

Agenda Item No: 4

DEVELOPMENT OF A PRIMARY SCHOOL AND PRE-SCHOOL/NURSERY FROM 6 CLASS ROOMS TO 2FE (14 CLASS ROOMS, 420 SPACES) INCLUDING ERECTION OF A TWO STOREY CLASSROOM BLOCK, MAIN HALL, AND SINGLE STOREY EXTENSIONS TO FORM PRE-SCHOOL WITH CANOPIES, ENTRANCE, LINKED EXTENSION, HARD PLAY AREA, MULTI-USE GAMES AREA, NEW PEDESTRIAN ENTRANCES, REINSTATEMENT OF CAR PARK, CYCLE, SCOOTER PROVISION, RELOCATION OF BUGGY STORE, LANDSCAPING, ELECTRICAL SUBSTATION AND REMOVAL OF MOBILE CLASSROOM.

AT: New Road Primary School, New Road, Whittlesey, PE7 1SZ

APPLICANT: Cambridgeshire County Council

APPLICATION NO: F/2009/18/CC

To: **Planning Committee**

Date:

From: **Assistant Director, Environment and Commercial**

Electoral division(s): **Whittlesey South**

Purpose: **To consider the above planning application.**

Recommendation: **That permission is granted subject to the conditions set out in paragraph 10.1**

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1.0 INTRODUCTION / BACKGROUND

- 1.1 In 2017 planning permission was granted for a mobile classroom building (F/2005/17/CC) to provide space for existing Pre-school children to be relocated from the permanent school buildings to the temporary accommodation. This was to enable the playgroup to offer additional hours to existing and new children. As part of this 2017 permission it was also acknowledged that there was a scheme in the 2017 CFA Schools programme to extend the school buildings to provide space for additional pupils. In order for the construction of the proposed permanent extension to be undertaken (which is the subject of this planning application), the temporary mobile classroom was required.

2.0 THE SITE AND SURROUNDINGS

- 2.1 New Road Primary School is located in Whittlesey, which is within Fenland District Council's area. New Road Primary School is south east of Whittlesey town centre. The application site is approximately 1.4 hectares (3.46 acres) and comprises the whole of the existing school site. The school has an existing vehicular access off New Road, which provides access on the east side of the school to existing staff and visitor parking provision. New Road is a public byway where it passes the existing school, which becomes unsurfaced to the east. A temporary double mobile classroom unit, which is used as a nursery is currently positioned on the rear of the existing parking provision (as noted in the background section of this report above), occupying 9 previously available car parking spaces. The ground on site is referred to in Section 2 of the Design and Access Statement as being 'relatively flat across the site, although the road and footpath rise up from the south west corner towards the entrance of the school and car park' towards New Road, which is raised above the level of the majority of the site.
- 2.2 Beyond the eastern boundary of the application site are the archery club fields owned in association with a local factory. To the south east of the application site at the opposite side of New Road is a public recycling Centre, and Lattersey Nature Reserve. To the west and north of the school site are residential properties. The school site fronts New Road, which is adjacent to the southern boundary of the application site. At the opposite side of New Road facing the application site are also residential properties and Whittlesey Town Council Allotments.
- 2.3 The existing school building is single storey and is located in the south east corner of the application site. Its maximum height is approximately 6 metres (approximately 19.7 feet) with a single chimney of approximately 8.2 metres (approximately 26.9 feet) in height above adjacent ground levels. There is an existing Children's Centre. There is a hard play area on the west side of the school building and a grass playing field to the west and north of the school building. The building currently accommodates existing school facilities. The site is located in Flood Zone 1, which is the zone least likely to flood. There are no listed buildings or conservation areas in the vicinity of the application area.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The application proposes a linear extension, approximately 96 metres (approximately 105 yards) in total length, to the existing school building. It would be comprised of single storey and two storey elements. A relatively small amount of demolition is proposed. The total new internal floor space proposed is 1,590 square metres (1,902 square yards) with a net additional floor space of approximately 1,388 square metres (approximately 1,660 square yards). The extension would project at single storey (at approximately 4.7 metres (approximately 15.4 feet) in height) to the front of the existing school building to form a new school entrance, meeting room, general office, corridor and informal teaching or meeting area.
- 3.2 This would be attached to a two storey classroom block, which would be central to the proposed extension. It would provide stairways at each end of the block, providing eight north facing classrooms on two floors. This would also provide south facing rooms at ground floor and toilets. At first floor there would be toilets, an office, a break out area and a group room facing south. A lift, and the second stairwell, the latter being proposed as south facing, would also be provided within the two storey block. The proposed height above adjacent ground level to the top of the parapet of the flat roofed two storey block is 8.7 metres (28.5 feet), with the roof height being approximately 7.5 metres (approximately 24.6 feet).
- 3.3 To the west of the new two storey block a 'Main Hall' is proposed that would bridge the height difference between the two storey block and the new proposed one storey pre-school/early years block. The flat roofed Main Hall would be approximately 7 metres (approximately 23 feet) in height above adjacent ground levels to the top of its parapet, with roof lights protruding a little above. The proposed pre-school block would provide two classrooms with additional kitchen, storage, office and WC facilities. It would accommodate the existing on-site preschool facilities, which are currently provided in the on-site mobile.
- 3.4 The extension would be mainly brick, with the pre-school and the link block and entrance being proposed as a dark facing brick and the two storey teaching block extension in a multi-buff facing brick. The Main Hall is proposed to be clad with rain screen cladding in vertical panels with staggered joints. Aluminium cladding is proposed for the roof. Use of coloured window panels adjacent to the clear window glazing is also indicated within the Design and Access Statement.
- 3.5 It is proposed to increase cycle parking to 120 combined cycle and scooter spaces. There are two proposed new pedestrian access points from New Road towards the south western end of the site frontage; the western most pupils entrance to the parent waiting area and proposed pupil's cycle park, and the second a new central primary school entrance.

- 3.6 It is proposed that the temporary mobile classroom would be removed upon completion of the construction of the project. This would enable the reinstatement of the 9 car parking spaces that it currently occupies. One additional disability parking space is proposed, which would result in a total of two disability car parking spaces being included within a total proposed provision of 36 car parking spaces.
- 3.7 Two mini-football pitches and an 80 metre (19.7 yards) summer running track are proposed to be provided on the existing playing field. Also, a multi-use sports area (MUGA) is proposed centrally on the northern part of the site. Fencing, 3 metres (9.8 feet) in height is proposed to be erected surrounding the MUGA. Sapling trees, which are proposed to be removed to facilitate the MUGA would be relocated to the east avoiding a clear emergency access route to the playing fields.
- 3.8 An electrical substation is proposed to be placed in the South East corner of the Site, to the right of the school main vehicular entrance. Alterations to existing school playgrounds replacing existing surfacing with safer play surfacing, erecting fencing and erecting new canopies to provide outdoor teaching space are proposed together with new hedges, trees planting and the repositioning of the habitat area.

4.0 PLANNING HISTORY

- 4.1 The following planning permissions are the most relevant for this application.

Application Reference	Description	Decision/ Decision date
<u>F/2005/17/CC</u>	The erection of a 7 bay mobile classroom building, access ramp, play deck with canopy and paved path for a temporary period until 31 August 2022 to enable the existing preschool to be relocated into the temporary accommodation.	GRANTED 31/08/2017
<u>F/02007/07/CC</u>	Demolition of mobile classroom and erection of 3 extensions for a new children's centre and locality base with 24 car parking spaces, plus 2 external play areas.	GRANTED 13/11/2007
<u>F/00195/94/CC</u>	Erection of a single storey extension,	GRANTED 01/09/1994
<u>F/00798/89/CC</u>	Extension to classroom	GRANTED 18/07/1989
<u>F/00690/78/CC</u>	Erection of new primary school	GRANTED 23/01/1979

5.0 CONSULTATION RESPONSES (SUMMARISED) AND PUBLICITY:-

5.1 Fenland District Council: - No objection (Consultation response dated 30/07/18).

5.2 Fenland District Council Environmental Health Officer: - No objections remain subject to appropriate planning conditions to control the management of the school site for noise and construction activities, and the protection of ground contamination etc. Audit trail to show how concerns addressed shown in the following breakdown of consultation responses regarding the three relevant subject matters.

- **Noise impact –**

Consultation response dated 09/08/18 – *“The applicant has submitted with the application an ‘Acoustic Feasibility Report’ which seems to consider the acoustic performance and ventilation of the proposed extension based on the guidance given in Building Bulletin 93 for school’s acoustic criteria. Whilst the details and assessments are acceptable in such context, the report fails to assess the potential noise impact at a sensitive residential receptor from such intensification of the existing school which seems inevitable from the scheme. More importantly, noise from any proposed building services plant needs to be assessed in accordance with the guidance given in BS 4142 2014 and appropriate mitigation measures considered (if necessary) to prevent loss of amenity at the noise sensitive location. This can be addressed by a compliance condition, however the applicant may nuisance in the future. The noise from use of outdoor areas, increase in vehicles etc. All these need to be considered in the context of potential impact on residents.”*

Consultation response dated 07/12/18 – *“I have consider the report (Document Reference: 102078-MLM-ZZ-XX-RP-U-0004) and consider that information to be sufficient.*

As the report states, noise will and is expected to be experienced from the expansion of a school. We look that all developments remain within the WHO community guideline noise levels, and although this development will exceed these levels, it is very reasonable to request that the noise from this site can be managed by the school by hours of use, or retrospective installation of acoustic barrier if justified. It is expected that the use of this site will be limited, and typically be used only during school hours, within term time, with a number of seasonal acceptances to this. It would be reasonable to expect the school to utilise the MUGA throughout the school day not just to break times as stated in the report and I have factored this into my considerations.

Although the noise levels are predicted to rise beyond the WHO community guidelines, it would be proportionate to manage this through a condition on the permission that requires the school, in response to justified noise complaints through the Local Planning Authority, to investigate and where justified mitigate excessive noise disturbance.

The development of the MUGA close to the boundary of residential properties will result in a concentrated noise source close to receptors, but also this will also act as a level of protection to these properties from other site activities, as use of a MUGA can be managed. I would recommend that a site management condition would be an appropriate

control and level of protection to both the residents and the school, rather than a noise level condition.”

- Construction/Demolition Management – No Objection remaining

Consultation response dated 09/08/18 – *“The applicant needs to submit Construction Environmental Management Plan to consider the effect of dust, construction noise/vibration, deliveries to site and construction hours to ensure adequate protection is afforded to neighbouring residents who may be exposed to significant pollution during the construction phase. This will need to be submitted and approved prior to commencement of the development.”*

Consultation response dated 16/08/18 – *“I have reviewed the Construction Management Plan submitted in connection with the above scheme, ref:EA-17-045/ce01 dated 27/06/18. The contents are satisfactory in address my previous concerns, therefore I have no further concerns to raise with respect to construction management.”*

- Ground Investigation – No Objection remaining

Consultation response dated 09/08/18 – *“Having reviewed the submitted ground investigation report, recommend that planning condition be imposed with respect sound gas and contamination not previously detected during previous investigation works.”*

Construction response dated 20/08/18 – *“I have had a look at the ground investigation report in particular aspect relating to ground gas issues raised in my previous consultation response. Environmental Health are satisfied with the contents and therefore we have no further concerns to raise.”*

5.3 **Environment Agency:** - No objection (Consultation response dated 31/07/18). The Environment Agency made the following comments: -

“The above location falls within 250 metres of a former waste disposal site; we recommend that you consult your Environmental Health Team regarding this matter. The applicant should be informed that the responsibility for the safe development and secure occupancy of this development rests with them.”

5.4 **CCC Transport Assessment Team:** - No remaining objection subject to appropriate planning conditions to secure the need for a Travel Plan and mitigation measures through appropriate planning conditions. Audit trail to show how concerns addressed shown in the following breakdown of consultation responses.

Initial consultation response dated 20/08/18 based on Transport statement (Revision E) dated June 2018.

- Road safety review – assessment area considered reasonable but unsure where data taken from. The last 60 months data should be provided obtained from the County Council.
- Baseline Trip Generation – Travel plan to provide an opportunity to encourage staff to switch from cars to more sustainable travel methods.
- Projected Trip Generation – Primary School pupil capacity would increase from 150 pupils to 420 pupils and staff from 20FTE to 35FTE. *“The development trip generation has been calculated in accordance with the existing modal split data for the school. This is acceptable for use.”*

- Parking Beat Survey – Parking beat survey needed.
- Parking provision – Post-development there would be 36 spaces inclusive of 2 disabled spaces. *“This is considered reasonable for the development.”*
- Servicing Traffic – Deliveries arranged to avoid peak times.
- Wider Impact – *“The County Council do not accept AADTF data on its own as a valid methodology for assessing the impact of the development on the capacity of the surrounding highway network.*

To determine the wider impact of the development, the applicant was requested by the Council to undertake traffic surveys at the following locations:

1. *New Road/B1093 priority junction*
2. *B1093/A605/Syers Lane roundabout*
3. *New Road/Bellman’s Road priority junction*
4. *A605/Bellman’s Road priority junction*
5. *B1093 Station Road/Station Road priority junction*

- i. *It is noted trip distribution will be based in accordance with traffic survey data. The traffic surveys requested by the County Council have not been undertaken due to the school holiday period. As such, the impact of development traffic on the capacity of the surrounding highway network cannot be determined.*

The development will add to the existing on-street parking demand on New Road associated with school drop-off and pick-up. Future drop-off parking demand associated with the development is anticipated to exceed the existing parking capacity available on New Road. Therefore, until such a time as the parking beat survey and traffic survey data has been submitted and reviewed, the applicant must demonstrate how they propose to mitigate the impact of the anticipated over-capacity of school drop-off and pick-up parking on New Road during the school peaks.”

- Travel Plan – *“CCC has not commented on any detail of the School Travel Plan at this stage. The Travel Plan will need to be subject to a condition should approval be given.”*

CCC therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed.

Consultation response dated 7th November 2018 – Consultation response based on Transport Assessment (Revision F) dated October 2018.

- Site Audit – Pedestrian and cycle access to the school is quite good. Existing infrastructure available at the nearest bus stop should be outlined.
- Projected Trip Generation – The future drop-off demand is proposed to drastically exceed the existing drop-off capacity, mitigation is required to avoid drop off and pick-up parking over-spilling onto the surrounding highway network.
- Traffic Impact Assessment – The travel surveys are acceptable for use within this assessment. The use of TEMPRO is an acceptable method of calculating future growth. The capacity assessment results should be provided for both junctions for the School PM peak and Network PM peak scenarios and full model outputs

submitted. The junction capacity assessments cannot be agreed until the above issues have been addressed.

- Parking Beat Survey – *“Whilst the survey does demonstrate there is sufficient capacity within the total study area to accommodate drop-off and pick-up parking as existing demand peaked at 90 vehicles, the study does not go into detail outlining where parking occurs. Furthermore, this is not made clear in the outputs either, as the location of each zone is not identified. As the increase in vehicular drop-offs and pick-ups will increase exponentially, the County Council have concerns regarding the existing capacity for drop-off and pick-up along New Road. Therefore, additional information is required.”*
- Proposed Design and Mitigation Measures – *“The proposed car and cycle/scooter parking provision is considered reasonable for the development.”*
“A Park & Stride initiative has been proposed by the applicant as a measure to mitigate the impact of the development. The potential Park & Stride location identified is the Manor Centre Car Park which is located circa 960m from the school and has a capacity of 102 car parking spaces. The anticipated walking route from the car park to the school comprises walking north up Station Road/Inhams Road followed by east along New Road to the school. Parking analysis surveys undertaken at the car park in the pick-up and drop-off periods highlighted there is sufficient capacity available at Manor Centre to accommodate an additional 79 vehicles. Such Park & Stride location however has not been agreed with Fenland District Council. The Park & Stride incentive therefore cannot be considered until such a time as a suitable location has been agreed.
A voluntary exclusion zone of 400m has been proposed by the applicant as a measure to reduce drop-off and pick-up parking on New Road. Whilst the Voluntary Exclusion Zone is a positive measure to address drop-off and pick-up congestion, it is not enforceable and therefore cannot be used as a key approach to mitigate the impact of the development. This is because parents are anticipated to abuse the measure in bad weather conditions or when they are in a rush.”
- Travel Plan – CCC has not commented on any detail of the School Travel Plan at this stage. The Travel Plan will need to be subject to a condition should approval be granted.

CCC therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed.

Consultation response dated 23rd November 2018 – Consultation response based on Transport Assessment (Revision G) dated November 2018 and additional information submitted by agent.

- Road Safety Review – *“The latest 60 months available accident data from the County Council has been provided. No accident cluster sites were identified. This is acceptable for use.”*
- Traffic Impact Assessment – *“Junction capacity assessments have been undertaken for the future year scenario of ‘2025 + Development’ at the following junctions for the AM peak, School PM peak, and Network PM peak:*
 1. New Road/Bellman’s Road priority junction

2. A605 Eastrea Road/Bellman's Road priority junction
3. New Road/B1093 priority junction
4. B1093/A605 Eastrea Road/Syers Lane roundabout (AM peak only)
5. B1093 Inhams Road/Station Road priority junction (AM peak only)

Both the B1093/A605 Eastrea Road/Syers Lane roundabout and Inhams Road/Station Road priority junction have been modelled for the AM peak only under the '2025 + Development' scenario. This is agreed. It is noted the AM peak contained the highest peak traffic flows therefore providing a robust assessment.

Whilst junction capacity assessments have not been undertaken for both a '2018 Baseline' and a '2025 Baseline' scenario, it is agreed the capacity assessment of the junctions under anticipated to operate within capacity in the '2025 + Development scenario'. The development is therefore not anticipated to generate future junction capacity pressures on the surrounding highway network."

- *Parking Beat Survey – "As vehicle trips are anticipated to increase significantly as part of the proposals; particularly on New Road, mitigation should be secured to prevent highways issues associated with vehicle intensification on New Road through encouraging sustainable travel to the school."*
- *Proposed Design and Mitigation Measures – "The proposed car and cycle/scooter parking provision is considered reasonable for the development."*
"The mitigation package fashioned by the Local Highway Authority (a pedestrian island crossing) will help make a sustainable travel a more attractive option for existing and future pupils. As such it will contribute towards reducing the highway impact of the development through improving safety and encouraging sustainable travel."
- *Travel – "CCC has not commented on any detail of the School Travel Plan at this stage. The Travel Plan will need to be subject to a condition should approval be given."*

CCC are content with the additional information provided and the Transport Assessment Team has therefore confirmed that the application can proceed to determination subject to the proposed mitigation measures being secured through a Travel Plan and appropriate planning conditions.

- 5.5 **CCC Highways Development Management Team:** - No objection remaining subject to suitably worded planning conditions and informatives to address the proposed extension to the footway, uncontrolled pedestrian crossing, turning head, vehicular access, on-site parking and kerbs, and the wider mitigation measures that will need to come through the S278 highway works. Audit trail to show how concerns addressed shown in the following breakdown of consultation responses.

Consultation response dated 23/08/18 –

Transport Statement/Travel Plan: *"The increase in vehicular drop off and pickups will increase exponentially. The applicant will need to demonstrate that the existing highways network can cope with the additional increase in vehicular traffic. New Road is not a through road and therefore drop offs and pickups will have to turn around within the vicinity of the school site. The increase in vehicular activity warrants some form of*

improvement in the way of drop-off parking areas/turning arrangements that will better facilitate and mitigate for the development impact.”

Vehicle access and parking: *“Vehicle to vehicle visibility splays will need to be provided each side of the access commensurate with the posted speed limit with no obstruction over 0.6m.*

Vehicle to pedestrian visibility splays will need to be provided at the access 2m x 2m with no obstruction over 0.6m.

The access is being intensified by the proposal and will therefore require improvements. The access will need to be widened to 5.5m for the length of the car park with 6m kerb radii installed at the access. More generous geometry may be required if longer wheel base vehicles are proposed to use the access such as buses, coaches and catering vehicles etc. A swept path plan detailing two way vehicle movements though the access for the largest vehicle proposed to use the site will be required.

I note that the application is providing 36 vehicle spaces inclusive of two disabled spaces, 72 cycle parking spaces and 48 scooter spaces within the site and I concur with the comments made by CCC Transport Planning.”

Pedestrian access: Barriers will need to be installed at the kerb edge for the pedestrian accesses to prevent pedestrians from conflicting with motor vehicles on New Road. The pedestrian access indivisibility should also be improved. The applicant should reduce the foliage around the accesses to provide better visual improvements between the two points.

Pedestrian and cycle improvements: With the increased movements of walking and cycle movement proposed I will need to know catchment areas and pedestrian desire lines in order to ascertain whether the existing pedestrian routes are suitable for the increased development traffic/footfall.

The proposal will require additional improvements to pedestrian infrastructure around the surrounding area. Uncontrolled pedestrian crossing points will need to be installed at Bellman’s road/new road junction and Bellman’s Road/A605. The applicant should note that this may require the need for islands to be installed subject to a RSA1 review.

Cycle improvements should also be provided throughout New Road.

Consultation response dated 08/01/18 – Consultation response based on Transport Assessment (Revision G) dated November 2018 and additional information from agent.

“The proposed footway extension and turning offer suitable mitigation for the increase demand for the school resulting from the development. The longer footway and turning arrangements will provide improvements to the kerb side parking and provide safe passage for school pedestrian traffic to and from the school. The delivery of the turning head on New Road requires third party land (FDC).”

“The main school vehicular access will need to be widened to 5m with 6m radius kerbs so it is suitable for two way vehicle flow. This is required due to the increase demand for vehicular parking at the school and the constrained access onto New Road (especially during school drop off/pick up). Details of which should be secured by condition.

CCC confirmed no highways objections subject to suitably worded conditions and informatives. Conditions about the proposed extension to the footway, uncontrolled pedestrian crossing, turning head, vehicular access, on-site parking and kerbs.

5.6 **CCC Road Safety Officer:** - No objection (Consultation response dated 22/08/18). The road safety officer is satisfied that the school travel plan is up to date and fully reviewed and states that the school has again achieved national Bronze Level Accreditation which demonstrates the schools engagement with safer sustainable school travel.

5.7 **Lead Local Flood Authority:** - No objection remaining subject to development being linked to the approved Flood Risk Assessment and Drainage Strategy. Audit trail to show how concerns addressed shown in the following breakdown of consultation responses.

Consultation response dated 17/08/18 – Originally objected for the following reason. Infiltration testing showed that infiltration features were not planned to be located in the best geological area of infiltration.

Consultation response dated 02/11/18 – The re-submitted Flood Risk Assessment & Drainage Strategy, (Peter Dann Consulting Engineers, Ref: NRWPS-PDL-ZZ-XX-RP-S-003_FRA & Drainage Strategy Rev B, Dated 22 October 2018) demonstrates *“that surface water from the proposed development can be managed through a combination of infiltration and discharge into a surface water sewer in New Road. A partially permeable geocellular tank will be installed under the permeable paving on site, which will receive all of the surface water from the proposed development. The surface water is then restricted to 2.5l/s into an Anglian Water surface water sewer.”* Based on this the Lead Local Flood Authority removed their objection.

5.8 **Anglian Water:** - No Objection but made the following comments (Consultation response 31/12/18).

- “Section 1 - Assets Affected. There are no assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site.
- Section 2 - Wastewater Treatment. The foul drainage from this development is in the catchment of Whittlesey Water Recycling Centre that will have available capacity for these flows.
- Section 3 - Used Water Network. The sewerage system at present has available capacity for these flows via a gravity discharge regime to manhole 8602 without further consultation. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991.
- Section 4 - Surface Water Disposal. The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is currently unacceptable. Evidence has been provided to show that the surface water hierarchy has been followed as stipulated in Building Regulations Part H. Infiltration logs have also been reviewed and are acceptable. However, the proposed surface discharge rate is currently unacceptable and must meet our minimum self-cleansing rate. We would therefore

recommend that the applicant needs to consult with Anglian Water. We request that the agreed strategy is reflected in the planning approval.”

5.9 **Middle Level Commissioners:** - No response received by CCC. However within the Flood Risk Assessment & Drainage Strategy 22/10/18 a response can be viewed in Appendix J of that document that was sent direct to the applicant Kier.

5.10 **Rights of Way:** - No comment (Consultation response dated 20/12/18).

5.11 **CCC Ecology and Wildlife:** - No objection remaining subject to appropriate mitigation measures being secured by planning condition. Audit trail to show how concerns addressed shown in the following breakdown of consultation responses.

Consultation response dated 08/08/18 – The Ecology and Wildlife officer originally objected to the application due to the lack of a third Bat survey detailing all mitigation, avoidance and enhancement measures that would be required. The officer did however approve the details set out in the Preliminary Ecological Appraisal relating to avoidance and mitigation measures for nesting birds, hedgehogs and amphibians.

Consultation response dated 14/08/18 - After proactive work with the agent and the submission of the third Bat survey the Ecology and Wildlife officers’ original objection was removed subject to a condition that ensures that the measures set out in section 8.3 of the Bat EIA Report (Aug 2018) are adhered to, including a check for bats by an ecologist immediately prior to commencement of any building demolition works and that the roof is soft-stripped under ecological supervision.

5.12 **Cambridgeshire Police Design Team:** - No objection due to early consultation and advice given and measures suggested being implemented (Consultation response dated 03/08/18).

5.13 **Sport England:** - No objection. Audit trail to show how concerns addressed shown in the following breakdown of consultation responses.

Consultation response dated 03/08/18. Consultation response based on originally submitted documents 25/10/18. Sport England is satisfied that the proposed development meets the following Sport England Policy exception but have requested a condition: -

E5 – ‘The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.’

Consultation response dated 29/11/18. After additional design and layout details submitted on 12/10/18. “Sport England are satisfied with the details submitted and will not require a condition requiring full details of the proposed MUGA.”

- 5.14 **Whittlesey Town Council:** - Recommends Refusal (Consultation response dated 06/09/18). The Town Council supports the additional school places in Whittlesey, however recommends refusal of the application because of transport issues. The Town Council suggested the field to the east of the school could be used as a parking area and a drop off area. It also considers that the road infrastructure within this area will be unable to cope.

PUBLICITY

- 5.15 The application was publicised in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2015. Copies of the planning application and accompanying documents were made available for public inspection at Shire Hall and submission documents and consultee responses are available to view on the planning department's web site. Three site notices were displayed on 31 July 2018. Owing to the fact that this is a major planning application, we advertised the application in the local press on 8 August 2018. Occupiers of properties closest to the application site were also notified about the application on 30 July 2018.

6.0 REPRESENTATIONS (SUMMARISED):

- 6.1 Three representations were received raising the following concerns (in summary):
- No turning area for public transport;
 - No safe location for public transport to pick up/ drop off children. Currently children stand on the corner of New Road and Bellman's Road waiting for the bus;
 - What will happen with an increase in children and more buses;
 - Road speed limit and children's safety;
 - Lack of speed restriction signs;
 - One representation raised concerns about the 'Park and Stride' scheme, concerned this would take part in school time and at a cost to the school;
 - Nowhere for parents to pick up/drop off children;
 - Increased traffic movements/congestion;
 - No pedestrian crossing facilities;
 - Lack of parking/waiting area for parents;
 - Recycling Centre just past the school often closes for movement of containers causing tail backs of traffic past the school, sometimes at times when children are being picked up and dropped off;
 - The users of the Council allotments also park on the road, reducing the roads capacity further;
 - Possible use of the already limited car park at Lattersey Nature Reserve for parents parking, preventing nature reserve users from using the car park;
 - Construction hours and days;
 - One local resident commented on the publicity of the application and thought that local residents hadn't been adequately informed. The application was advertised in line with our procedures and legislation as per paragraph 5.15 above;
 - Concern over localised flooding and drainage.

7.0 PLANNING POLICY AND GUIDANCE

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant development plan policies are set out in paragraphs 7.9 to 7.10 below.

7.2 The National Planning Policy Framework (July 2018) and Planning Practice Guidance (PPG) are also material planning considerations.

National Planning Policy Framework (July 2018) (NPPF)

7.3 The NPPF has at its core, a presumption in favour of sustainable development. (Paragraph 11).

7.4 Paragraph 91 sets out how new development should aim to “achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs.”

7.5 Paragraph 94 attaches great importance to ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities; and encourages local authorities to take a positive and collaborative approach to meeting the educational needs of communities and to give great weight to the need to create, alter or expand schools.

7.6 Paragraphs 96 & 97 promotes access “to a network of high quality open spaces and opportunities for sport and physical activities” these areas can only be built on under certain circumstances such as when “an assessment has been undertaken which has clearly shown the open space, building or land to be surplus to requirements.” Or “the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a sustainable location” or “the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”

7.7 Paragraph 102 promotes sustainable transport and encourages the promotion of walking, cycling and the use of public transport.

7.8 Paragraphs 124, 127, 128 and 131 emphasise the importance of good design in sustainable development.

Fenland Local Plan 2014

7.9 The following policies from the above plan are of relevance:-

- LP1 - A Presumption in Favour of Sustainable Development;
- LP2- Facilitating Health and Wellbeing of Fenland Residents

- LP3 - Spatial Strategy, the Settlement Hierarchy and the Countryside;
- LP6 - Employment, Tourism, Community Facilities and Retail;
- LP11 - Whittlesey;
- LP12 - Rural Areas Development Policy;
- LP13 - Supporting and Mitigating the Impact of a Growing District;
- LP14 - Responding to Climate Change and Managing the Risk of Flooding in Fenland;
- LP15 - Facilitating the Creation of a More Sustainable Transport Network in Fenland;
- LP16 - Delivering and Protecting High Quality Environments across the District;
- LP17 - Community Safety;
- LP19 – The Natural Environment.

Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) (M&WCS)

- 7.10 Whilst not a mineral or waste planning application the following policies from the above plan are of relevance:-

Policy CS27 – Minerals Consultation Areas
 Policy CS30 – Waste Consultation Areas

Emerging planning policy

- 7.11 Cambridgeshire County Council and Peterborough City Council have started a review of the Minerals and Waste Development Plan which will be known as the Minerals and Waste Local Plan. It has completed its first consultation stage in the form of the Minerals and Waste Local Plan Preliminary Plan (May 2018); and it is anticipated that consultation on a full Draft Minerals and Waste Local Plan will take place in March/April 2019. As an emerging draft Local Plan this document will only carry limited weight. The M&WCS and the Mineral and Waste Site Specific Proposals (M&WSSP) plan remain in force until the new Local Plan replaces them.

8.0 PLANNING CONSIDERATION

Justification, Need and the Principle of Development

- 8.1 The agent states in paragraph 2.5 of the Planning Statement that there is a projected demand for school places in Whittlesey. The existing primary school was stated as at July 2018 to host approximately 110 pupils aged 4-11 years with accommodation to accommodate up to 150 pupils together with the pre-school mobile unit which was granted temporary planning permission 31 August 2017, reference F/2005/17/CC until 31 August 2022. Also at paragraph 6.2 of the Planning Statement the planning agent draws attention to Whittlesey's designated status as a Market Town in the Fenland Local Plan 2014 and draws attention to the presumption in favour of development taking place within the settlement boundary. Section 2 of the Design and Access Statement explains that the

school used to be a 0.5 form entry until planning permission F/2005/17/CC increased the capacity of the school to a 1 Form Entry by freeing up the use of an additional classroom within the school by moving the pre-school into the mobile classroom. However this accommodation is temporary and it is stated that the school also needs to expand to 2 Forms of Entry. It is anticipated that there will be a demand for more school places in the future in Whittlesey owing to proposed housing development. This is clearly set out in Policy LP11 of Fenland Local Plan (Adopted May 2014) *“The strategic allocation as a whole is expected to deliver around 500 dwellings.”*

- 8.2 Fenland Local Plan Policy LP3 Spatial strategy, the settlement Hierarchy and the Countryside, states that the majority of the district’s new housing, employment growth, retail growth and wider service provision should take place in Market Towns such as Whittlesey. The local plan also discusses the fact that Investment in social and physical infrastructure capacity will be required to support future growth in Whittlesey. It is considered that the extension is in compliance with the above policy.
- 8.3 The proposed extension would increase the primary schools capacity from 150 school pupil places and 52 pre-school places to 420 primary school pupil places and 52 pre-school spaces. Paragraph 94 of the NPPF attaches great importance to ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities; and encourages local authorities to take a positive and collaborative approach to meeting the educational needs of communities. It is considered that the proposed extension would comply with this policy by providing school places.

Design, Community Involvement, and Residential Amenity

- 8.4 The proposed extension is linear in form and would be 96 metres (105 yards) in length. The footprint of the proposed extension has been broken down into three separate elements with different heights and differing materials. Together with the Main Hall and the proposed pre-school having each been set back slightly, these techniques will assist to reduce the mass and visual impact of the proposal. Additionally, cross-sections show that the proposed extension would be built at a level approximately 0.5 metres (approximately 1.6 feet) lower than that part of New Road nearest to the proposed extension. Revised plan ‘Proposed site elevations P0580-A-230 revision 3 dated 30/01/19’ shows that the height of the two storey houses opposite the school are in direct relationship with the two storey extent of the proposed primary school.
- 8.5 Two different contrasting bricks have been proposed for the proposed extension with rain screen cladding proposed for the Main Hall as outlined in paragraph 3.4 above. As part of the applicant’s community involvement process prior to submitting the application a public exhibition is stated to have been held on 28 March 2018. Amongst the public feedback reported in paragraph 4.8 of the Planning Statement it is noted ‘The proposed elevations should comprise local brick’. This may refer to bricks produced by the Whittlesey brickworks and/or to the local vernacular. A mix of brick types including light and dark multi bricks have been used on the residential development in the vicinity and the school is built of relatively modern red bricks. It would not be appropriate to recommend a condition requiring the use of particular brickworks in these circumstances,

which would serve to limit market forces. However, given that there is limited detail only in relation to the types of external facing materials, it is recommended that a materials condition be imposed should planning permission be granted to require the details of the external materials to be used to be agreed (see draft condition 7). Paragraph 127 of the NPPF states that planning decisions should ensure developments are “*sympathetic to local character*”. Policy LP16 Delivering and Protecting High Quality Environments Across The District requires amongst other criteria :-

‘(d) makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.’

- 8.6 In terms of the proposed sustainability measures built into the design of the proposed school extension, the applicant’s Planning Statement (paragraphs 6.36 – 6.37) sets out their proposed sustainability measures in order to be able to achieve a BREEAM standard of ‘Very Good’, which is in line with the County Council’s expectations in relation to new school buildings. Measures such as the use of solar photovoltaics on the new flat roof of the central two storey block, concealed by a high parapet and the use of LED lighting will ensure that the proposals are also in accordance with Policy LP14 of the Fenland Local Plan. To ensure that such measures are delivered, particularly in relation to Energy and Water measures, and to ensure the details of such measures are understood, officers have recommended appropriate planning conditions (see draft conditions 25, 26 and 27)
- 8.7 Consideration has been given to the design of the proposed extension in relation to its surroundings. Policy LP16 of the Fenland Local Plan also provides among other criteria that development should not adversely impact on the amenity of neighbouring uses such as noise, light pollution, loss of privacy and loss of light. It is stated in the planning statement that consideration was given to residential amenity in the working up of the design and that the built footprint of a two storey main building and the fact that the proposed extension of the school would be sited along the southern boundary would mean that the extension would have negligible impact on residential amenity. The location of the intended built extension would not adjoin residential development. Proposed tree planting along the front of the school would reduce the potential for overlooking to occur between the school and dwellings beyond New Road. Both the school and the houses across new Road are set back from the road giving adequate distance between, to overcome issues of overlooking through windows. The second storey southern face of the two storey block is not proposed to have school classrooms overlooking the road so as to further reduce risk of overlooking to neighbours opposite as set out in paragraph 3.2 above. Neither the Fenland Environmental Health Officer nor local neighbours have raised any concerns about overlooking and planning officers are content that this matter has been given full consideration when assessing the proposed design.

8.8 Within the Public Exhibition attendance feedback stated in the Planning Statement (paragraph 4.8) there was concern raised over the planting of trees to the rear of the school, this was expected to adversely affect residential amenity by overshadowing. This feedback was considered and the landscape proposals revised to incorporate less planting at the rear of the school. In addition, three smaller trees are proposed to replace the small cluster of trees existing in the south-western corner of the site. This is considered to reduce the impact on residential amenity of overshadowing. There is a need for the trees for shading of pupils and a need for no net loss of habitat for local ecology, so officers consider that all elements have been balanced out to ensure that the scheme is still policy compliant whilst being sensitive to the concerns of the local residents.

8.9 Noise was also raised as a concern at the Public Exhibition and by one neighbour's consultation response. The level of noise both during and after the construction process was of concern. During the construction phase noise is controlled by Kiers Construction Environmental Management Plan. Kier state in their Construction Environmental Management Plan Rev 3 dated 11/04/19 that they are fully committed to keeping noise at a minimum, and will do this by imposing set site working hour restrictions, regularly servicing plant machinery and using silencing or boxing on generators. They also state that there will be signage to be able to contact site managers if a problem arises and a feedback box so that residents can write to the construction company directly about any problems. During construction such measures are capable of being controlled by planning condition (see draft conditions 8, 9, 10 and 11). Noise surveys were also carried out on the current site and were compared to predicted noise levels and analysed in the Technical note produced by the MLM group dated 26/10/18. The conclusions made within the Technical note were:

- The nearest sensitive receptor to the proposed MUGA is approximately 20 metres (approximately 21.9 yards) from the Northern boundary and using noise maps in the AGP Acoustic Guidance it is anticipated that noise level could be approximately 4db above the guideline value of 50db this is below the threshold of significant adverse impact. It was also considered that the expected MUGA noise levels are equal to the lower range of ambient levels measured outside of break and lunch time periods. *"Taking all aspects into account, MUGA noise is likely to be audible at the nearest residential receptors however significant adverse impact would not be expected due to the absolute levels expected and the comparison against existing levels at the residential receptors; MUGA noise is not expected to be at a greater level than noise already experienced."*
- *"It is understood that the number of pupils in the new school is expected to increase by an approximate factor of four; from 105 to 420. Theoretically speaking, and considering the unrealistic assumption that the source of noise is concentrated to a "point" and that all students made noise simultaneously, this increase in number of pupils using the outdoor areas could correspond to an increase of up to 6dB in the overall noise level produced during the times in which the external areas are in use. However, in practice the pupils would be spread and distributed around a large area and as a result, the anticipated increase in the overall noise levels generated is expected to be lower than 6dB."*

The Fenland Environmental Health Officer did not have any objection to the application based on the findings of this technical note but requested a site management condition to deal with any noise complaints (see draft condition 28).

- 8.10 The above demonstrates how the application, and in particular the assessment of the design, community involvement and residential amenity elements of the proposals, is broadly in compliance with Paragraphs 124, 127, 128 and 131 of the NPPF 2018, the Planning Practice Guidance (particularly in relation to the assessment of noise) and Policy LP16 of the Fenland Local Plan 2014.

Open Space and Recreation

- 8.11 It is planned for two mini football pitches to be marked on the grassed area remaining, as well as a new 80 metre (87.5 yards) running track and for a new Multi Use Games Area (MUGA). The implications of the MUGA and outdoor space, particularly in relation to noise on residential amenity has already been acknowledged and assessed in the section on 'Design, Community Involvement and Residential Amenity' above. This section is therefore assessing the compliance with open space and recreational use, particularly from a Sport England perspective.
- 8.12 Paragraphs 96 & 97 of the NPPF promote access *"to a network of high quality open spaces and opportunities for sport and physical activities"* these areas can only be built on under certain circumstances. It is considered that the application complies with sub paragraph *"97 b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a sustainable location"*. The plans were also acceptable to Sport England who had no objection under E5 of Sport England's Playing Field Policy, *'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'* Therefore the application is considered to be in compliance with paragraphs 96 and 97 of the NPPF 2018, guidance contained in the Planning Practice Guidance, and Policy LP16 of the Fenland Local Plan 2014.

Access, Traffic, Highways and Safety

- 8.13 Policy LP15 of the Fenland Local Plan 2014 provides that development will only be permitted where it does not have an unacceptable transport impact. The concerns from local residents, Whittlesey Town Council and the local member is to do with traffic, highways and safety, both during and after construction. The main concerns raised were to do with pupil drop off/pick up and the lack of room on the public highway; the fact that New Road is a dead end and there is a problem with vehicles turning around after drop off/pick up; public transport drop off / pick up which is meant to be at the corner of Bellmans Road and New Road; the lack of turning area for public transport to turn around if it drops off outside the school; the increase in traffic on the local highway; and a lack of safe road crossing facilities for pedestrians.
- 8.14 The applicant has provided additional information, which has satisfied the highways and Transport Assessment Officers that the proposal can be satisfactorily accommodated on

the site. The Highway Authority and the Transport Assessment Team worked with the applicant to ensure that mitigation schemes were designed to address all their concerns as follows:

- **Vehicular access improvements to the current school car park** – This would allow safer entry / exit of the school car park for larger vehicles and for buses to be able to turn around if required to do so.
- **Turning Head at Lattersey Nature Reserve** – Plan – Offsite S278 Highway Improvement Works: General Arrangements Drawing 10-7969_ZZ-DR-C1900 Revision P5. A proposed turning head within the front entrance to the Lattersey nature reserve car park has been agreed with Highways as an acceptable mitigation measure for the issue of vehicles turning around along New Road. This area would need to be adopted as public highway as it currently belongs to Fenland District Council. To stop large vehicles using the car park as a turning circle a height restriction barrier that is currently at the front of the car park will be moved and reinstated further back. The turning head works have been agreed in principle by Fenland District Council and consent has been provided for works to provide the turning head to be carried out on their land subject to the adoption of this land by County Highways for future maintenance. County Highways has also confirmed its agreement to this approach.
- **Extension to public Footway including uncontrolled pedestrian crossing facilities** – Plan - Offsite S278 Highway Improvement Works: General Arrangements Drawing 10-7969_ZZ-DR-C1900 Revision P5 - The proposal is to have a 2 metre wide footpath with new footpath edgings from its current extent along new Road opposite the school to Lattersey Nature Reserve. This would allow extra space for pick up and drop off and safety for pupils being dropped off/picked up.
- **Park and Stride from Manor leisure Centre** – This will be provided using Freedom Leisure managed Manor Leisure Centre car park owned by Fenland District Council. It involves parents/carers dropping children off in the Manor Leisure Centre Car Park where school staff would then greet them and escort them from this location to the school premises. Freedom have confirmed in writing to their agreement for school staff and children/parents using the leisure centre lobby to wait in cases of bad weather. At collection time staff would walk children back to the Leisure Centre car park to their parents/carers. This is an established walk route that the children do regularly for their swimming lessons. This would mitigate congestion along New Road and the lack of parking/waiting area outside the school and negate the need to turn around on New Road.
- **Extension for Keep clear road markings and pedestrian guard rail** – To prevent parents from dropping off children directly outside of the school and keep pupils safe it was proposed by County Highways that the applicant would need to extend the keep clear/zig zag lines outside of the school. This has been agreed by the applicant and is conditioned below. Pedestrian guard railings were also agreed for outside all new pedestrian entrances to the school to safeguard pupils entering and exiting the school.
- **Car and cycle parking** – As the Transport statement explains in paragraph 7.1.1 the number of car parking spaces has been set to cater for all projected staff, this will ensure no overspill car parking will occur. This is notwithstanding the intention to promote more sustainable modes of travel by staff. There is no set primary school standards for cycle

provision but the applicant states in the Transport statement that 120 new cycle scooter spaces will be provided which is a significant increase and that they will be encouraging staff and pupils to utilise this facility.

- **Voluntary Exclusion Zone** – This proposal was put forward by the applicant but whilst it is seen to be a positive measure by the Transport Assessment Team it is not enforceable and therefore cannot be used as a key approach to mitigate the impact of the development.

8.15 The above mitigation measures have been secured by a combination of planning conditions and informatives (where linked into the S278 process) and can be evidenced in draft planning conditions 15, 16 and 17, and informatives 1, and 2.

8.16 In relation to the concerns surrounding construction traffic, the applicant has supplied a Construction Method Statement and has agreed to the construction working hours and delivery restrictions set out in draft conditions 8, 9, 10 and 11, which have been agreed with both the Highway Authority and the Environmental Health Officer at Fenland District Council.

8.17 Owing to these proposed mitigation strategies and the fact that the statutory consultees, the County's Transport Assessment Team and County Highways have all withdrawn their objections and agreed to the mitigation initiatives it is considered that the application is now in compliance with Paragraph 102 of the NPPF 2018 and Policy LP15 of the Fenland Local Plan 2014.

Car and cycle parking

8.18 The proposal includes 1 new car parking space, which will result in a total of 36 car parking spaces, which includes the 9 car parking spaces that will be returned to that use from the removal of the temporary mobile classroom once the extension works are completed. Taking into account the staffing levels proposed of 35 and that the parking standards set out in Fenland's Local Plan (Appendix A) do not have specific regard to primary schools, the applicant has informed their car parking spaces on the results of the Travel Plan. Therefore whilst a specific number is not evident in planning policy terms, and noting that a total of 36 car parking spaces for 35 staff may seem quite generous, when taking into consideration the existing parking problems in the area, officers are content that the car parking provision is in line with the needs of the development. The implementation and retention of such spaces can be secured by a planning condition (see draft condition 14).

8.19 The proposal includes 120 new cycle / scooter parking spaces. Taking into account the pupil levels proposed of 420 and that the parking standards set out in Fenland's Local Plan (Appendix A) do not have specific regard to primary schools, the applicant has informed their cycle / scooter parking on the result of the Travel Plan. The 120 new cycle / scooter parking spaces are proposed to be split for 72 cycles and 48 scooter. The applicant has noted that whilst this is higher than the modal shift under the existing Travel Plan, the applicants are committed to the promotion of sustainable travel. These cycle

and scooter parking spaces can be secured by a planning condition (see draft condition 13).

- 8.20 Taking account of the car and cycle provision put forward by the applicant and noting the response from the Transport Assessment Team, officers are content that the proposals are in compliance with Paragraph 102 of the NPPF 2018 and Policy LP15 of the Fenland Local Plan 2014.

Flood Risk and Surface Water Drainage

- 8.21 The application site is located in Flood Zone 1, on the basis of the flood defences in place. However, as acknowledged in the applicant's Planning Statement (paragraph 4.8) the area is prone to flooding and as the existing drainage is restricted they have taken pre-application advice with both the Middle Level Commissioners and other flood and water specialists to ensure that the design has taken such matters fully into account. Policy LP14 of the Fenland Local Plan 2014 states that all applications must have a drainage strategy and this must show that suitable consideration has been given to surface water drainage and appropriate arrangements for attenuating surface water run off can be accommodated within the site.
- 8.22 Anglian water considered the surface discharge rate unacceptable as first proposed 2.5l/s and that it must meet their minimum self-cleansing rate 5.0l/s. After further discussions with Anglian Water, the Lead Local Flood Authority and the middle level commissioners the agent submitted a revised Flood Risk Assessment on the 23rd of January 2019 with an agreed revised discharge rate. There are no further objections from the aforementioned consultees, subject to the approved Flood Risk and Drainage document being conditioned, alongside future maintenance arrangements (see draft conditions 23 and 24) and an informative added for Anglian Water to recommend that the applicant maintains discussions with them as part of wider consents necessary.

Landscape and Ecology

- 8.23 The applicant submitted a landscape drawing and associated Planting Schedule that has been accepted by the Wildlife Officer. These documents include the species to be used for the native hedge planting and the development may therefore be carried out in accordance with these details (see draft condition 19). Assessment of the removal of some of the existing landscape, including the removal of an existing conifer hedge (running along the eastern and part of the northern edge of the existing playground) was also reviewed, as the applicant's confirmed that it was necessary to allow access and direct sight lines to the proposed fenced MUGA.
- 8.24 In relation to ecology and biodiversity benefits, the Wildlife Officer has also approved the submitted information subject to appropriate planning conditions and informatives to ensure that the proposed mitigation is followed (see draft conditions 4, 5, 6, 19, 20 and 21 and informatives 5 and 6). The number, locations and specifications of the bird and bat boxes were considered acceptable and in line with planning policy.

- 8.25 On the basis of the landscape and ecological / biodiversity benefits assessed it is considered that subject to the proposed planning conditions the proposal is in accordance with paragraphs 118 and 170 of the NPPF, and Policy LP19 of the Fenland Local Plan 2014

Lighting

- 8.26 Officers have assessed the submitted lighting details shown on the External lighting Layout plan Drawing number 1726/E604 dated May 2018 from the perspective of both residential amenity and also in relation to wildlife, particularly bats. Subject to the lighting being controlled by planning condition (see draft condition 22) it is considered that the proposed lighting is acceptable and in accordance with Policy LP16 of the Fenland Local Plan 2014.

Mineral and Waste Consultation Areas

- 8.27 The proposed development falls within both a Mineral Consultation Area (M&WCS Policy CS27) and a Waste Consultation Area (M&WCS Policy CS30) which means that it is for the applicant to demonstrate that the proposals will not prejudice the relevant protections. The applicant has assessed this in paragraphs 6.20 to 6.24 of their Planning Statement and have concluded that the proposals will neither prejudice the use of the existing Whittlesey Recycling Centre or potential areas of sand and gravel in neighbouring areas.
- 8.28 Officers agree that the proposals will not prejudice the operations of the nearby Recycling Centre and noting the built up area involved is unlikely to prejudice the extraction of sand and gravel in the future. As such, the proposals are considered to be compliant with M&WCS Policies CS27 and CS30.

Contamination

- 8.29 Whilst no contamination has been found at the site, following guidance from both the Environment Agency and the Environmental Health Officer at Fenland District Council, officers have added a condition to address any unexpected contamination that may be found during construction (see draft condition 29).

9.0 CONCLUSION

- 9.1 It is considered that the purpose of the school extension is to provide much needed additional school places within Whittlesey. This is supported by paragraph 72 of the NPPF (2018). Whilst the concerns regarding transport and highway safety are acknowledged by officers, this proposal has the full support of the statutory consultees and subject to the necessary transport related mitigation measures outlined in paragraphs 8.14 to 8.21 of this report is capable of being made acceptable in land use planning terms.
- 9.2 The principle of the school extension in this location involves apportioning weight and balancing the objectives of the NPPF and local planning policies, after taking account of the mitigation measures sought. Taking into consideration all of the mitigation measures

to be provided, together with the need for school places in Whittlesey, officers would therefore recommend approval of this application.

- 9.3 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 supported.

10.0 RECOMMENDATION AND CONDITIONS

- 10.1 It is recommended that planning permission be granted, subject to the following conditions:

Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Condition 5 below requires further information to be submitted, or works to be carried out, to protect the environment and ensure sustainable methods of operation during the construction of the development and is therefore attached as a pre-commencement condition. The developer may not legally commence development on site until this condition has been satisfied.

Commencement

- 1 The development hereby approved shall be commenced not later than 3 years from the date of this permission. Within 14 days of the commencement of the development hereby approved, the County Planning Authority shall be notified in writing of the date on which the development commenced.

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

- 2 **Occupation of the development**

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

Reason: *In order to be able to establish the timescales for the approval of details reserved by conditions in accordance with Policy LP2 and LP16 of the Fenland Local Plan May 2014.*

- 3 **Approved documents**

The development hereby permitted shall be carried out in accordance with the application dated 3 July 2018 and the following plans and documents (received 3 July 2018, unless otherwise stated); and as amended by the information approved as required by the following conditions: -

- Location Plan Drawing Number P0580-A-200 Revision 01 dated 20.06.2018
- Proposed Demolition Plan Drawing Number P0580-A-215 Revision 01 dated 18.06.2018
- Proposed Demolition Roof Plan Drawing Number P0580-A-216 Revision 01 dated 18.06.2018
- Proposed Site Plan Drawing Number P0580-A-220 Revision 02 dated 03.07.2018
- Proposed Roof Plan Existing Building Drawing Number P0580-A-222 Revision 01 dated 21.06.2018
- Proposed Ground Floor Plan New Build Drawing Number P0580-A-223 Revision 01 dated 21.06.2018
- Proposed First Floor Plan New Build Drawing Number P0580-A-224 Revision 01 dated 21.06.2018
- Proposed Roof Plan New Build Drawing Number P0580-A-225 Revision 01 dated 29.06.2018
- Proposed Site Elevations Drawing Number P0580-A-230 Revision 03 dated 30/01/19
- Proposed Elevations Drawing Number P0580-A-231 Revision 03 dated 02.07.2018
- Proposed Sections Drawing Number P0580-A-232 Revision 02 dated 29.06.2018
- Proposed Fire Strategy Drawing Number P0580-A-235 Revision P1 dated 21.06.2018
- Proposed Fire Strategy First Floor Drawing Number P0580-A-236 Revision 01 dated 21.06.2018
- External Works Proposal Drawing Number HPL-LS01 Rev P8 dated 02.07.2018
- Planting Proposals Drawing Number HPL-LS02 Rev P2 dated 02.07.2018
- Tree Protection (Proposed) v4 dated 02/07/2018.
- Proposed External Works Construction Details Drawing Number 10-7969_XX-DR-C1030 Rev T2 dated 05.10.18
- Proposed External Works Plan Drawing Number 10-7969_XX-DR-C1000 Rev T2 dated 05.10.18
- Proposed Drainage Plan 10-7969_XX_DR D2000 T3 dated 22.01.19 received 23.01.19;
- Proposed Drainage Details 10-7969_XX_DR-D2030 T2 dated 22.01.19 received 23.01.19;
- MUGA Proposals Drawing Number HPL-LS05 Rev P1 dated 13.09.18
- Flood Risk Assessment and Drainage Strategy Rev B dated 22 October 2018.
- Ecological Impact Assessment Bats by Greenwillows Associates Ltd dated August 2018
- Transport Assessment by Scott White and Hookins dated November 2018
- School Travel Plan Update by Scott White and Hookins dated October 2018
- Responses to 1598_TA Review dated 07.11.18
- Technical Note 001 on the Noise Impact by MLM Group dated 26 October 2018

- Offsite S278 Highway Improvement Works: General Arrangements Drawing Number WCPS-PDL-EX-ZZ-DR-C-1900 Rev P1 dated 06.11.18
- Off Site Access S278 Works Drawing Number WCPS-PDL-EX-ZZ-DR-C-1101 Rev P2 dated 28/01/19
- Revised Highway mitigation plan10-7969_ZZ-DR-C1900 Rev P5 dated 22.01.19 received 23.01.19
- School bus procedures dated January 2019

Reason: To define the site and protect the character and appearance of the locality in accordance with policies LP1, LP2, LP3, LP6, LP11, LP13, LP14, LP15, LP16, LP17 and LP19 of the Fenland Local Plan May 2014.

4 Roof Stripping and Demolition – Bats

No demolition or roof stripping shall be carried out until the roofs of all existing buildings to be altered or demolished have been inspected by a licenced Ecologist and soft-stripped in the presence of a licenced Ecologist in strict accordance with the details in the Ecological Impact Assessment: Bats Report August 2018.

Reason: To minimise impact upon bats and ensure that there is no net loss in biodiversity in accordance with Policy LP19 of the Fenland Local Plan May 2014.

5 Amphibian Protective Fencing

No development shall commence until the amphibian protective fencing has been erected as shown within the greenwillows associates ltd letter dated 24/01/2019. The protective fencing shown within the greenwillows associates ltd letter dated 24/01/2019 shall be thereafter retained for the full duration of the development to which it relates.

Reason: To prevent protected species and other notable amphibians including Great Crested Newts entering the working area and leading to harm in accordance with Policies LP16 and LP19 of the Fenland Local Plan May 2014.

6 Tree Protective Fencing

No development shall commence upon any part of the Multi Use Games Area (MUGA); or the reinstatement of the car park; or the erection of any part of the electricity sub-station facility until the tree protective fencing has been implemented in full in relation to that part of the development as shown on Tree Protection (Proposed V4) drawing dated 02/07/2018. All protective fencing shall be thereafter retained for the full duration of the development to which it relates.

Reason: In the interests of landscape character and nature conservation in accordance with Policies LP16 and LP19 of the Fenland Local Plan adopted May 2014.

External Facing and Roofing Materials

- 7 No development shall commence on the construction of the extension hereby permitted above ground level until full details of facing and roofing materials shall have been submitted to and approved in writing by the County Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: *To protect the character and appearance of the locality in accordance with policy LP16 of the Fenland Local Plan May 2014.*

Construction / Demolition Delivery and Collection Hours

- 8 No construction or demolition related deliveries to or from the site, or removal of waste or materials to or from the site, shall take place during school term time between the hours of 8.30am – 9.30am and 2.30pm and 3.30pm – 4pm Mondays to Fridays.

Reason: *In the interests of highway safety and to protect the amenity of occupiers of nearby properties in accordance with Policies LP11, LP15 and LP17 of the Fenland Local Plan May 2014.*

Construction and Demolition Works

- 9 All construction work, including the operation of plant and the demolition of buildings shall only be carried out between the following permitted hours and as restricted by Condition 8 above:

08:00 to 18:00 daily on Mondays to Fridays;

08:00 to 13:00 on Saturdays;

And, at no time on Sundays, Bank or Public Holidays.

Reason: *In the interests of highway safety and to protect the amenity of occupiers of nearby properties in accordance with Policies LP2 and LP16 of Fenland Local Plan May 2014.*

Construction Method Statement

- 10 The extension hereby permitted shall only be implemented in full compliance with the Construction Environmental Management Plan (CEMP) submitted by KIER, dated 27/06/18.

Reason: *To protect the amenity of nearby properties, existing biodiversity on site and the wider environment in accordance with Policies LP2, LP16 and LP19 of the Fenland Local Plan May 2014.*

Traffic Management Plan

- 11 The extension hereby permitted shall only be implemented in compliance with the “Transportation and Traffic Management Plan” dated 07.06.2018.

Reason: *In the interests of highway safety and to protect the amenity of nearby properties in accordance with Policies LP2, LP15, LP16 and LP17 of the Fenland Local Plan May 2014.*

Hard Court Areas and Sports Pitch Provision

- 12 The extension hereby permitted shall not be occupied until the hard court areas and sports pitch provision as shown on the Proposed Site Plan drawing number P0580-A-220 Rev 02 dated 03.07.2018; the MUGA Proposals drawing number HPL-LS05 Rev P1 dated 13.09.2018; the Proposed External Works Plan drawing number 10-7969-XX-DR-C1000 Rev T2 dated 05.10.18 and the Proposed External Works Construction Details drawing number 10-7969-XX-DR-C1030 Rev T2 dated 05.10.18 shall have been constructed, and marked out in accordance with the approved details.

The hard court areas and sports pitch provision shall be made available for use, and thereafter retained as sports provision only.

Reason: *To ensure the school makes adequate safe provision for outdoor sports facilities in accordance with Policies LP2 and LP16 of the Fenland Local Plan May 2014.*

Cycle Racks and Scooter Parking

- 13 The extension hereby permitted shall not be occupied until the cycle and scooter provision detailed on the Proposed Site Plan drawing number P0580-A-220 Rev 02 dated 03.07.2018 shall have been installed in its entirety and made available for use. The cycle and scooter parking provision shall thereafter be retained in accordance with the approved details for its specific use.

Reason: *To promote sustainable travel in accordance with Policies LP2 and LP15 of the Fenland Local Plan May 2014.*

Car Parking

- 14 The extension hereby permitted shall not be first occupied until the parking spaces as shown on Proposed Site Plan drawing number P0580-A-220 Rev 02 dated 03.07.18, Offsite S278 Highway Improvement Works: General Arrangements Drawing Number WCPS-PDL-EX-ZZ-DR-C-1900 Rev P5 dated 22/01/19 shall have been demarcated, levelled, surfaced, drained and provided in their entirety. Thereafter they shall be retained in their entirety for their specific use.

Reason: *To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety in accordance with Policies LP2, LP15 and LP17 of the Fenland Local Plan May 2014.*

Off- site works

- 15 The extension hereby permitted shall not be first occupied until a 1.8m wide footway; an uncontrolled pedestrian crossing; a turning head and vehicular access improvements have been constructed in their entirety and laid out in accordance with the approved details shown on the Offsite S278 Highway Improvement Works: General Arrangements Drawing Number WCPS-PDL-EX-ZZ-DR-C-1900 Rev P5 dated 22/01/19 and with constructional details to have been previously submitted to and approved in writing by the County Planning Authority.

Reason: *In the interests of highway safety in accordance with Policies LP2, LP15 and LP17 of the Fenland Local Plan May 2014.*

School access

- 16 The extension hereby permitted shall not be first occupied until the existing school access has been laid out in accordance with drawing number WCPS-PDL-EX-ZZ-DR-C-1101 Revision P2 dated 28/01/19 and constructed in accordance with detailed plans to be submitted and approved in writing by the County Planning Authority.

Reason: *In the interests of highway safety in accordance with Policies LP2, LP15 and LP17 of the Fenland Local Plan May 2014.*

Highways

17. The extension hereby permitted shall not be first occupied until details of the road markings restricting school parking along New Road in relation to the land immediately adjacent to the school and details of pedestrian guard railings at the site pedestrian access points have been submitted to and approved in writing by the County Planning Authority.

Prior to the occupation of the extension hereby permitted the approved road markings and pedestrian guard railings shall be implemented in full in accordance with the approved details and retained thereafter.

Reason: To restrict parking in the immediate vicinity of the school in the interest of Highway safety in accordance with Policies LP2, LP15 and LP17 of the Fenland Local Plan May 2014.

School Travel Plan

- 18 Within nine months of first occupation of any part of the extension hereby permitted, a revised School Travel Plan shall be submitted to, and approved in writing by, the County Planning Authority. The approved School Travel Plan shall include mitigation measures including the provision of, when required, a Park and Stride Scheme using the Manor Leisure Centre Station Road car park and building; an implementation timetable and details relating to its review and the approved updated School Travel Plan shall be implemented in full in accordance with the agreed timetable.

Reason: To ensure the safe and efficient operation of the highway and promote sustainable travel in accordance with Policies LP2, LP15 and LP17 of the Fenland Local Plan May 2014.

Hard and Soft Landscaping and Biodiversity Implementation and Management

- 19 The extension hereby permitted shall not be first occupied until the hard and soft landscaping, and biodiversity enhancements referred to in the Landscaping and Biodiversity Management Plan June 2018 and in accordance with Planting proposals Drawing Number HPL-LSO Rev P2 dated 02/07/18, and Planting Schedule P2 received 03.07.18 have been carried out in their entirety.

Reason: In the interests of landscape character and nature conservation in accordance with Policies LP16 and LP19 of the Fenland Local Plan May 2014.

Replacement Planting

- 20 If within a period of five years from the date of its planting any tree, shrub or seeding fails or is removed other than in accordance with the approved details, that tree, shrub or seeding, or any tree, shrub or seeding 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 LP16 and LP19 of the Fenland Local Plan May 2014.

Protection of Mammals

- 21 During construction works all open construction trenches shall be capped overnight or a means of escape from the construction trenches shall be provided to ensure the protection of mammals on site.

Reason: In the interests of preventing mammals from being trapped in accordance with Policies LP16 and LP19 of the Fenland Local Plan May 2014.

Lighting

- 22 No new lighting shall be installed except in accordance with the lighting details approved and shown on the External lighting Layout plan Drawing number 1726/E604 dated May2018. All new lighting installed shall thereafter be retained and operated only in accordance with the approved details.

Reason: To prevent inappropriate light pollution, unacceptable loss of residential amenity and to minimise impact upon bats in accordance with policies LP2, LP16 and LP19 of The Fenland Local Plan May 2014.

Foul and Surface Water Drainage

- 23 The development hereby permitted shall not be first occupied until the foul and surface water drainage scheme as shown the following drawings:-
- Proposed External Works Plan 10-7969_XX_DR-C1000 T2 dated 05.10.18
 - Proposed External Works Construction Details 0-7969_XX_DR-C1030 T2 dated 05.10.18
 - Proposed Drainage Plan 10-7969_XX_DR D2000 T1 dated 05.10.18;
- And
- Proposed Drainage Details 10-7969_ XX_DR-D2030 T1 dated 05.10.18;

shall be constructed in full accordance with the approved details.

Reason: To prevent an increased risk of flooding and protect water quality in accordance with Policies LP1 and LP14 of the Fenland Local Plan May 2014.

Maintenance of surface water drainage scheme

- 24 The approved scheme and timetable for maintenance of the surface water drainage scheme contained within Appendix K of Flood Risk Assessment and Drainage Strategy Rev B dated 22 October 2018 shall be implemented in full in accordance with the approved details.

Reason: To prevent an increased risk of flooding and protect water quality in accordance with Policies LP1 and LP14 of the Fenland Local Plan May 2014.

BREEAM

- 25 Within 6 months of the commencement of development:-
- i) evidence that the development is registered with the Building Research Establishment (BRE) under BREEAM (either a BREEAM Buildings; scheme or a bespoke BREEAM) and a Design Stage Assessment Report showing that the development will achieve a BREEAM overall assessment of Very Good shall be submitted to the County Planning Authority;
- And
- ii) a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of within an overall assessment of Very Good shall be submitted to, and approved in writing by, the County Planning Authority. A completed pre-assessment estimator will not be acceptable. Where the design stage certificate shows a shortfall in credits for BREEAM Very Good, a statement shall be submitted identifying how the shortfall will be addressed.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with Policies LP1 and LP14 of the Fenland Local Plan May 2014.

BREEAM Post-Construction Review

- 26 Within 12 months of the first occupation of the development a certificate following a post-construction review shall be issued to the County Planning Authority by an approved BREEAM Assessor indicating that a BREEAM rating of Very Good or

better has been met. 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: *To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with Policies LP1 and LP14 of the Fenland Local Plan May 2014.*

Details of Photovoltaics

- 27 The development hereby permitted shall not be first occupied until details of the photovoltaics shown on New Build Roof Level Plan, Drawing Number WCPS-SBA-01-RF-DR-A-0012, Revision: P06, dated 31.05.2018, shall be submitted to, and approved in writing by the County Planning Authority. The photovoltaics shall be installed in their entirety in accordance with the approved details.

Reason: *To ensure that the development is sustainable in accordance with Policies LP1 and LP14 of the Fenland Local Plan May 2014.*

Site Noise Management and Mitigation Plan

- 28 The extension hereby permitted shall not be first occupied until details of a noise management and mitigation plan has been submitted to and approved in writing by the County Planning Authority. The plan shall include, but not be limited to:
- (a) any proposed mitigation measures or limitations of hours of use to ensure that noise levels are controlled within the site;
 - (b) details of where on site the register of any noise complaints will be kept and updated with actions taken for inspection by the County Planning Authority; and
 - (c) the details of noise complaint procedures, and the measures the applicant will take in the event noise limits assessed in the planning application have been exceeded such as further mitigation measures that could be introduced.

Occupation of the extension shall not be permitted until all of the provisions of the approved noise management and mitigation plan are approved in writing by the County Planning Authority . The approved mitigation measures shall be thereafter retained and activities shall take place in full accordance with the approved noise management and mitigation plan thereafter.

Reason: *To limit the effects on local amenity and to control the impacts of the development in accordance with Policy LP16 of the Fenland Local Plan May 2014.*

Unexpected Contamination

- 29 If, during development, contamination not previously identified is found to be present at the site then no further development, shall be carried out until the applicant has submitted a remediation strategy detailing how this unsuspected

contamination shall be dealt with and obtained written approval from the County Planning Authority. The remediation strategy shall be implemented as approved.

Reason: *To prevent the increased risk of pollution to the water environment, in accordance with Policies LP1 and LP14 of the Fenland Local Plan May 2014.*

Informatives

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

2. The applicant should note that the nature of the highway works proposed will necessitate the completion of a Short Form 278 Highway Works Agreement between the developer and the LHA prior to commencement.

Surface Water Run off

3. The pipe between manholes SWMH 05 and SWMH 06, SWMH 20 and SWMH 22 and SWMH 23 appears to be positioned beneath a building. It is acknowledged that this system will be adopted, 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 100mm may be laid under a building, provided that the sewer takes the drainage from no more than one rainwater pipe...'*

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 water course 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.

Anglian Water – connection to the public sewer or surface water disposal advice

4. If the applicant intends to connect to the public sewer notification of intention to connect is required under S106 of the Water Industry Act and consent will be required

by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

The surface water disposal rate must meet Anglian Water's minimum self cleansing rate of 5.0l/s.

Bird breeding

5. The operational set up should avoid the bird breeding season February to August inclusive to avoid damage to nesting species. If this is not practicable then a nesting bird survey should be undertaken by an experienced ecologist prior to the site clearance commencement to identify whether active nests are present. If any nests are found they should be clearly marked and avoided until after the young have fledged and left the nest.

Bats

6. As a precautionary measure any lead flashing should be stripped by hand prior to any large scale work commencing. If bats are found to be present then work should cease until further advice is sought from a licensed ecologist on how to proceed. The Ecology Officer has stated that a European Protected Species Licence will be required under separate legislation.

Historic Landfill

7. The applicant's attention is drawn to the fact that the development site is within 250 metres of a former waste disposal site and it is your responsibility to ensure the safe development and secure occupancy of the development. Should the applicant need further information with regard to the landfill site, they are advised to contact the County Council as the Waste Disposal Authority for this information.

Compliance with paragraph 38 of the National Planning Policy Framework

Officers have worked with the applicant in a positive and creative way to ensure that all possible mitigation measures have been reviewed to address the land use planning concerns raised. The final proposal has sought to ensure that the economic, social and environmental conditions of the area are maintained whilst delivering much needed school places for children in Whittlesey. The changes made by the applicant have ensured the support of all statutory consultees.

Source Documents	Location
<p>Link to the National Planning Policy Framework (July 2018) https://www.gov.uk/government/publications/national-planning-policy-framework--2</p> <p>Link to the Cambridgeshire and Peterborough Minerals and Waste Core Strategy: https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan/</p> <p>Link to the Fenland Local Plan https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan---Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf</p>	