these planning conditions imposed, the proposal would be considered to meet the County Council's sustainability criteria and introduce a renewable energy source to the existing building. In light of this it is officer advice that the proposal complies with policies 3/1 and 8/17 Cambridge City Local Plan (2006).

Other Issues

- 6.80 In addition to the issues raised above, correspondence from neighbouring properties has raised further concerns regarding the proposed plans for the boundary fences with no.59 to no.65 Gilbert Road, with one letter stating that the fence behind no.61 is in poor repair and that it is the responsibility of the Council or School to replace or repair it.
- 6.81 The Planning system cannot determine the ownership of the boundary treatments or who is responsible for the repair of the means of enclosure. This is a civil matter that cannot be resolved through this planning application.
- 6.82 As previously discussed within paragraphs 6.62 to 6.70 a series of means of enclosures are proposed with the landscaping changes to the site. A planning condition shall be imposed to ensure that the location and type of each means of enclosure shall be submitted and approved prior to the occupation of the extensions.
- 6.83 A resident has advised us that there were a series of gas work improvements to Gilbert Road made recently, however the neighbour believes there were issues relating to access and the school gas lines were never upgraded. The neighbour suggests that the improvement works could be carried out in conjunction with the proposed extension. Though this falls outside of the remit of the planning system, the applicant has been made aware of this correspondence.

7.0 Conclusion

- 7.1 Having regard to the above, it is considered that the proposed development broadly complies with the relevant policies of the National Planning Policy Framework; Cambridge Local Plan (2006) and emerging Cambridge Local Plan 2014 (Proposed Submission).
- 7.2 The principle of the development is considered to be acceptable with the proposal providing a sustainable development to address an identified shortfall in educational need.
- 7.3 While an objection and various concerns have been received, it is officer advice that they have been satisfactorily addressed and all the relevant material considerations within section 6 of this report have been given full consideration.

8.0 Recommendation

8.1 It is officer recommendation that planning permission be granted subject to the following planning conditions:

1. Commencement of the Development

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 the development hereby approved, the County Planning Authority shall be notified in writing of the date at which the development commenced.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act and 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 any part of the development hereby permitted, as shown on Drawing Number 5138389_COL_LA001 REV F dated 18/07/17 'General Arrangement Plan', the County Planning Authority shall be notified in writing of the date on which it 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 03/08/2017 and the details set out in the application document and in accordance with the following drawings and documents (received 03/08/20017 unless otherwise specified), except as otherwise required by any of the conditions set out in this permission:

- 5138389-ATK-Z1-ZZ-PL-A-4010, REV PL.2, Site Location Plan, dated 14.08.17 (received 14/08/2017);
- Email 'RE: C/5003/17/CC: Chesterton Community College,' dated 16 November 2017 (received 16 November 2017);
- 5138389-ATK-EXT-00-DR-L-0001: External General Arrangement Sheet 1 of 2 Rev P01., dated 12.09.17 (received 24/11/2017);
- 5138389-ATK-EXT-00-DR-L-0001: External General Arrangement Sheet 2 of 2 Rev P01., dated 12.09.17 (received 24/11/2017);
- 5138389-COL-LA003 REV E: External New Proposed and Existing Retained, dated 18/07/17
- 5138389_ATK_Z1_00_PL_A_4200 REV PL.1: Proposed Basement Plan, dated 21.07.17;

- 5138389-ATK-Z1-GF-PL-A-4201 REV PL.1: Proposed Ground Floor Plan, dated 21.07.17;
- 5138389-ATK-Z1-01-PL-A-4203 REV PL.1: Proposed First Floor Plan, dated 21.07.17;
- 5138389-ATK-Z1-02-PL-A-4205 REV PL.1: Proposed Second Floor Plan, dated 21.07.17;
- 5138389-ATK-Z1-RF-PL-A-4206 REV PL.1: Proposed Roof Plan, dated 21.07.17;
- 5138389-ATK-Z1-GF-PL-A-4211 REV PL.1: Proposed Ground Floor Plan Key Areas of Work, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-EL-A-4300 REV PL.1: Proposed Elevation/Sections Sheet 1 of 7, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-EL-A-4301 REV PL.1: Proposed Elevation/Sections Sheet 2 of 7, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-EL-A-4302 REV PL.1: Proposed Elevation/Sections Sheet 3 of 7, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-EL-A-4303 REV PL.2: Proposed Elevation/Sections Sheet 4 of 7, dated 14.08.17 (received 14/08/2017);
- 5138389-ATK-Z1-ZZ-EL-A-4304 REV PL.1: Proposed Elevation/Sections Sheet 5 of 7, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-EL-A-4305 REV PL.1: Proposed Elevation/Sections Sheet 6 of 7, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-EL-A-4306 REV PL.1: Proposed Elevation/Sections Sheet 7 of 7, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-EL-A-4307 REV PL.1: Proposed Section A-A Sheet 1 of 1, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-VF-A-4500 REV PL.1: Proposed 3D Images Sheet 1 of 4, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-VF-A-4501 REV PL.1: Proposed 3D Images Sheet 2 of 4, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-VF-A-4502 REV PL.1: Proposed 3D Images Sheet 3 of 4, dated 21.07.17;
- 5138389-ATK-Z1-ZZ-VF-A-4503 REV PL.1: Proposed 3D Images Sheet 4 of 4, dated 21.07.17;
- ALS6930/500/07 Topographical Survey dated April 2015;
- Ref 0950D/CJO/0608: BS5837 Aboricultural Constraints Report by OMC Associates, dated 6 August 2015;
- Ref 0933D/CJO/2706: BS5837 Aboricultural Report for Development by OMC Associates, dated 27 June 2015;
- Cambridgeshire Application Checklist (Biodiversity Checklist);
- Chesterton Community College Drainage Strategy by Wilmot Dixon Limited, dated July 21 2017;
- Chesterton Community College Construction Method Statement Rev 0, dated 19/07/17;
- Chesterton Community College Design and Access Statement Document Reference 5138389_4600_REV PL1, dated July 2017;
- SWMP Data Collection by Wilmot Dixon, dated 24/07/2014;

- Energy Strategy for Extension at Chesterton Community College, Cambridge by EMEC; and
- Report R-STM3234B-FRA-01 Site Specific Flood Risk Assessment by Soiltechnics Ltd, dated January 2016.

Reason: To ensure the development is carried out in accordance with the approved plans and to define the site and preserve the character, appearance and quality of the area in accordance with Policies 3/1, 3/4, 3/7, 3/14 and 4/11 of the Cambridge City Local Plan 2006.

4. Materials

The hereby approved development shall be constructed in accordance with the building materials stipulated within the submitted Chesterton Community College Design and Access Statement, Document Reference 5138389_4600_REV PL1, dated July 2017 (Section 5); 5138389-ATK-Z1-ZZ-EL-A-4300 REV PL.1: Proposed Elevation/Sections Sheet 1 of 7, dated 21.07.17; 5138389-ATK-Z1-ZZ-EL-A-4301 REV PL.1: Proposed Elevation/Sections Sheet 2 of 7, dated 21.07.17; 5138389-ATK-Z1-ZZ-EL-A-4302 REV PL.1: Proposed Elevation/Sections Sheet 3 of 7, dated 21.07.17; 5138389-ATK-Z1-ZZ-EL-A-4303 REV PL.2: Proposed Elevation/Sections Sheet 4 of 7, dated 14.08.17 (received 14/08/2017); 5138389-ATK-Z1-ZZ-EL-A-4304 REV PL.1: Proposed Elevation/Sections Sheet 5 of 7, dated 21.07.17; 5138389-ATK-Z1-ZZ-EL-A-4305 REV PL.1: Proposed Elevation/Sections Sheet 6 of 7, dated 21.07.17; and 5138389-ATK-Z1-ZZ-EL-A-4306 REV PL.1: Proposed Elevation/Sections Sheet 7 of 7, dated 21.07.17; unless otherwise updated in other documents. Those materials identified to be confirmed on the approved plans shall be submitted to and approved in writing by the County Planning Authority prior to their use. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure the development is carried out in accordance with the approved plans and to define the site and preserve the character, appearance and quality of the area in accordance with Policies 3/1, 3/4, 3/7 and 3/14 of the Cambridge City Local Plan 2006.

5. External Surfacing Materials

No hard landscaping or surfacing works shall take place until a schedule of material to be used in the construction of the external hard surfaces has been submitted, and approved in writing by, the County Planning Authority.

The development shall be constructed in accordance with the approved schedule.

Reason: To ensure that the external surfacing materials have a satisfactory character and appearance to preserve the character, appearance and quality of the area and ensure that the surfacing materials comply with the permeable surfaces identified within approved drainage strategy in accordance with Policies 3/1, 3/4, 3/7, 3/6, 3/11, 4/4, 4/15 and 8/18 of the Cambridge City Local Plan 2006.

6. Landscaping Scheme

Prior to the occupation of the proposed development, a landscaping schedule including full details of the proposed plant species shall be submitted to and approved in writing by the County Planning Authority. The planting schedule shall be informed by the layouts as detailed in plans 5138389_ATK_EXT_00_DR_L_0001: External General Arrangement Sheet 1 of 2, Rev P01., dated 12.09.17 (received 24/11/2017); 5138389_ATK-_EXT_00_DR_L_0001: External General Arrangement Sheet 2 of 2 and 5138389_COL_LA003 REV E: New Proposed and Existing Retained (dated 18/07/2017). The approved landscaping scheme shall be implemented in the first planting season (October to March inclusive) prior to the occupation of the hereby approved extensions. The approved landscaping and tree works shall be carried out in strict accordance with 0950D/CJO/0608: BS5837 Arboricultural Report for Development by OMC Associates (dated 27th June 2015) and retained thereafter.

Reason: To ensure the satisfactory appearance, landscaping and ecology of the site in accordance with Policies 3/1, 3/4, 3/7, 3/11, 4/4 and 4/15 the Cambridge City Local Plan 2006.

7. Tree Protection Measures

The hereby approved development shall be carried out in full accordance with the tree protection measures, recommendations and details as set out within Ref 0933D/CJO/2706: BS5837 Arboricultural Report for Development by OMC Associates, dated 27 June 2015. The protective fencing within these plans shall be implemented prior to the commencement of development. The fencing shall be retained intact for the full duration of the development until all equipment, materials, and surplus materials have been removed from the site. If the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored or placed in any fenced areas.

Reason: To ensure the protection, health and visual amenity of the trees and landscaping features to be retained on site during the construction period in accordance with Policies 3/1, 3/4, 3/7, 3/11, 4/4 and 4/15 the Cambridge City Local Plan 2006.

8. Tree Replanting Scheme

Prior to the occupation of any part of the extensions hereby permitted, a scheme for the replanting of the seven trees lost to accommodate the proposed works as identified in the Ref 0933D/CJO/2706: BS5837 Arboricultural Report for Development by OMC Associates, dated 6 August 2015 shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall include the full details of the replacement trees, including the size, species and location of the replanting. The replanting shall be carried out in full accordance with the approved details in the first planting season (October to May inclusive) following the occupation of the proposed extension, as identified through condition 2.

The replacement trees shall be maintained for a period of 5 years and any dead, dying or diseased trees within this period shall be replaced.

Reason: To ensure the health and visual amenity of the trees and landscaping features to be retained on site in accordance with Policies 3/1, 3/4, 3/7, 3/11, 4/4 and 4/15 of the Cambridge City Local Plan 2006.

9. Drainage Sustainable Urban Drainage Systems and Drainage Scheme

Prior to the commencement of drainage works a detailed surface water drainage scheme for the site, based on the Drainage Strategy prepared by *Atkins (ref:5138389) dated 21 July 2017* shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall subsequently be implemented in full accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity having regard to Policies 3/1, 3/6 and 8/18 of the Cambridge City Local Plan 2006.

10. Surface Water Drainage Maintenance

Prior to the first occupation of the development, full details for the long terms maintenance arrangements for the surface water drainage systems (including all SuDs features) are to be submitted to and approved in writing by the County Planning Authority. The submitted details shall identify any run-off sub-catchments, SuDs components, control surfaces, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance shall be carried out in full thereafter.

Reason: In the interest of flood prevent, water quality and to ensure adequate maintenance of the installed drainage systems having regard to Policies 3/1, 3/6 and 8/18 of the Cambridge City Local Plan 2006.

11. Construction and Construction Traffic Management Plan

The hereby approved development shall carried out in strict compliance with the 'Chesterton Community College Construction Method Statement Rev 0, dated 19/07/17' and the construction compounds detailed within the agent's 'Email 'RE: C/5003/17/CC: Chesterton Community College,' dated 16 November 2017 (received 16 November 2017)', including the construction access, welfare and storage compounds, construction and demolition hours, dust and mud suppression details and the registration and compliance with the Considerate Contractors Scheme.

Reason: In the interest of amenity, highway and traffic safety in accordance with Policies 8/3, 8/4, 8/6 and 8/10 of the Cambridge City Local Plan 2006.

12. Construction and Demolition Hours

No construction work, including the operation of plant and the demolition of buildings, shall be carried out except between 0730hrs to 1800hrs each day on Mondays to Fridays; and between 0800hrs to 1300hrs on Saturdays; and at no time on Sundays, bank or public holidays.

Reason: In the interest of residential amenity in accordance with Policy 3/1 of the Cambridge City Local Plan 2006.

13. Delivery Hour Restrictions

No construction or demolition traffic, including deliveries to or from the site, or removal of waste or materials from the site, shall take place except between the hours of 0910 and 1500 and between 1600 and 1700 Mondays to Fridays, 0800 and 1300 on Saturdays and at no time on Sundays, bank or public holidays.

Reason: In the interest of highway safety to avoid construction and demolition vehicle movement conflicting with the peak drop-off and pick-up times for pupils and staff entering and leaving the school premises in accordance with Policy 3/1 of the Cambridge City Local Plan 2006.

14. Car Parking and Cycle Parking

The hereby approved car parking and cycle/scooter provision as identified on 5138389-ATK-EXT-00-DR-L-0001: External General Arrangement Sheet 1 of 2 Rev P01., dated 12.09.17 (received 24/11/2017) and 5138389-ATK-EXT-00-DR-L-0001: External General Arrangement Sheet 2 of 2 Rev P01., dated 12.09.17 (received 24/11/2017); and within the Chesterton Community College Design and Access Statement Document Reference 5138389_4600_REV PL1., dated July 2017, shall be implemented prior to the first occupation of any part of the approved extensions hereby permitted and shall be retained thereafter in their entirety for that specific use.

Reason: In the interest of highway safety in accordance with Policies 8/3, 8/4, 8/6 and 8/10 of the Cambridge City Local Plan 2006.

15. Travel Plan

Within 6 months of the date on which any part of the extensions hereby permitted are first brought into use, as identified through condition 2, a revised 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 reviewed in accordance with a timetable that shall be included within the approved Travel Plan.

Reason: To reduce trips by private cars to and from the school, reduce the pressure the surrounding highway network and encourage sustainable modes of travel in accordance with Policies 8/3, 8/4, 8/6 and 8/10 of the Cambridge City Local Plan 2006.

16. Renewable Energy

Prior to the first occupation of the development hereby permitted, a Renewable Energy Statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources, shall be submitted to and approved in writing by the County Planning Authority. The statement shall include the following details: a) The total predicted energy requirements of the development, set out in Kg/CO2/annum. b) A schedule of proposed on-site renewable energy technologies, their

respective carbon reduction contributions, location, design and a maintenance programme.

Reason: In the interests of reducing carbon dioxide emissions and in accordance with policy 8/16 of the Cambridge Local Plan (adopted July 2006).

17. BREEAM

Within 6 months of the commencement of development, as identified through Condition 1, 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 an overall BREEAM rating of no less than 'Very Good', shall be submitted to 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: To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with NPPF paragraph 14 and in the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings in accordance with Policy 3/1 of the Cambridge City Local Plan 2006.

18. BREEAM Post Construction Review

Within 12 months of the first occupation of any part of the extensions hereby permitted, as identified through condition 2, a BREEAM Design Stage Certificate and a BRE issued post-construction review certificate shall be submitted to the County Planning Authority confirming that a BREEAM rating of 'Very Good', with no less than 10 credits in the energy category (Ene01 to Ene08) and no less than 2 credits in the water category (Wat01 to Wat04) or better has been achieved. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Where the Post Construction Review shows a shortfall in these credits for BREEAM 'Very Good', a statement shall be submitted identifying how the shortfall will be addressed.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with NPPF paragraph 14 and in the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings in accordance with Policy 3/1 of the Cambridge City Local Plan 2006.

19. Bird and Bat Boxes Scheme

Prior to the occupation of any part of the extensions hereby permitted, as identified through condition 2, a scheme for bird and bat boxes shall be submitted to and approved in writing by the County Planning Authority. The submitted details shall include the type,

number and locations of the proposed boxes and they shall be installed within 6 months of the first occupation of the proposed extensions.

Reason: In the interests of biodiversity in accordance with Policy 4/7 of the Cambridge City Local Plan 2006.

20. Artificial Lighting

Prior to the installation of any artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted light levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lightings Professional Guidance Notes for the Reduction of Obtrusive Light GN01:2011 (or as superseded). The approved lighting scheme shall be installed and maintained in accordance with the approved details/measures.

Reason: In the interest of residential amenity in accordance with Policy 4/13 of the Cambridge City Local Plan 2006.

21. Plant Noise Prior to Installation

Notwithstanding the approved photovoltaic panels, no external plant shall be installed until a full noise impact assessment has been submitted to and approved in writing by the County Planning Authority. The scheme shall minimise the noise emanating from the plant and shall ensure that there is no increase in noise levels when measured from the boundary of the nearest residential property. The submitted assessment shall include an initial noise assessment to establish the noise levels prior to the insulation of the plant equipment.

The approved noise impact assessment scheme shall be implemented in full accordance with the approved details/measures.

Reason: To protect the amenity of nearby properties in accordance with Policy 4/13 of the Cambridge City Local Plan 2006.

Informatives

1. Environmental Health

The development shall be carried out in accordance with the informatives as set out in consultation response received from the Cambridge City Council Environmental Health Officer received 31st August 2017 pertaining to Plant Noise.

2. Environment Agency

The development shall be carried out in accordance with the informatives as set out in consultation response received from the Environment Agency received 31st August 2017 pertaining to SuDs and ground water pollution, foul water drainage and undiscovered contaminated land.

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

In accordance with paragraphs 186 & 187 of the NPPF, the County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms, by negotiating the submission of further details and ensuring that highway safety matters were discussed in full. All land use planning matters have been given full consideration and consultation took place with statutory consultees, which resulted in overall support for the expansion of Chesterton Community College from a six form entry secondary school to an eight form entry school.