

ERECTION OF A TWO-STOREY, 2 FORM ENTRY PRIMARY SCHOOL TO ACCOMMODATE 420 PUPILS WITH A 52-PLACE NURSERY, CREATION OF NEW ACCESSES FOR VEHICLES, CYCLISTS AND PEDESTRIANS, CAR PARK, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE

At: Land north of Newmarket Road, Cambridge

Applicant: Cambridgeshire County Council

Application Number: FMW/003/20

To: Planning Committee

Date: 5 November 2020

From: Assistant Director, Environment and Commercial

Electoral division(s): Fulbourn

Purpose: To consider the above planning application.

Recommendation: That permission is granted subject to the conditions set out in paragraph 11.1

Officer contact:

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1. Introduction / Background

1.1 Until 31 July 2020 any planning applications being determined by the County Planning, Minerals and Waste Team that were either funded by any 'City Deal' money or were proposed within the main growth sites within the Greater Cambridge Planning areas of South Cambridgeshire and Cambridge City fell to be determined by the Joint Development Control Committee (JDCC), rather than the County Council's Planning Committee. However, following a review of the County Council's committee structures, it was agreed by Full Council on 19 May 2020 that the County Council would withdraw from JDCC on 31 July 2020 to allow all county projects to be determined by the same committee thereafter, irrespective of where they were in the county.

1.2 Under the JDCC remit, Members may recall that application ref: S/0064/19/CC (alternate ref: S/0064/19/CM South Cambridgeshire District Council) for the erection of a two-storey, 2 Form Entry Primary School to accommodate 420 pupils with a 52-place nursery, creation of new accesses for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure was considered by the JDCC on 18 September 2019 and was refused for the following two reasons:

Reason 1: Design and Access

The proposed design and access of the building, by reason of the conflict between all users including pedestrians, wheelchair users and cyclists in and around the entrances, is not fit for purpose and is considered to compromise public safety including local residents and users of the school building. This reason is considered to have significant adverse effects which cannot be resolved through the proposed design or conditions and consequently the development is unacceptable and contrary to Policy HQ/1 of the South Cambridgeshire District Council Local Plan 2018.

Reason 2: Design and Sustainability

The proposed design and sustainability of the building, by reason of the lack of adequate provision for passive ventilation and protection of the building from getting over heated at the outset based on its orientation, is not fit for purpose and is considered to be unacceptable and would result in an adverse impact on users of the building. As such the proposal is contrary to Policies HQ/1 and CC/1 of the South Cambridgeshire District Council Local Plan 2018. In which CC/1 states that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation.

1.3 To put the planning application into context, the school site is part of the wider development known as 'Wing' or 'Marleigh' and forms part of the wider Cambridge East development as covered by the Cambridge East Area Action Plan (CEAAP) adopted in 2008. Outline planning permissions were granted for the Wing development for up to 1,300 dwellings and associated infrastructure in November 2016; S/2682/13/OL South Cambridgeshire District Council (SCDC) and 13/1837/OUT, Cambridge City Council, so the principle of the need for the school within the development was already approved. The outline applications required Environmental Impact Assessment (EIA). The resulting Reserved Matters application for Phase 1 of the Wing masterplan (S/1004/18/RM and 18/0459/REM) were granted in September 2018 at the JDCC.

- 1.4 The proposed primary school forms part of Phase 1 of the development (along with a Local Centre (including a community building and retail units), site wide drainage, road infrastructure and 500 homes, which are not part of this standalone Regulation 3 planning application), to be delivered early on to provide social and employment uses on the site alongside the delivery of new homes.
- 1.5 This planning application has been submitted by the applicant to address the previous reasons for refusal set out in paragraph 1.2 above and to ensure that primary school provision can be provided to support the new growth already permitted in this area. On the basis that this planning application previously went through JDCC and was the subject of a refusal, it is considered prudent by officers and the Chairman of Planning Committee for this re-submission to be determined by elected Members, even though it has the support of all statutory consultees.

2. The Site and Surroundings

- 2.1 Along the northern boundary of the school site, housing is currently under construction which will face onto 'Gregory Park'. Further north there is the Jubilee Way cycleway (National Cycle Route 51), following the course of an existing drainage ditch east to west connecting the Fison Road Estate with the Newmarket Road Park and Ride (P&R). Beyond the cycle way, to the north, further housing is proposed as part of the wider Marleigh/Wing development.
- 2.2 The western boundary abuts the Marleigh/Wing development. Along the western boundary of the school site, a 1.8 metre (6 foot) high close boarded fence has been constructed which will form the rear garden boundaries for the housing that is currently under the latter stages of construction – these houses face onto 'Morley Street' The southern boundary of the school site will be defined by the proposed school building and will face directly onto the 'Market Square', a pedestrianised zone. On the southern side of the 'Market Square' construction is underway for four storey and three storey buildings comprising flats and shops .The eastern boundary is comprised entirely of a mature tree belt which will form the nature school aspect of the proposed school development. Beyond the eastern mature tree belt is the existing Newmarket Road Park and Ride Site, where as part of the wider development a new access point has already been approved to create a link to the Market Square.
- 2.3 To the south of Newmarket Road is Cambridge Airport, the runway and associated hangers. The hangers are located to the south of the terminal building and the Grade II listed art deco style airport control building.
- 2.4 The site falls within the CEAAP area as defined by Policy SS/3 of the South Cambridgeshire Local Plan and the Cambridge Airport Air Safeguarding Zone requiring consultation upon all development as defined by Policy TI/6. The school application site is within Flood Zone 1 and is located approximately 340 metres (approximately 371.8 yards) from the Cambridge Green Belt which is to the north (measured from the top of the school site rather than from the construction access). Public Footpath No. 9 Fen Ditton runs through the eastern section of the site, and is subject to a temporary diversion until August 2021. A formal application to permanently divert the public footpath has been lodged with the County Highway Authority, and is currently under consideration.

3. The Proposed Development

- 3.1 This application is a re-submission of the previous application ref: S/0064/19/CC (alternate ref: S/0064/19/CM South Cambridgeshire District Council) that was determined by JDCC. The proposal seeks to erect a two-storey, 2 form entry primary school to accommodate 420 pupils with a 52-place nursery, 45 full time employees, creation of new accesses for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure.
- 3.2 The school halls are located on the main frontage to the Market Square, forming a landmark to the north west corner of the square; a central wing of teaching and admin spaces are located in a two-storey block to the centre of the frontage; whilst the north east corner of the Market Square is defined by the nursery block.
- 3.3 To the rear of the Market Square frontage, single storey classrooms open directly to external play areas within the secure boundary of the site, with group rooms and specialist teaching spaces arranged to create outside teaching areas connecting to the landscape.
- 3.4 Pedestrian entrances to the school and nursery are located in semi-private courtyards off the main Market Square, creating a buffer between the public space and the school environment.
- 3.5 Vehicular access to the school will be via Morley Street leading into a small staff car park and servicing entrance which is located north and west of the school. It is proposed that 30 staff spaces will be provided, this includes two disabled spaces.
- 3.6 Cycles, scooters and pedestrians can enter the site via a dedicated access and off-street holding area (separate from the vehicle entrance) from Morley Street to gain access to the cycle/scooter parking, in addition to the main entrance off the Market Square. There is also a separate pedestrian entrance to the east of the school buildings and adjacent to the wood providing access to the Early years and Key Stage 1 cycle/scooter parking.
- 3.7 The primary school will provide a total of 252 cycle/ scooter parking spaces. For the primary school: 102 standard cycle spaces, 48 junior cycle spaces, and 60 scooter spaces. For the nursery: 8 standard cycle spaces, 12 junior cycle spaces, and 10 scooter spaces. An additional 12 cycle spaces are to be provided for the staff.
- 3.8 To follow the consistency of the original JDCC committee report, officers can confirm that that this application has been accompanied by the following supporting information:
 1. Planning Application Form and certificates;
 2. Planning Statement;
 3. Design and Access Statement;
 4. Local Authority letter;
 5. Statement of educational need;
 6. Anglian Learning Trust cover letter;
 7. Public consultation boards;
 8. Response to Design Quality Panel (DQP) comments;
 9. Site Location Plan;
 10. Proposed Site Plan;
 11. Existing Site Plan;

12. Ground Floor General Arrangement Plan;
13. First Floor General Arrangement Plan;
14. Roof General Arrangement Plan;
15. Site Elevations;
16. General Arrangement Elevations Sheet 1 – 3;
17. Elevations of ancillary structures;
18. Site Sections;
19. Building Sections;
20. Scooterpod Junior Specification details;
21. Broxap Scooter Rack, Cycle Junior and Cycle Standard, Junior Shelter and Shelter specification details;
22. Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan;
23. Tree Retention and Removal Plan;
24. Woodland Assessment and recommendations;
25. Environmental Noise Assessment Report;
26. Ecological Impact Assessment;
27. Phase 1 Habitat Survey Drawing;
28. Bat survey;
29. Biodiversity Maintenance and Management Plan;
30. Wildlife Hazard Management Plan;
31. Flood Risk Assessment and Surface Water Drainage Strategy;
32. Construction Traffic Management Plan;
33. Site Waste Management Plan;
34. Transport Assessment and Transport Statement;
35. Travel Plan;
36. Site Access Management Plan;
37. Drainage Strategy Report;
38. External Lighting Statement and associated drawing, Electrical Services External Lighting Layout;
39. Wildlife Box and Access Hole Details;
40. BREEAM Education pre-assessment report;
41. Thermal Assessment and HEA 04;
42. Construction Phase Health and Safety Plan (CPHSP);
43. Drainage Layout Sheets 1 and 2;
44. Hard Landscape General Arrangement Sheet Plan Sheets 1 and 2;
45. Soft Landscape General Arrangement Plan Sheets 1 and 2, and Soft landscape Technical Details sheet;
46. Fencing Arrangement Plan Sheets 1 of 2;
47. Landscape Scheme of Maintenance and Management;
48. Green Shelter;
49. Sedum Smart Box Specification;
50. Pond details;
51. Wing Primary School Bat Survey;
52. Health Impact Assessment (HIA) and supporting evidence;
53. SCDC HIA Acceptance memo;
54. Environmental Management Plan;
55. Sustainability Report;
56. Parallel Crossing Plan;
56. Sport Field Specification; and

57. Playing Field Drainage Plan.

4. Planning History

4.1 The relevant planning history is set out in the table below:

Application reference number	Description of proposal:	Decision Date:
S/2682/13/OL (13/1837/OUT for Cambridge City Council)	Up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development.	Approved 30/11/2016
S/3317/17/NM	Non-Material Amendment to planning application S/2682/13/OL.	Approved 09/11/2017
S/1000/18/DC	Discharge of Condition 8 (Site Wide Design Code) of Planning Permission S/2682/13/OL.	Approved 21/09/2018
S/1004/18/RM (18/0459/REM for Cambridge City Council)	Reserved matters application detailing appearance, landscaping, layout and scale for infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan of approved outline application S/2682/13/OL for up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development.	Approved 28/11/2018
S/0064/19/CC (S/0064/19/CM for South Cambridgeshire District Council)	For the erection of a two-storey, 2 Form Entry Primary School to accommodate 420 pupils with a 52-place nursery, creation of new accesses for vehicles, cyclists and pedestrians, car park, landscaping and associated infrastructure.	Refused 18/09/2019
S/1096/19/RM	Reserved matters application detailing access, appearance, landscaping, layout and scale for the creation of 239 new homes and non-residential floor space including 'Market Square', internal roads, landscaping and associated works as part of Phase 1a of the Wing masterplan, pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL.	Approved 21/08/2019
S/1610/19/NM	Non material amendment to planning permission S/2682/13/OL. Amendments to access and Newmarket Road frontage drawings.	Approved 14/11/2019
S/1004/18/NMA1	Non Material amendment on application S/1004/18/RM- School Access.	Approved 23/06/2020

5. Publicity

5.1 This planning application has been subject to consultation and publicity via the standard consultation letters, statutory press notice and the display of site notices in accordance with Article 15 of the Town and Country Planning (Development Management Procedure)

(England) Order 2015.

- 5.2 Three site notices were put up on 12 February 2020 – site notice 1 located on the verge between the eastern boundary of the site and roundabout within the park and ride site; site notice 2 on a sign post on Newmarket Road near the BP garage; and site notice 3 on a lamp post on Newmarket Road near to the Marshall’s dealership. Consultation letters were sent to statutory consultees between 5 and 7 February 2020, and to the occupiers of properties adjacent to the application site on 7 February 2020. The application was advertised in the Cambridge News on 17 February 2020.

6. Consultation responses

- 6.1 The following paragraphs provide a summary of the consultation responses received from statutory consultees, and have been separated out to show the comments received as part of the initial public consultation undertaken followed by any comments received in relation to the additional information provided by the applicant:
- 6.2 Urban Design Officer (Greater Cambridge Planning) – Supports the application. A pre-commencement condition has been requested in respect of the proposed materials.
- 6.3 Environmental Health (Greater Cambridge Planning) – No objection in principle subject to conditions. Conditions in relation to construction hours, piling, lighting and contaminated land.
- 6.4 Landscape Officer (Greater Cambridge Planning) – No objections subject to conditions. Conditions in relation to cycle parking provision, minor landscape details, and management routines associated with the biodiversity management plan.
- 6.5 Air Quality Officer (South Cambs District Council) – No comments, other than to encourage any measures applied at school to reduce the congestion at rush hour and assist with easy flow of local traffic. Although completely agreed with CCC Public Health Officer that the ultimate aim is to reduce car usage to school and back, but any measures to reduce the idling of cars near the school will help to reduce the local emissions.
- 6.6 Sustainability Officer (Greater Cambridge Planning) – No objection in principle to the approach taken to designing out the risk of overheating and wider approach to sustainable construction. Conditions in relation BREEAM Design Stage Certificate and BREEAM Post Construction Certificate.
- 6.7 Ecology Officer (Cambridgeshire County Council) – No objections subject to conditions. Conditions in relation to implementation of the revised Environmental Management Plan (EMP) PEP Part 3, implementation of the revised Landscape Scheme of Maintenance and Management (June 2020), implementation of revised Biodiversity Maintenance and Management Plan (BMMP)(revision B), production of and implementation of a Woodland Management Plan (WMP).
- 6.8 Natural England – No comments received.
- 6.9 Highways England – No objection.

- 6.10 Highway Authority (Cambridgeshire County Council) – No objection. However, Initial comments received confirmed that the proposed layout for the parallel crossing for pedestrians and cyclists shown on drawing number WING-WSP-SK-20191119-03 (003) Appendix J of the Transport Statement was acceptable to the Highway Authority, even though some works were outside the red line planning boundary of this planning application which needed to be picked up under the wider development proposals. However, before the scheme could be considered fully acceptable to the Highway Authority Drawing number WING-WSP-SK-20191119-03 (003) was required as a stand alone document so it could be specifically referenced in any approval that the Planning Authority was minded to grant.

Following the submission of the stand-alone drawing, the Highway Authority confirmed that Highway drawing number WING-WSP-SK-20191119-03 (003) is acceptable to the Highway Authority subject to detailed design (e.g. the removal of the right angled corners on the junction of the shared use path and the crossing) being undertaken through a Section 38 highway process, with the crossing being constructed prior to the first occupation of the school; and subject to the gate to the pedestrian/cycle/scooter access along Morley Street being opened 30 minutes prior to the school opening.

- 6.11 Transport Assessment Team (Cambridgeshire County Council) – No objection subject to the application of a condition in respect of a School Travel Plan to be monitored annually over a 5 year period, with all measures reviewed to ensure targets are met.
- 6.12 Rights of Way (Cambridgeshire County Council) – No objection subject to the appropriate protection and re-routing of the public right of way. In particular Rights of Way colleagues highlighted the position of Public Footpath number 9 which runs down the eastern section of the site and the legal requirement for the path to remain open. A formal application will need to be made to legally divert the route, so an informative has been requested to highlight the applicant's legal responsibility in relation to this matter.
- 6.13 Road Safety Officer (Cambridgeshire County Council) – No objection. Confirmed the travel plan is acceptable.
- 6.14 Environment Agency – No objection, but advised that Anglian Water should be consulted.
- 6.15 Lead Local Flood Authority (Cambridgeshire County Council) – No objection in principle. Confirmed that surface water from the proposed development can be managed by discharging to the wider WING drainage network. Requested a condition in respect of surface water drainage and maintenance of the drainage system.
- 6.16 Anglian Water – No comments received.
- 6.17 Cambridge Airport – No objection subject to conditions. No safeguarding objections subject to conditions that development is carried out in accordance with the Wildlife Hazard Management Plan, and Construction Phase Health and Safety Plan, and Soft landscape proposals, obstacle lighting, and any construction equipment exceeding 10 metres above ground level will require separate consent.
- 6.18 Ministry of Defence – No objection subject to conditions. No safeguarding objections subject to conditions that development is carried out in accordance with the Wildlife Hazard Management Plan, and Construction Phase Health and Safety Plan; and any construction

equipment exceeding 10 metres above ground level will require separate consent. Also strongly recommended that soft landscaping details are conditioned to ensure that the current mix of berry and fruit bearing trees shown on the submitted Landscape General Arrangement Plan with drawing no. WING-WSP-PS-XX-DR-L0122 P02 and drawing no. WING-WSP-PS-XX-DR-L0123 P02 are amended so as to not result in an exploitable food resource for hazardous flocking species such as Starlings and winter thrushes. In this close proximity to Cambridge Aerodrome, this would result in an increase in the birdstrike risk to aircraft operating out of Cambridge which is why the planting mix and species proposed need to be revised and the final soft landscaping scheme controlled by condition.

- 6.19 Cambridgeshire Constabulary Designing Out Crime Officer (DOCO) – Supports the application.
- 6.20 Historic Environment Team (Cambridgeshire County Council) – No objection. Confirmed no planning conditions necessary, as archaeological investigations were undertaken as part of the outline planning application (S/2682/13/OL) and no further fieldwork is required.
- 6.21 Public Health (Cambridgeshire County Council) – No objection.
- 6.22 Cambridgeshire Fire and Rescue Service – No objection. Requested adequate provision of fire hydrants be secured by condition or Section 106 as required by Building Regulations Approved Document B5, section 16.
- 6.23 Sport England – No objection. Initially requested conditions for sports pitch ground conditions and community use scheme. However, following further information submitted by the applicant, Sport England confirmed that the condition for the sports pitch ground condition could be linked to an existing scheme to be delivered prior to occupation of the school; and based on facilities on the wider development the community use agreement condition could be dropped.

7. Representations, including feedback from a pre-application presentation to the Design Quality Panel

- 7.1 The following representations have been received in summary:
- 7.2 Fen Ditton Parish Council – No comment.
- 7.3 Teversham Parish Council – Raised concerns in relation to the threat to existing primary schools, and how safe it is to have a school near to an airport flight path.
- 7.4 Camcycle – Object. Objections and concerns have been raised on highway safety grounds and because the design contravenes the hierarchy of provision. The proposed interruption of the segregated cycleway does not comply with Local Transport Note (LTN) 1/20 and modern practice, and instead relies on out of date guidance in the deprecated document LTN 1/12. In particular concerns have been raised about the shared use aspects of the scheme, and that the layout shown on the western side of the proposed road is using an “awkward arrangement of tramline tactile paving slabs in an attempt to ‘simulate a pedestrian crossing’ on a cycleway in a way that is confusing for people with partial sight, as well as people with full vision, constitutes a slip hazard for people on bikes and trikes, and does not give priority

to pedestrians. Whereas a simple 'mini'-Zebra crossing on the segregated cycleway at that point, as specified by LTN 1/20 and seen at Fendon Road roundabout, would meet all objectives of the scheme, give priority to pedestrians, and resolve the objection.” Relevant excerpts from LTN 1/20 were provided and shared with the Highway Authority.

7.5 Local Residents – no representations received.

7.6 Quality Panel Comments - The application was presented to Cambridgeshire’s Design Quality Panel on 4 December 2019. The Panel were very positive of the proposals and saw real improvements as a result of their previous concerns raised, but made a number of recommendations to be considered by the applicant ahead of their re-submission:

- Review the volume and internal profile of the nursery.
- Prefer the formal crossing of Morley Street. Whilst acknowledging the requirement for furniture and lines associated with a formal crossing, the Panel would encourage designers and the Highway Authority to look at innovative use of landscape and materials.
- The Panel encourages the school to have a future proof strategy for an environmentally higher performing building.
- Considering a warming climate, night cooling is important but review provision of shading for south facing classrooms (Example: Goldsmith Street development, Norwich).

7.7 A copy of the full representations will be shared with members of Planning Committee one week before the meeting.

8. Planning Policy

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant development plan policies are set out in paragraph 8.3 below.

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

- Paragraphs 7 and 8 Achieving Sustainable Development - state that the purpose of the planning system is to contribute to the achievement of ‘sustainable development’ pursued through mutually supportive economic, social and environmental objectives;
- Paragraph 91 Promoting Healthy and Safe Communities - requires that the proposals support healthy, inclusive and safe places;
- Paragraph 92 Promoting Healthy and Safe Communities - supports proposals which provide social, recreational and cultural facilities;

- Paragraph 94 Promoting Healthy and Safe Communities – states the importance of ensuring a sufficient choice of school places is available to meet the needs of existing and new communities. It provides that great weight should be given to the need to create, expand or alter schools;
- Paragraph 95 Promoting Healthy and Safe Communities – states that decisions should take into account defence requirements by anticipating and addressing natural hazards, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area;
- Paragraph 96 Open Space and Recreation - states the importance of access for communities to high quality open spaces and opportunities for sport and physical activity;
- Paragraph 102 Promoting Sustainable Transport - states that transport issues should be considered at an early stage and opportunities to promote walking, cycling and public transport should be pursued;
- Paragraph 112 Supporting High Quality Communications - supports high quality and reliable communications infrastructure;
- Paragraph 124 Achieving Well Designed Places - states the importance of creating high quality buildings and places with good design being a key aspect of sustainable development;
- Paragraph 148 Meeting the Challenge of Climate Change, Flooding and Coastal Change - supports development which would provide the transition to a low carbon future, taking full account of flood risk;
- Paragraph 155 Planning and Flood Risk - inappropriate development in areas of high risk of flooding should be avoided by directing development away from such areas;
- Paragraph 170 (a-f) Conserving and Enhancing the Natural Environment - supports planning decisions which protect and enhance the landscape, do not contribute to noise, odour, water or noise pollution and remediate and mitigate for contaminated land;
- Paragraph 175 Habitats and Biodiversity - Protects and enhances bio-diversity and geodiversity; and
- Paragraph 178 – 183 Ground Conditions and Pollution – supports proposals which are located on suitable sites taking account of ground conditions and risks arising from land instability and contamination. Planning decisions are supported which ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on healthas well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

8.3 Relevant Development Plan policies:

Plan	Policy Number
South Cambridgeshire Local Plan September 2018 (SCDCLP)	CC/1, CC/2, CC/3, CC/4, CC/6, CC/7, CC/8, CC/9, HQ/1, HQ/2, NH/2, NH/3, NH/4, NH/14, SC/2, SC/9, SC/10, SC/11, SC/12, SC/14, S/3, SS/3, TI/2, TI/3, TI/8, TI/9.

South Cambridgeshire Cambridge East Area Action Plan February 2008 (CEAAP)	CE/1, CE/2, CE/4, CE/6, CE/8, CE/9.
Cambridgeshire and Peterborough Minerals and Waste Core Strategy July 2011 (M&WCS)	W1, W8
Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan February 2012 (M&WSSP)	W1E, W8A

8.4 Relevant Supplementary Planning Documents and Material Considerations:

- LDF District Design Guide: High Quality and Sustainable Development in South Cambridgeshire (March 2010);
- Landscape in New Developments SPD (March 2010);
- Cambridgeshire Flood and Water SPD (November 2016);
- Biodiversity SPD (July 2009);
- Health Impact Assessment SPD (March 2011);
- Public Art SPD (January 2009);
- Trees and Development Sites SPD (January 2009); and
- Sustainable Design and Construction SPD (January 2020).

9. Planning Considerations

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

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

Principle of Need and Justification

- 9.2 Paragraph 94 of the NPPF (February 2019) states that great weight should be given to the need to create, expand or alter schools in order to ensure there are sufficient school places available. The proposal has been commissioned by Cambridgeshire County Council People and Communities Services and is supported by a Regulation 3 letter. As part of the submission documents the applicant has provided demographic data for nearby Fen Ditton and Teversham Schools as well as forecast data covering a period up to 2029 justifying the need for the school places.
- 9.3 The principle of the wider development (which included this primary school) was established via outline permission S/2682/13/OL (13/1837/OUT, Cambridge City Council) and subsequent reserved matters application S/1004/18/RM (18/0459/REM, Cambridge City Council). This application brings forward the detail solely in respect of the proposed Wing Primary School.
- 9.4 The application is for a 2 Form Entry primary school to accommodate 420 pupils with a 52-place nursery with a timetable for completion to provide additional capacity for the new academic year beginning September 2022. The school is needed to serve the, up to 1,300 homes approved at the Marleigh/Wing site. The school is proposed to be opened in a phased manner, in tandem with the development of the surrounding housing, however the phased approach will not rely on Teversham and Fen Ditton schools having reached capacity. The school is being run by the same Trust who runs Fen Ditton Primary – one of the closer neighbouring schools.
- 9.5 The applicant provided Published Admission Numbers (PAN) for both Teversham and Fen Ditton Primary schools and demonstrated that both schools were at, or close to their admissions limit for this academic year, September 2020. This was allowing for 5% surplus of school places as per the Department for Education (DfE) advice, to allow for parental preference and to ensure that schools have some capacity to respond to small changes in demographics including accommodating children arising from infill developments which fall into the school's catchment area. For September 2019 the PAN had been reached in reception at Fen Ditton Primary: and Teversham Primary was also near to capacity too. The applicant also advised that they had been informed that around 110 homes would be occupied by September 2021 generating an anticipated need for 44 primary school age children.
- 9.6 The applicant has provided annual school capacity forecasts to the Department for Education, including individual school based forecasts allowing demand for places to be compared with the capacity currently available. The number of reception children forecast over the next ten years, along with the number of four year olds anticipated from the wider Marleigh/Wing development, results in a shortage of places forecast across the area which could not be met by neighbouring schools and necessitates the opening of the Marleigh/Wing Primary School.
- 9.7 Given the demographic data and justification of need provided by the applicant, planning officers consider the proposal would meet the educational need for the Marleigh/Wing development in accordance with paragraph 94 of the NPPF (February 2019) and South Cambridgeshire Local Plan (SCDCLP) Policies S/3 (Presumption in Favour of Sustainable

Development) and HQ/1 (Design Principles). As such great weight has been given to providing these school places.

Compliance with Marleigh/Wing parameter plans

- 9.8 At the outline stage parameter plans were approved that fixed the primary road network, the location of the local centre, primary school, sports pitches and public open space. The location of the primary school fully accords with the approved (by South Cambridgeshire District Council) land use parameter plan (PL 04).
- 9.9 The location of the primary school is as mandated by Schedule 11 of the outline S106 Agreement. As such, the proposals are compliant with the extant permission for the site and SCDCCLP Policy SS/3 (Cambridge East).

Context of site, Design and External Spaces

- 9.10 As proposed in the Cambridge East site wide masterplan and the approved design guide for the development, the school halls are located on the main frontage to the Market Square, forming a landmark to the north west corner of the square; a central wing of teaching and admin spaces are located in a two-storey block to the centre of the frontage; whilst the north east corner of the Market Square is defined by the nursery block.
- 9.11 To the rear of the Market Square frontage, single storey classrooms have been designed to open directly to external play areas providing a variety of learning experiences with an emphasis on “STEM curriculum principles” (paragraph 7.70 of the Planning Statement) to include: habitat areas (allotment planters, pond, orchard, sensory garden); active areas (trim trails, area for sports including hard courts), transitional areas to facilitate exploration and connectivity (woodland trail, den building, sandpits) within the secure boundary of the site. Further information on the external play areas can be found under the Landscape and Arboricultural section of this report at paragraph 9.37.
- 9.12 One of the reasons for refusal of the previous application for this development (ref: S/0064/19/CC) was that the proposed design and access of the building would not be fit for purpose and would compromise public safety by reason of the conflict between all users including pedestrians, wheelchair users and cyclists in and around the entrances.
- 9.13 This conflict has been addressed in the current submission through the provision of a dedicated cycle, scooter and pedestrian access and off-street holding area (south of, and separate from the vehicle entrance to the staff car park) via Morley Street to gain access to the cycle/scooter parking, in addition to the main entrance off the Market Square. There is also a separate pedestrian entrance to the east of the school buildings and adjacent to the wood providing access to the Early years and Key Stage 1 cycle/scooter parking. The primary school will provide a total of 252 cycle / scooter spaces broken down to 182 cycle and 70 scooter stands across the primary school and Nursery locations.
- 9.14 The main pedestrian entrances to the school and nursery are located in semi-private courtyards off the main Market Square, creating a buffer between the public space and the school environment. The main school entrance offers direct access at the start and end of the day to play areas, whilst the pedestrian and cycle entrance adjacent to the woodland area provides access to the Nursery and Early Years playgrounds for younger pupils.

- 9.15 As discussed in paragraph 9.10 above, the Cambridge East site wide masterplan includes a Design Code which has been approved by South Cambridgeshire District Council (application reference S/1000/18/DC). The purpose of the Design Code is to provide a benchmark for quality and co-ordination across phases of the Wing masterplan.
- 9.16 Appendix D to the applicants Design and Access Statement comprises a 'Response to Design Quality Panel (DQP) Comments of the 4 December 2019' which demonstrates how the comments received from the Design Quality Panel have informed the evolution of the design during the pre-application stages. These were discussed in paragraph 7.6 of this report, but for ease of reference they have been repeated below:
- Review the volume and internal profile of the nursery;
 - Prefer the formal crossing of Morley Street. Whilst acknowledging the requirement for furniture and lines associated with a formal crossing, the Panel would encourage designers and the Highway Authority to look at innovative use of landscape and materials;
 - The Panel encourages the school to have a future proof strategy for an environmentally higher performing building;
 - Considering a warming climate, night cooling is important by review provision of shading for south facing classrooms (Example: Goldsmith Street development, Norwich).
- 9.17 In addition to the DQP, the proposals were also presented to JDCC at the pre-application stage on 18 December 2019. Issues raised by members in the published minutes include:
- Would there be a direct route to the School from the Park and Ride Site?
 - Where would the drop off point be for school buses?
 - Would delivery vehicles have a safe turning area within the Site, or would they be forced to reverse out of the site?
 - Where would mini buses be able to park on Site?
 - Can a cross section be provided to demonstrate the ventilation within the school building?
 - Asked for more details on the roof window locations.
 - Would window shading be available to cool the school hall?
 - Can longer term thermal modelling be produced to help inform the climate change concerns?
 - Would cyclists have a dedicated access route into the school?
 - Regarding shared pedestrian access to and egress from to the school. Would this be safe?
 - Who would be using the upper floor classrooms and would there be access for wheelchair users?
 - Questioned the window aspects and orientations? How has this been considered from a solar gain perspective?
 - The building was expected to be BREEAM excellent. Why not deliver an aspirational design and aim for BREEAM outstanding?
 - Stated that changes to access points did not address the Committee's previous concerns regarding pedestrian and vehicle conflict points. Not clear what type of crossing being proposed and level of detail missing from the presentation to help Members consider this point.
 - Why has gas heating been included when the use of gas was being phased out?
 - Had the use of grey water for toilets been considered?

- 9.18 South Cambridgeshire's Urban Design Officer strongly supports the design of the school building which not only works internally, but also engages with the square and the street, providing welcoming entrance and communal spaces for its residents/users. It is co-ordinated with the other buildings within the square in terms of its design particularly how the architecture of buildings is thematically curated around the square, thereby helping create a place for people, with vehicles on the periphery. It is difficult to underestimate the level of 'buy in', engagement, co-ordination and commitment that is required from all sides to deliver a coherent vision and should be an example for other schemes. The design and layout of the scheme is also supported by the Cambridgeshire Constabulary Designing Out Crime Officer.
- 9.19 The applicant has demonstrated that they have made improvements to the design of the proposal to take account of concerns raised in the reasons for the previous refusal and pre-app feedback by JDCC and align with the design guide for the area. No objections are raised by the Highway Authority (which is discussed in more detail in paragraphs 9.48 to 9.57 in this report) and it is considered that the previous design conflicts raised by JDCC members have been addressed and are capable of being managed to ensure the safety of all users. Subject to the materials condition imposed (see draft condition 8) the proposal is therefore considered to be in accordance with SCDCLP Policy HQ/1 (Design Principles).

Residential Amenity

- 9.20 SCDCLP policies HQ/1 (Design Principles) and CC/6 (Construction Methods) state that planning permission will not be granted where the proposed development would have an unacceptable adverse impact on residential amenity. The proposal has been assessed with regard to its potential impact on the adjacent neighbours with regard to overlooking and overshadowing, lighting and noise. Initially the period when this proposal is most likely to have an impact on residential amenity is during the construction phase, which is why this has been considered in its own right from paragraph 9.28 below.
- 9.21 The timings of the construction phases for the housing developments of the wider Marleigh/Wing development are not confirmed and are outside the control of the applicant. The inter-relationship between residential properties and the school has also been considered through the separate outline and reserved matters applications made to Greater Cambridge Shared Planning and the residential amenity of future residents is an important consideration.
- 9.22 Residential amenity has been considered in respect of noise and light and the potential to cause unacceptable impact on the amenity of neighbouring and nearby properties. In accordance with SCDCLP Policy SC/9 (Lighting), the application demonstrates sufficient lighting levels for safety whilst avoiding unacceptable adverse impact on neighbouring or nearby properties.
- 9.23 External play areas are not proposed to be lit, with lighting only provided for the following; building exit points, pedestrian access footpaths, road access, car park and cycle / scooter shelters. The applicant has provided Lux levels for each area (car park, cycle park, pedestrian walkway and school perimeter walkway). However, to avoid additional lighting on the school site being put up around the external play areas without further assessment and consideration the approved lighting details can be conditioned (see draft condition 30).

Any future lighting proposals that may come forward for the wider Marleigh/Wing development would be considered separately by the District Council.

- 9.24 SCDCLP Policy SC/10 (Noise Pollution) requires development does not have an unacceptable adverse impact on the indoor and outdoor environment of existing or planned development. The applicant has provided an Environmental Noise Impact Assessment establishing the baseline noise level and confirming that the required noise levels can be met inside the school building and at the nearest dwellings. In addition, a condition is applied (see draft condition 15) requiring operational noise impact assessment in respect of any heating, ventilation and extraction plant.
- 9.25 The position, form and massing of the school has been considered (including through the wider Masterplan and Design Guide for Cambridge East) to avoid or minimise any overlooking or overshadowing of the surrounding buildings and gardens. The closest residential properties to the proposed school are on Morley Street (currently under construction); the proposed Main Hall is the closest two storey element at 23 metres (25.15 yards) away from the nearest residence and the school kitchen is the closest single storey element being 12.5 metres (13.67 yards) away, when measured at the closest points. There is also a shared boundary fence line along the western and northern boundaries of the site with both the permitted houses and school including for 1.8 metre (6 foot) fences. The mass of the school is focussed on the boundary fronting the Market Square, with two storey elements abutting the square then stepping down to single storey within the site. The properties abutting the western and northern edge of the site also benefit from their intervening gardens and some woodland planting proposed along these boundaries.
- 9.26 The application includes for daylight and sunlight studies at part 2.5 of the submitted Design and Access Statement. The provided drawings show the new school building is unlikely to have a substantial effect upon the new dwellings around the perimeter of the site in terms of daylight and over-shadowing. It is only in the morning and mid-winter (21st December) that the predicted shadows from the school encroach on properties at the south end of Morley Street where the shadowing is limited to the morning and requires no cloud cover. On this basis it has been demonstrated that there would not be an adverse effect on residential amenity.
- 9.27 Officers consider that with the proposed light and noise mitigation measures secured through draft conditions 30 and 18 respectively, there is no adverse impact on residential amenity that is not capable of being controlled by condition. The proposal is therefore considered acceptable and in accordance with SCDLP policies HQ/1 (Design Principles) and CC/6 (Construction Methods).

Construction Works

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

- 9.29 In line with the South Cambridgeshire Environmental Health Officer's comments a Construction Environment Management Plan has been sought and the details of which can be conditioned (see draft condition 26) to ensure that procedures and practices minimise disturbance to local residents as much as possible. Furthermore, a condition in relation to piling has also been added for the construction works as a precautionary measure (see draft condition 6).
- 9.30 Officers consider with the proposed mitigation measures for the construction works discussed above, there is no adverse impact on residential amenity, which is not capable of being controlled by condition. The proposal is therefore considered acceptable and in accordance with SCDLP policies HQ/1 (Design Principles) and CC/6 (Construction Methods).

Health Impact Assessment

- 9.31 SCDCLP Policy SC/2 (Health Impact Assessment) supports new development which has a positive impact on the health and wellbeing of new and existing residents and requires developments between 1,000 and 5,000 square metres (between 1,196 and 5,980 square yards) to provide an extended screening or rapid Health Impact Assessment (HIA). The proposal is approximately 2,694 square metres (approximately 3,222 square yards) of gross internal floor area.
- 9.32 The CCC Public Health and South Cambridgeshire District Health Officer have confirmed the HIA now follows the standard methodology and has used the HUDU (Health Urban Development Unit) Rapid HIA toolkit which is appropriate for this scale of development.
- 9.33 The Health Impact Assessment has been assessed by specialist officers and on the basis that no objections have been raised, it is considered that the proposals are acceptable and compliant with SCDCLP Policy SC/2 (Health Impact Assessment).

Sport and Recreational Provision

- 9.34 The proposal provides outdoor sports facilities including both a hard play area and playing field, located to the north of the school, meeting the Department for Education requirements for a new primary school. The proposal is a new school and does not involve the loss of playing fields, and as such Sport England has provided comments in support of the application in principle, albeit they are seeking a condition to ensure the quality of the pitch is appropriate before occupation of the school takes place (see draft condition 13). There is no public access proposed to the playing fields as they are scaled for primary age children, so access is restricted in line with safeguarding protocols and recreational provision is included for within the wider Marleigh/Wing site. It is for this reason that discussions have taken place with Sport England as it is not considered appropriate to apply a condition for the community use of the facilities.
- 9.35 On the basis that Sport England has accepted the applicant's justification in relation to community use not being appropriate in this instance, and subject to the implementation of the sport pitch provision condition to ensure the quality of the pitch meets Sport England's standards, then it is considered that the proposal would provide a range of outdoor sports facilities suitable for a new primary school and therefore meets the requirements as set out in SCDCLP Policy HQ/1 (Design Principles).

Landscaping and Arboriculture

- 9.36 The main landscape feature associated with the proposal is the strip of woodland running down the eastern edge of the application site. This is to be retained and managed, with a woodland trail created for use by the pupils, subject to controlled access via locked gates.
- 9.37 From the information within Appendix C of the submitted Design and Access Statement the following learning opportunities have been incorporated into the landscaped areas of the school, with the northern half of the application site including provision for a grassed six lane athletics track and sports field as well as a hard sports court. Between the school itself and hard sports court is a series of landscaped areas providing various learning opportunities for pupils; Woodland Trail, Wet Meadow, Trim Trail, Wildflower Meadow, Gazebo classroom, STEM learning hub and STEM themed wall, Sandpit, Sun Dial, Den Building Area, Wildlife Area (including pond), Allotment Planters, Sensory Garden and an area of lawn.
- 9.38 A 2.4 metre (7.87 feet) high palisade fence is proposed around the strip of woodland and on the eastern shared boundary with the Park and Ride. The western and northern perimeter of the site is enclosed by a 1.8 metre (6 foot) Weld Mesh fence (originally proposed at 2.4 metre (7.87 feet) in application S/0064/19/CC and lowered in response to the City Landscape comments and to match the height of the approved fences to the rear of adjacent properties). Within the site a 1.2 metre (3.94 feet) high timber fence is proposed to separate the woodland area from the main school and playing field and enclose the Wildlife Area (including pond).
- 9.39 The removal of two trees are proposed at the southern edge of the woodland strip to accommodate the nursery building. Otherwise, all trees onsite are proposed to be retained. The application site is currently barren and a selection of planting is proposed including; some perimeter woodland planting to the western and northern boundaries, various sections of shrub planting, sections of native hedgerow, extensive areas of grass seeding and tree planting including six feature trees.
- 9.40 Overall, the Landscape and planting proposals are considered acceptable in principle and compliant with SCDCLP Policy HQ/1 (Design Principles). Whilst the MOD has raised a concern regarding the current mix of berry and fruit bearing trees and the potential to increase birdstrike risk to aircraft operating out of Cambridge, this can be mitigated with a soft landscaping condition to ensure the final mix of berry bearing trees, shrub species and orchard trees complies with their requirements (see draft condition 10).

Ecology

- 9.41 SCDCLP Policy NH/4 (Biodiversity) supports development which preserves and enhances biodiversity with opportunities to be taken to achieve positive gain from the design of the development with priority given to those sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy. Furthermore, NPPF paragraph 174 relating to habitats and biodiversity supports developments where there is a net gain in biodiversity on site.

- 9.42 The proposal includes the following in respect of onsite biodiversity; root protection zones to be implemented around existing trees and shrubs, native planting and bat and bird boxes. A total of 15 bat boxes and 12 bird boxes are to be installed, a planting plan has been proposed which incorporates shrubs, tree planting, hedging, bedding plants and bulbs inclusive of plants of known to benefit wildlife (either by providing nectar or fruits and berries, whilst also acknowledging concerns raised by the MOD and Cambridge Airport to ensure their support was gained with the appropriate use of soft landscaping – see draft condition 10).
- 9.43 A total of 100 metres in length (119.6 yards in length) of species-rich hedgerow is proposed in addition to 300 square metres (358.8 square yards) of planting mix in hard landscape, 265 square metres (316.9 square yards) of planting mix in soft landscape, 28 square metres (33.5 square yards) of aquatic pond planting, 104 square metres (124.4 square yards) of sensory mix planting, and 24 square metres (28.7 square yards) of grass mix, all interspersed with sections of wildflower meadow planting between the different sections of the outside play areas, see Soft Landscape General Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0122 Rev. P02) dated 13/01/2020, and Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0123 Rev. P02) dated 03/01/2020. Both plans received 22 January 2020. Subject to a review of the planting mix to address the MOD concerns, that need to be balanced against net biodiversity gain, the principle of this landscaping is supported by officers.
- 9.44 A suggested condition in respect of wildlife access points to be implemented in accordance with the revised Biodiversity maintenance and Management Plan (BMMP)(Revision B) (see draft condition 28) has been applied. Details of wildlife boxes has been submitted and is included within the list of approved plans (see draft condition 3).
- 9.45 The applicant has agreed to include 250mm (9.84 inches) access holes (suitable for hedgehogs and badgers) at regular intervals around the fenced perimeter.
- 9.46 The submitted bat survey evaluates the roost potential assessment of twenty trees, all of which were assessed as having negligible potential for roosting bats, except one which was assessed as having low potential for roosting bats. The assessment also concluded that the proposed works will not fragment bat foraging habitat and there will be no impact on foraging bats.
- 9.47 The proposal is considered acceptable as it would enhance and mitigate for biodiversity on site and demonstrate a net gain in biodiversity as required by the NPPF (February 2019), subject to the balance being adequate to meet the concerns raised by the MOD. As such it is considered the proposal is acceptable as it meets SCDCLP Policy NH/4 (Biodiversity) and is capable of meeting Paragraphs 174 and 177 of the NPPF (February 2019) subject to further consultation with the MOD (see draft condition 10).

Transport and Access

- 9.48 The wider Marleigh/Wing development and associated preparatory works undertaken have established a temporary diversion of Public Footpath No. 9 Fen Ditton until August 2021 and an application to permanently divert the route has recently been made to the relevant Cambridgeshire County Council officers. Nonetheless an informative (see draft informative 2) is proposed to be added to remind the applicant of their legal responsibility in this matter.

- 9.49 SCDCLP Policy TI/2 (Planning for Sustainable Travel) supports sustainable modes of transport, particularly for larger developments together with a subsequent reduction in car usage. The use of the school in conjunction with the wider proposed uses have been considered when minimising conflict of users.
- 9.50 Given the proposed parallel crossing shown on drawing number WING-WSP-SK-20191119-03 (03) is outside the red line for this planning application and has been approved under the wider development (reference S/1004/18/NMA1) the use of Morley Street for such a crossing will be required before first occupation of the primary school (see draft condition 31). The Highway Authority has raised no objection to the proposal and has noted that detailed design in relation to the parallel crossing works can be covered under the Section 38 application process. Furthermore, in addition to the parallel crossing, the Highway Authority has also recommended a condition to be added to ensure that access to the school is opened at least 30 minutes prior to the official school opening hours, to avoid carers and children waiting in this area. As the latter is a management issue that the school will need to control, rather than a planning matter, an informative has been added to refer to this requirement and expectation, which links to the Travel Plan in Condition 19, to avoid any conflict and the safe use of the entrance for all users (see draft informative 7). The Highway Authority is content with this approach.
- 9.51 The County Council Transport Assessment Team has reviewed the accident data, access arrangements, on-site parking provision, trip generation and mode share, transport impact and mitigation, and the school travel plan. The previous application was refused owing to the proposed site access strategy which was considered to result in conflict between all users in and around the entrances, compromising public safety. With the current application, the applicant has revised the site access strategy to provide segregation between modes accessing the site and this is considered acceptable by the County Transport Assessment Team.
- 9.52 The Applicant has confirmed that the ethos has always been that pupils attending the school would primarily be living on the new housing development and will either walk or cycle to school (therefore not requiring a regular bus service). There is a separate route to the west side of the school for bikes/scooters with a gated holding area to avoid congestion in this area before the school is open. The approach of the shared pedestrian access to and egress from the school has been discussed and agreed by the County Highway Authority. The applicant's agent has confirmed that there is no plan for the school to have its own mini bus, however where coaches/buses need to be used for daytrips, etc. these would primarily utilise the school's Staff car park (where there is a dedicated area at the northern end specifically for vehicles to turnaround avoiding the need to reverse onto Morley Street), Market Square, or the park and ride site, which will all come under the management of the school to be incorporated into the School Travel Plan (see draft Condition 19). To facilitate connectivity, as part of the wider development there will be a new link between the park and ride site and Market Square that has informed this approach.
- 9.53 The proposal has been assessed and is considered acceptable to the Transport Assessment Officer subject to the application of a Travel Plan condition (see draft Condition 19) to be submitted within 3 months of occupation. However, until the development builds out fully, the school will not initially be at capacity therefore 3 months is considered too short to implement, which is why this has been discussed with the Transport Assessment

Team before finalising this report. A School Travel plan is an ongoing living document, therefore it is considered by the planning officers that 9 months would seem a more appropriate timescale; an approach that has been supported by the Transport Assessment Team. As such and subject to the highway mitigation measures proposed (which can be secured through the use of planning conditions) it is considered that the application is compliant with SCDCLP Policies HQ/1 (Design Principles), CC/6 (Construction Methods), TI/2 (Planning for Sustainable Travel), and TI/3 (Parking Provision).

Car, Cycle and Scooter Parking

- 9.54 Appendix 1 of the Cambridge East Area Action Plan (CEAAP) recommends that a maximum of 2 spaces for every 3 staff are provided at both the primary and nursery schools and that 5% of the total car parking spaces are reserved for disabled users. Accordingly, for the 45 staff 30 car parking spaces (including 2 allocated for disabled users) are proposed in accordance with SCDCLP policies HQ/1 (Design Principles), CC/6 (Construction Methods), TI/2 (Planning for Sustainable Travel), and TI/3 (Parking Provision). Policy TI/3 (Parking Provision) also encourages electric car charging points, and the applicant has confirmed that two ducts are proposed for future electric charging that will be for the first two car parking spaces on the west side of the car park. Connection for future electric charging for these two spaces is secured through draft Condition 21.
- 9.55 Appendix 2 of the CEAAP presents the cycle parking standards for the area which require:
- 50% of the children between 5 and 12 years at primary schools;
 - 1 space should be provided for every 2nd member of staff at nurseries; and
 - 1 visitor space should be provided for every 5 pupils at nurseries.
- 9.56 For the 420 primary school pupils and 52 nursery places the standard suggests a minimum of 224 cycle parking spaces should be provided (210 spaces for the school and 14 for the nursery). The standards do not include parking provision for children scooting to school, which has become increasingly popular. In total 252 cycle / scooter places are proposed within the site, in excess of the 224 spaces required by the relevant parking standards. Broken down as follows:
- For the primary school: 102 standard cycle spaces, 48 junior cycle spaces, and 60 scooter spaces. For the nursery: 8 standard cycle spaces, 12 junior cycle spaces, and 10 scooter spaces. An additional 12 cycle spaces would be provided for the staff.
- 9.57 Table 4, Baseline Pupil/Staff Trips by Mode, of the submitted Travel Plan (document number WING-WSP-PS-XX-TP-1902 dated January 2020) predicts a total of 122 cycle trips for primary and nursery pupils and staff using cycles and a total of 38 scooter trips (all pupils). The proposal therefore provides cycle (and scooter) parking in excess of the standard in Appendix 1 of the CEAAP and is also considered to be in accordance with SCDCLP policies HQ/1 (Design Principles), CC/6 (Construction Methods), T1/2 (Planning for Sustainable Travel), and T1/3 (Parking Provision). A condition (see draft Condition 20) is also applied to ensure the specification details of the proposed cycle and scooter parking is provided and approved before occupation of the development.

Surface Water, Foul Water Drainage and Flooding

- 9.58 SCDCLP Policies CC/7 (Water Quality), CC/8 (Sustainable Drainage Systems), and CC/9 (Managing Flood Risk) state that water quality should be protected with proposals demonstrating adequate water supply, sewerage and land drainage systems with sustainable drainage systems (SUDS) incorporated to manage water drainage at source, protect water quality from pollution run off with details of management / maintenance of SUDS provided. The proposal should also contribute to an overall reduction in flood risk. SCDCLP Policy CC/9 (Managing Flood Risk) states that proposals would only be supported where there is no increase to flooding. The site is located within Flood Zone 1 which indicates a low risk of flooding.
- 9.59 The Environment Agency has reverted to Anglian Water in respect of foul drainage. Anglian Water, although consulted on the application did not provide a response, so it is recommended that an informative is added reminding the applicant to contact Anglian Water for guidance in respect of connecting to the sewerage network (see draft informative 1).
- 9.60 The Lead Local Flood Authority (LLFA) reviewed the Drainage Strategy Report, WSP, Ref: WING-WSP-PS-XX-RP-D-4001P06, Dated: January 2020; and Pond Detail, WSP, Ref: WING-WSP-PS-XX-DR-L-0157 Rev P03, Dated: 13 January 2020 in respect of sustainable surface water drainage within the site. Based on the submitted documents, the LLFA has no objection in principle as it has been demonstrated that surface water from the proposed development can be managed by conveying surface water through a piped system before discharging to the wider Marleigh/WING drainage network. The Multi-Use Games Area (MUGA) will be constructed with permeable material and a sub-base to assist in reducing peak flows entering the drainage network. Filter drains, perforated pipes and tree-pits are all proposed to assist in pollution control from the site. With the implementation of the appropriate applied conditions (see draft conditions 17 and 18), the proposal will therefore be compliant with SCDCLP Policies CC/7 (Water Quality), CC/8 (Sustainable Drainage Systems), and CC/9 (Managing Flood Risk) in respect of Sustainable Drainage.

Sustainability

- 9.61 SCDCLP Policies CC/2 (Renewable and Low Carbon Energy Regeneration) and CC/3 (Renewable and Low Carbon Energy in New Developments) support proposals which can demonstrate mitigation against climate change and low carbon developments which use renewable energy technologies and Policy CC/4 (Water Efficiency) supports proposals which are water efficient.
- 9.62 The building has been designed by the applicant as BREEAM 'Very Good' with BREEAM 'Excellent' being achieved for energy and water. This is in line with the condition requirements secured as part of the outline approval for the wider Marleigh/Wing development. Whilst the school is targeting a BREEAM standard of 'Very Good', it is aiming to achieve a BREEAM credit of 6 for the reduction of carbon emissions (Ene 01) which meets the 'Excellent' standard for energy and carbon reduction. Innovation credits are also targeted in relation to the responsible construction practices. Water consumption and efficiency targets 3 credits, which equates to a 40% reduction on baseline water use. Measures to achieve 'Excellent' BREEAM standards for energy and water include; building air tightness target of 4m³/(hr.m²) at 50pa, window design allowing for maximum natural

light, high window head heights intended to minimise the need for artificial lighting, ratio of glazing to solid wall is selected to maximise daylighting whilst limiting excessive summer heat gain / winter heat loss, glass within windows / doors will be specified to control solar gains where necessary to mitigate overheating. These measures, in addition to the photovoltaics proposed on the roof of the school, are all supported by the Sustainability Officer.

- 9.63 The primary school building is orientated along an east-west axis to maximise solar gain from solar photovoltaic panels. The South Cambridgeshire Environmental Health Officer (EHO) has no objection to the use of this type of solar technology, however, the EHO has requested that if air source heat pumps are considered then a noise impact assessment and / or noise insulation scheme may be required. The applicant has confirmed that no other renewable technologies other than photovoltaics are proposed, although space has been provided for the future use of air source heat pumps should they be required. As such, to ensure the applicant is reminded of this requirement an informative has been added (see proposed informative 8) to allow for any future changes.
- 9.64 The applicant has confirmed that the building design is a mix of natural and natural hybrid ventilation depending on the floor level, location and room use. The rooms make full use of natural sources of ventilation before adding mechanical assistance, with heat recovery and air tempering. The high precast concrete exposed soffits provide volume to the space and provide exposed thermal mass into the classrooms to aid cooling. Night cooling is provided via low powered natural ventilation units. The majority of classrooms are on the ground floor and generally north facing, but there are four south facing classrooms at first floor level overlooking the Market Square. These spaces have increased height that follow the pitched roof profile with opening rooflights which provide cross ventilation and assist in preventing overheating to the room. Whilst taking into account daylight modelling, (solar gain modelling) thermal modelling has been carried out to demonstrate the building complies with BREEAM Hea04 Thermal Comfort – for both current and future climate scenarios. Through utilising high-performance glazing and carrying out overheating modelling it has been demonstrated that Solar shading is not required, however should rules/regulations ever change, the building has been designed to introduce/accommodate a lightweight shading system. It may also be possible to expose the concrete ceiling structure in some spaces in the future if required, to provide thermal mass benefits, as well as installing additional natural ventilation units should these be required.
- 9.65 The building would incorporate renewable energy technologies to not only meet an overall 'Very Good' BREEAM criteria rating in accordance with SCDCLP policies HQ/1 (Design Principles), CC/1 (Mitigation and Adaptation to Climate Change), CC/2 (Renewable and Low Carbon Energy Regeneration), CC/3 (Renewable and Low Carbon Energy in New Developments) and CC/4 (Water Efficiency), but also the equivalent of 'Excellent' in the energy and water categories. BREEAM conditions are proposed to ensure appropriate energy and water targets are met (see draft Conditions 22 and 23).

Contaminated Land

- 9.66 SCDCLP Policy CC/6 (Construction Methods) seeks to ensure that construction works are managed to reduce any adverse impact on local environment and residential amenity.

- 9.67 The main developer for the Marleigh/Wing site is responsible for submitting and discharging the conditions relating to site wide Contamination (conditions 43 and 44 pursuant to planning permission reference S/2682/13/OL). An application was submitted in July 2018 to South Cambridgeshire District Council by the main developer (application reference number S/2885/18/DC) for a Remediation Strategy which was subsequently withdrawn. Previous contamination investigation and assessment works have already been completed at the site as part of the outline planning application. The Phase 1 site (within which the primary school is located) consists of undeveloped greenfield land. Groundwater flow has been shown to be towards the North West. The previously identified contamination with the groundwater underlying the Phase 2 area will therefore not migrate onto the Phase 1 site as this is up-gradient of the Phase 2 site. Potential contamination of groundwater beneath the Phase 2 area will be addressed separately during the Phase 2 works. The District Council will be responsible for discharging information submitted for conditions 43 and 44 pursuant to the outline planning application and the work has to be discharged before the site for the primary school is handed over to Cambridgeshire County Council as the applicant.
- 9.68 Proposed draft Condition 26 refers to the Construction Environment Management Plan, inclusive of details of the area(s) subject to construction activity and the storage of materials and equipment.
- 9.69 The proposals have been updated in response to officers concerns and are now considered acceptable, subject to mitigation by the imposition of the above planning condition. Officers consider that the proposals are compliant with SCDCLP policies HQ/1 (Design Principles) and CC/6 (Construction Methods) and NPPF 2019 Paragraphs 170(f) and 178(a)-(c) and should not pose any risk with regards to contamination.

Airport Safeguarding

- 9.70 Policy TI/6 (Cambridge Airport Public Safety Zone) requires development within the Cambridge Airport Public Safety Zone to consult with the airport operator and the MOD. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain the operational integrity of the airport.
- 9.71 Cambridge Airport initially responded requiring a Bird Hazard Management Plan and suggesting a number of conditions limiting the height of onsite trees, requiring further detail in respect of landscaping, restrictions in respect of cranes and requesting a Construction Management Strategy.
- 9.72 The MOD responded in the same manner as Cambridge Airport and conditions are applied in respect of obstacle lighting and removing permitted development rights for cranes above 10 metres (32.81 feet) in height. Furthermore, as discussed in the conclusion paragraphs of 9.40 (Landscaping and Arboriculture) and 9.47 (Ecology) above, the MOD also raised concerns about the proposed planting mix and the risk of bird strike, which has also led to the final soft landscaping plans being controlled before any landscaping or external works commence (see draft condition 10)
- 9.73 The applicant submitted a Wildlife Hazard Management Plan in July 2019 which Cambridge Airport and the MOD confirmed as acceptable and subject to the application of conditions in respect of obstacle lighting, requiring separate planning permission for temporary construction development such as cranes of 10 metre (32.81 feet) or more in height,

seeking final soft landscaping details, and ensuring controls via a Construction Management Strategy (see draft Conditions 9, 12, 10 and 26 respectively) officers consider that the proposal is compliant with SCDCLP policy TI/6 and does not pose a risk to Cambridge Airport Public Safety Zone.

Archaeology

- 9.74 Paragraph 189 of the NPPF (February 2019) states that in determining applications LPAs should require an applicant to describe the significance of any heritage assets affected, which allows the consideration of seeking to protect or conserve any heritage features and SCDCLP Policy NH/14 (Heritage Assets) also supports this.
- 9.75 The County Archaeologist confirmed in their consultation response that archaeological investigation of the wider Marleigh/Wing site was secured at the outline stage (S/2682/13/OL) and that excavations have been completed within this proposal area and further fieldwork is not required.
- 9.76 The site and its historical merits have been investigated and it is considered that the site would not be damaged by the construction of the proposal in accordance with SCDCLP Policy NH/14.

Mineral and Waste Plan allocations

- 9.77 The application site lies wholly within the W1E – Cambridge East (Area of Search) (W8H) Waste Consultation Area of Search as identified in the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Document Adopted February 2012.
- 9.78 Where it has not been possible to identify precise boundaries for proposed waste management allocation, an Area of Search has been identified. Typically these exist in areas of proposed growth for which master planning is not yet complete. It is expected that within an Area of Search a suitable site will be identified. Areas of Search tend to be notably larger in size to that required for an operational waste management facility. Waste Consultation Areas cover and extend 250m beyond the Area of Search boundary.
- 9.79 Given the masterplan for the wider Marleigh/Wing site and approvals in addition to the proposed school, the application site is not considered a likely location for an operational waste management facility. Therefore it is not considered to prejudice the waste Area of Search set out within W1E and as such is broadly compliant with the adopted development plan.

Waste and Recycling

- 9.80 It is noted that a Site Waste Management Plan has been prepared to accompany this planning application, which is welcomed. In addition the design of the building will minimise waste arising. The waste strategy for the primary school has been developed in conjunction with Anglia Learning Trust and their waste management provider to determine the optimal location and size of the bin store based on the predicted waste stream from similar schools. A tracking layout has been provided which details how refuse vehicles will access the site and this meets requirements as set out in the adopted RECAP Design Guide SPD.

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

Protection of Agricultural Land

- 9.83 SCDCLP Policy NH/3 (Protecting Agricultural Land) states that planning permission would not be granted for development which would lead to the irreversible loss of Grades 1-3a of agricultural land unless sustainability considerations and the need for development are sufficient to override the need to protect the agricultural value of the land (NH/3(1)(b)). The proposal would result in the loss of 2.3 hectares (5.68 acres) of Grade 2 agricultural land. The need for the development is demonstrated in paragraphs 9.2 – 9.7. South Cambridgeshire has a significant resource of good quality agricultural land, particularly around Cambridge and the larger settlements which is where the most sustainable growth for development is located.
- 9.84 The proposal site would lead to the irreversible loss of 2.3 hectares (5.68 acres) of Grade 2 agricultural land. However, as Grade 2 agricultural land is predominant in the area, the proposal is considered broadly compliant with SCDCLP policy NH/3, when balanced against the need demonstrated for the development and school provision.

Public Art

- 9.85 SCDCLP Policy HQ/2 (Public Art and New Development) expects the Council to 'encourage' the provision of public art for major development proposals or to make a financial contribution to support public art initiatives. Whilst the proposal is not specifically mentioned in the list of possible uses set out under Policy HQ/2 1b. (Other developments where the floor area to be built is 1,000m² gross or more, including office, manufacturing, warehousing and retail developments) the wider masterplan, inclusive of the Market Square to the front elevation of the application site, are; which is why a site wide public art strategy has been considered by the District Council as a whole.
- 9.86 Taking the above into account, it is considered that the abutting Market Square and wider site are more appropriate locations for public art, given the school function and safeguarding requirements. As such, the proposal is considered acceptable without the need for public art, and when taken as a whole is considered by officers to be in accordance with the spirit of SCDCLP Policy HQ/2.

Potential implications to other schools in the area

- 9.87 The Chair of Governors for Teversham Primary School made representation to the previous planning application (reference S/0064/19/CC) about the potential implications of the new school on nearby existing schools, but no comments have been received on this re-

submission planning application. However, the same viability concerns that were raised previously by The Chair of Governors for Teversham Primary School has been raised by Teversham Parish Council in their representation at paragraph 7.3 above. The original concern was that the Wing Primary School would render Teversham Primary School financially non-viable, which Teversham Parish Council is still concerned about. As set out in paragraphs 9.2 to 9.7 above, the applicant provided Published Admission Numbers (PAN) for both Teversham and Fen Ditton Primary schools and demonstrated that both schools were at, or close to their admissions limit, for September 2020. The applicant also advised that they have been advised that around 110 homes would be occupied by September 2021 generating an anticipated need for 44 primary school age children.

- 9.88 As already noted in paragraph 9.6 above, the applicant provides annual school capacity forecasts to the Department for Education, including individual school based forecasts allowing demand for places to be compared with the capacity currently available. The number of reception children forecast over the next ten years, along with the number of four year olds anticipated from the wider Marleigh/Wing development, results in a shortage of places forecast across the area which could not be met by neighbouring schools and necessitates the opening of the Wing Primary School.
- 9.89 Whilst the financial viability of another academy is not a material planning consideration, the need is. As such, and as per paragraph 9.7 above, given the demographic data and justification of need provided by the applicant, planning officers consider the proposal would meet the educational need for the Marleigh/Wing development in accordance with paragraph 94 of the NPPF (February 2019). As such consideration has been given to this by officers and great weight has been given to providing these school places accordingly.

10. Conclusion

- 10.1 This proposal has been considered against local and national planning policy, as well as other material planning considerations, in order to provide a full assessment of the benefits and dis-benefits that need to be balanced with a project of this nature.
- 10.2 The principle of the wider development (which included this primary school) was established via outline permission S/2682/13/OL (13/1837/OUT, Cambridge City Council) and subsequent reserved matters application S/1004/18/RM (18/0459/REM, Cambridge City Council). The school is needed to serve the, up to 1,300 homes approved at the Marleigh/Wing site. Given the demographic data and justification of need provided by the applicant, planning officers consider the proposal would meet the educational need for the Marleigh/Wing development in accordance with paragraph 94 of the NPPF (February 2019) and SCDLP Policies S/3 (Presumption in Favour of Sustainable Development), SS/3 (Cambridge East) and HQ/1 (Design Principles).
- 10.3 The applicant has demonstrated that they have addressed the previous reasons for refusal; made improvements to the design of the proposal to take account of concerns raised during consultation; and align with the design guide for the area; and there is no adverse impact on residential amenity that is not capable of being controlled by planning conditions.
- 10.4 With the inclusion of wildlife access points and an appropriate soft landscaping scheme the proposal is considered acceptable as it would enhance and mitigate for biodiversity on site and demonstrate in principle a net gain in biodiversity as required by the para. 175 of NPPF

(February 2019) whilst balancing the requirements to reduce the risk of birdstrike at Cambridge Airport as required by para. 95 of the NPPF (February 2019).

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

11. Recommendation

- 11.1 It is recommended that planning permission is granted subject to the following conditions:

Commencement

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

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

Occupation of Development

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

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

Approved Plans and Documents

3. The development hereby permitted shall be carried out in accordance with the details set out in the following approved drawings and documents (received 22 January 2020, unless otherwise specified), and as amended by the information approved as required by the following conditions:
- Site Location Plan (drawing number WING-RHP-PS-XX-DR-A-300 Rev. 04), dated 19 December 2018;
 - Proposed Site Plan (drawing number WING-RHP-PS-XX-DR-A-302 Rev. 06) dated 8 January 2020;
 - Ground Floor General Arrangement Plan (drawing number WING-RHP-PS-00-DR-A-303 Rev. 10) dated 8 January 2020;
 - First Floor General Arrangement Plan (drawing number WING-RHP-PS-01-DR-A-304 Rev. 08) dated 8 January 2020;
 - Roof General Arrangement Plan (drawing number WING-RHP-PS-02-DR-A-305 Rev. 09) dated 1 July 2020 received 26 September 2020;
 - Site Elevations (drawing number WING-RHP-PS-ZZ-DR-A-310 Rev. 06) dated 20 December 2019;

- General Arrangement Elevations Sheet 1 (drawing number WING-RHP-PS-ZZ-DR-A-311 Rev. 08) dated 20 December 2019;
- General Arrangement Elevations Sheet 2 (drawing number WING-RHP-PS-ZZ-DR-A-312 Rev. 09) dated 1 July 2020 received 26 September 2020;
- General Arrangement Elevations Sheet 3 (drawing number WING-RHP-PS-ZZ-DR-A-313 Rev. 08) dated 1 July 2020 received 26 September 2020;
- Elevations (drawing number WING-RHP-PS-XX-DR-A-314 Rev. 03) dated 20 December 2019;
- Site Sections (drawing number WING-RHP-PS-ZZ-DR-A-315 Rev. 03) dated 20 December 2019;
- Building Sections (drawing number WING-RHP-PS-ZZ-DR-A-316 Rev. 06) dated 20 December 2019;
- Highway Drawing titled 'Morley Street General Arrangement Plan' (drawing number WING-WSP-SK-20191119-03 (003)) received 12 March 2020;
- Hard Landscape General Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0120 Rev P03) dated 13 January 2020;
- Hard Landscape General Arrangement Plan Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0121 Rev P03) dated 13 January 2020;
- Fencing Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0124 Rev. P02) dated 13 January 2020;
- Fencing Arrangement Plan Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0125 Rev. P02) dated 13 January 2020;
- Sport Field Specification, received 15/10/2020;
- Drainage Layout Sheet 2 of 2 [Playing Field Drainage Plan] (drawing number WING-WSP-PS-DR-D-4001 Rev P03) received 19/10/2020;
- Landscaping Pond Detail (drawing number WING-WSP-PS-XX-DR-L-0157 Rev P03) dated 13 January 2020; and
- Wildlife Box and Access Hole Details (drawing number WPS 01 Rev A) dated July 2019 revised June 2020.

Reason: To ensure the development is carried out in accordance with the approved plans and to define the site and preserve the character, appearance and quality of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

Construction Hours

4. All construction, enabling or earthworks, including the operation of plant shall only take place between the following permitted hours, as restricted by Condition 5 below:
- a) 0800 hours to 1800 hours Monday to Friday;
 - b) 0800 hours to 1300 hours on Saturdays; and
 - c) at no time on Sundays, Bank or Public Holidays.

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

Construction Collection / Delivery Hours

5. No construction related deliveries to or from the site or removal of waste or materials from the site shall take place except between the hours of:
- a) 09.30 and 16.00 Monday to Friday;
 - b) 0800 and 1300 on Saturdays; and
 - c) at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of adjoining properties and control the construction collection and delivery hours, without impacting on the delivery of the project, in accordance with Policies CC/6, HQ/1, SC/10, SC/12 and TI/2 of the South Cambridgeshire Local Plan (adopted September 2018).

Piling

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

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

Reason: To protect the amenity of nearby properties and control any piling activities that may be required during construction, without impacting on the delivery of the project, in accordance with Policies SC/10 and HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

Burning of Waste

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

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

Materials

8. Prior to any development above slab level, full details including samples of the materials to be used in the construction of the external surfaces of buildings, which includes external features such as entrance doors, windows, sills, lintels, headers, colonnade, porches, louvers grills gates, external metal work, eaves, rainwater goods, coping, roof/metal cladding, colours and surface finishes, shall be submitted to and approved in writing by the County Planning Authority.

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

The quality of finish and materials incorporated in any approved sample panels, which shall not be demolished prior to completion of development, shall be maintained throughout the development.

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

Reason: To ensure the development is carried out in accordance with the approved plans and to define the site and preserve the character, appearance and quality of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

Obstacle Lighting During the Construction Phase

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

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

Reason: Permanently illuminated obstacle lighting is required for the duration of construction and on construction equipment to avoid endangering the safe movement of aircraft and the operation of Cambridge Airport in accordance with Policies SS/3 and TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).

Soft landscaping details

10. Prior to any landscaping and external works, details of a soft landscape scheme shall be submitted to and approved in writing by the County Planning Authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

Reason: In the interests of visual amenity; and to ensure that an appropriate mix of soft landscaping is provided as part of the development that does not result in a food source for avian species hazardous to aviation activity, in accordance with Policies HQ/1, NH/2 and TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).

Replacement Planting and Seeding

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

Reason: To ensure there is a net gain in biodiversity and in the interests of the visual appearance in accordance with policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (adopted September 2018).

Cranes and Construction Equipment in excess of 10 metres above ground level

12. No development in excess of 10 metres above ground level for the provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations, being or to be carried out on, in, under or over land or on land adjoining that land shall be carried out without a planning application being submitted to and approved by the County Planning Authority.

Reason: To ensure that construction operations and equipment on the application site or on any adjoining land do not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger the movement of aircraft and the safe operation of the aerodrome through interference with communication, navigational aids and surveillance equipment in accordance with Policies SS/3 and TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).

Sport Pitch Condition and Specification

13. Prior to the first occupation of any part of the development hereby permitted, the development shall be carried out in accordance with the Sport Field Specification, received 15/10/2020; and Drainage Layout Sheet 2 of 2 [Playing Field Drainage Plan] (drawing number WING-WSP-PS-DR-D-4001 Rev P03), received 19/10/2020.

Reason: In the interests of visual amenity and to ensure that the sports pitch is fit for purpose and provided as part of the development in accordance with Policies HQ/1, CC/8, and CC/9 of the South Cambridgeshire Local Plan (adopted September 2018).of the South Cambridgeshire Local Plan (adopted September 2018).

Transport Management Plan

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

Reason: To protect the amenity of nearby properties and for the safe and effective use of the adopted public highway, in accordance with policies CC/6, HQ/1, and TI/2 of the South Cambridgeshire Local Plan (adopted September 2018).

Operational Noise Impact Assessment

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

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

Reason: To protect the amenity of nearby residential properties from the potential impacts of noise from plant, in accordance with Policies SC/10 and HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

Unexpected Contamination

16. If during the construction of the development hereby permitted unexpected contamination is encountered, which has not previously been identified, works shall immediately cease on site until the County Planning Authority has been notified and the additional contamination has been fully assessed and the following remediation approved in writing:
- a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors;
 - b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters; and
 - c) A schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

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

Reason: To minimise any risk from land contamination associated to the current and future users of the land, groundwater, the natural environment or general amenity in accordance with Paragraph 170(f) of the NPPF (February 2019) and Policies CC/6, CC/7 and SC/11 of the South Cambridgeshire Local Plan (adopted September 2018).

Surface Water Drainage Scheme

17. Prior to any development above slab level, a detailed surface water drainage scheme for the site, based on sustainable drainage principles, shall be submitted to and approved in writing by the County Planning Authority.

The scheme shall be based upon the principles within the agreed Drainage Strategy Report prepared by WSP (ref: WING-WSP-PS-XX-RP-D-4001-P06) revised January 2020 and shall also include:

- a) Full results of the proposed drainage system modelling in for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) Full details of the proposed attenuation and flow control measures; and
- d) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF and related Planning Practice Guidance.

The scheme shall subsequently be implemented in accordance with the approved details prior to the first occupation of any part of the development hereby permitted.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with Policies CC/7, CC/8, and CC/9 of the South Cambridgeshire Local Plan (adopted September 2018).

Maintenance of Surface Water Drainage Systems

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

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

Reason: To ensure the satisfactory maintenance of drainage systems that are not publically adopted, in accordance with Paragraphs 163 and 165 of the NPPF (February 2019) and Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan (adopted September 2018).

School Travel Plan

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

The Travel Plan is to be monitored annually over a 5 year period, with all measures reviewed to ensure targets are met.

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

Reason: To ensure the safe and efficient operation of the highway, including the management mitigation measures set out in informative 7, and to promote sustainable travel in accordance with Policy TI/2 of the South Cambridgeshire Local Plan (adopted September 2018).

Cycle and Scooter Parking Details

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

The approved details shall be implemented in full prior to the first occupation of any part of the development hereby permitted. Thereafter the cycle and scooter parking shall be retained in accordance with the details approved for their specific use.

Reason: To promote sustainable travel and cycle & scooter parking in accordance with Policies TI/2 and TI/3 of the South Cambridgeshire Local Plan (adopted September 2018).

Car Parking

21. Prior to the occupation of any part of the development hereby permitted, the car parking spaces shown on the Hard Landscape General Arrangement Plan Sheet 1 of 2 (drawing number WING-WSP-PS-XX-DR-L-0120 Rev. P03) by WSP, dated 13/01/2020 (received 22 January 2020) and Hard Landscape General Arrangement Plan Sheet 2 of 2 (drawing number WING-WSP-PS-XX-DR-L-0121 Rev. P03) by WSP, dated 13/01/2020 (received 22 January 2020); shall have been created with future access to electronic vehicle charging infrastructure (ducting) for the two proposed spaces to the west of the car park, demarcated, levelled, surfaced, drained and provided in their entirety.

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

Reason: To manage parking arrangements on site and to protect the amenity of nearby properties in accordance with Policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan (adopted September 2018).

BREEAM Design Stage Certification

22. Within 6 months of the date of commencement of development, as identified by Condition 1, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the County Planning Authority demonstrating that BREEAM 'very good' as a minimum will be met, with 3 credits for Wat 01 (water consumption) and 6 credits for Ene 01 (reduction of carbon emissions).

Where the Design Stage certificate shows a shortfall in credits for BREEAM 'very good', a statement shall also be submitted identifying how the shortfall will be addressed. 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.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan (adopted September 2018) and the Greater Cambridge Sustainable Design and Construction SPD (adopted January 2020).

BREEAM Post-Construction Certification

23. Within 6 months of the first occupation of any part of the development hereby permitted, as identified through Condition 2, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the County Planning Authority, indicating that the approved BREEAM rating has been met with a minimum of 3 credits for Wat 01 and 6 credits for Ene 01. 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.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan (adopted September 2018) and the Greater Cambridge Sustainable Design and Construction SPD (adopted January 2020).

Photovoltaic Panel Details

24. Within 3 months of the commencement of development, as identified by Condition 1, details, showing elevational and layout plans indicating the precise location of the photovoltaic panels and specification details of the photovoltaic panels, shall be submitted to and approved in writing by the County Planning Authority.

The approved details shall be implemented in full and the photovoltaic panels shall be operational prior to the first occupation of any part of the development hereby permitted. Thereafter they shall be retained for that specific purpose and maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan (adopted September 2018).

Woodland Management Plan

25. Prior to the first occupation of any part of the development hereby permitted, the Woodland Management Plan (WMP) contained within the Landscape Management Plan and the Weedle Landscape Design Biodiversity Management Plan (Revision B) dated June 2020, shall be implemented in full and thereafter they shall be retained for that specific purpose and maintained in accordance with the approved details for a minimum of 5 years.

Reason: To ensure that the woodland is managed to enable the protection of existing species and the ecological and biodiversity value of the area in accordance with Policy NH/4 of the South Cambridgeshire Local Plan (adopted September 2018).

Environmental Management Plan (EMP)

26. For the duration of the construction phase of development, the revised Environmental Management Plan (EMP) – PEP Part 3 Revision No: 1 dated 12-3-20 shall be implemented in full.

Reason: To ensure there is a net gain in biodiversity and in the interests of the visual appearance in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (adopted September 2018).

Landscape Scheme of Maintenance and Management

27. Prior to the first occupation of any part of the development hereby permitted, the revised Landscape Scheme of Maintenance and Management (June 2020) shall be implemented in full for a minimum of 5 year period post completion of the landscape scheme.

Reason: To ensure there is a net gain in biodiversity and in the interests of the visual appearance in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (adopted Sept 2018).

Biodiversity Maintenance and Management Plan

28. Prior to the first occupation of any part of the development hereby permitted, the Biodiversity Maintenance and Management Plan (BMMP) (Revision B) dated June 2020 shall be implemented and managed for a minimum of 5 years, with:
- swift calls played until the swifts boxes have been successfully occupied by swifts; and
 - wildlife access holes management to continue for the lifetime of the development to ensure continued access to the woodland area for wildlife.

Reason: In the interests of visual amenity and protection of existing species and the ecological and biodiversity value of the area in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (adopted September 2018).

Wildlife Hazard Management Plan

29. Prior to the first occupation of any part of the development hereby permitted, the Wildlife Hazard Management Plan (WHMP) (Version V004) dated January 2020 shall be implemented in full and managed for the lifetime of the development to ensure the safe operation of the aerodrome.

Reason: In the interests of airport safety and to ensure that bird strike risk levels are minimised so as not to endanger aircraft movements and the safe operation of the aerodrome in accordance with Policies SS/3 and TI/6 of the South Cambridgeshire Local Plan (adopted September 2018).

Lighting

30. Notwithstanding the provisions of the Town and Country Planning General Permitted Development (England) Order 2015, (or subsequent replacement or amending order), no new lighting in the external play areas or sports pitches identified on the Proposed Site Plan (drawing number WING-RHP-PS-XX-DR-A-302 Rev. 06) dated 8 January 2020, shall be installed except in accordance with details which shall have been submitted to and approved in writing by the County Planning Authority. The details shall include lighting impact assessment details of the level of illumination, details of how light pollution is to be controlled and lighting glare minimised.

The approved external play area lighting scheme shall be implemented and retained only in accordance with the approved details.

Reason: In order to safeguard amenity and biodiversity in respect of possible adverse effects of lighting glare from any future lighting provision proposed for the sports pitches and play areas in accordance with policies HQ/1, SC/9 and NH/4.

Reason:

Parallel School Crossing

31. Prior to the first occupation of any part of the development hereby permitted, a parallel crossing in line with that shown on drawing WING-WSP-SK-20191119-03 (03) received 12 March 2020 shall have been constructed and made fully available for use. Thereafter the parallel crossing shall be retained for that specific purpose.

Reason: To manage the construction and availability of the crossing for school use to maintain highway safety in accordance with Policies HQ/1 and TI/1 of the South Cambridgeshire Local Plan (adopted September 2018).

Construction Phase Health and Safety Plan (CPHSP)

32. For the duration of the construction phase of development, the revised Construction Phase Health and Safety Plan (CPHSP) – PEP Part 2 December 2019 shall be implemented in full.

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

Informatives

Environment Agency Advice

1. The applicant's attention is drawn to the advice provided by the Environment Agency in their letter dated 21 February 2020 in relation to guidance on Foul Water Drainage and contact with Anglian Water.

Public Footpath

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

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

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

Pollution Control

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

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

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

Pipes beneath buildings

4. There is a pipe that appears to be positioned beneath a building. It is acknowledged that this system will be maintained by the client/owner and therefore will not be adopted, however this practice contradicts the principles outlined in Paragraph 8, Section C3.1 of Sewers for Adoption 7th Edition - A Design & Construction Guide for Developer which states that: 'surface water sewers and lateral drains should not normally be constructed under any building...Where it is not reasonably practicable to route the sewer around the building, surface water sewers with a nominal internal diameter of no more than 100 mm may be laid under a building, provided that the sewer takes the drainage from no more than one rainwater pipe...'

Obstacle Lighting to inform Condition 9

5. Any obstacle lights must be steady state red lights with a minimum intensity of 200 Candela. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at [Civil Aviation Authority website](#)). For further information to help the submission required by Condition 9 if necessary, please refer to Advice Note 4 'Cranes and Other Construction Issues' (available at [Link to Aerodromes Cranes Advice Note](#)).

Fire Hydrants

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

Highway advice in relation to management of accesses

7. As part of the management arrangements for the school, the gate – shown on drawing numbers WING-RHP-PS-XX-DR-A-302 Rev 6 and WING-RHP-PS-XX-DR-A-300 Rev. 04 allowing access to the waiting area should be opened at least 30 minutes prior to opening of the school. It will be for the applicant / school to ensure appropriate management of this access in line with the mitigation measures to be set out in the Travel Plan under condition 19 to ensure safety for all users and an efficient use of the highway.

Noise Nuisance

8. To assist with Condition 15 further advice with regard to noise nuisance from plant and equipment external to the buildings can be obtained from the Environmental Health Team at South Cambridgeshire District Council - Mr Nick Atkins, Environmental Health Officer, Health & Environmental Services Telephone No: 01954 713145. Furthermore, in the event that air source heat pumps are investigated in the future, the applicant's attention is drawn to the EHO's comments in relation to the need for a noise impact assessment and/or noise insulation scheme.

Protection of Nesting Birds

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

Compliance with paragraph 38 of the National Planning Policy

Framework

The applicant did seek pre-application advice and worked hard to address all the points raised, to ensure a project came forward that could not only deliver the much needed school places, but also balance the wider impacts in relation to sustainability and transport concerns. The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

Source Documents

[Link to South Cambridgeshire Local Plan adopted September 2018](#)

[Link to Cambridge East Area Action Plan adopted February 2008](#)

[Link to Cambridgeshire and Peterborough Minerals and Waste Core Strategy adopted July 2011](#)

[Link to Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan adopted February 2012](#)