1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The Perse Upper School is accessed off Hills Road from a long driveway and is bounded by residential dwellings on all four sides. To the south of the site are dwellings that front onto Long Road, with the backs of dwellings fronting Hills Road on the eastern side of the site. To the north and west are properties on Sedley Taylor Road, Luard Road and Luard Close.

1.2 The site comprises a mixture of buildings, the most significant being the main block with its distinctive spire above the main entrance to the school. Numerous extensions to the school have taken place over time to provide additional accommodation and specialist facilities to meet the demands of the expanding school.

1.3 The playing fields, existing all weather pitch and car park are designated as playing fields in the Cambridge Local Plan (1996). The site does not fall within a Conservation Area and falls outside the controlled parking zone.

2.0 THE PROPOSAL

2.1 This proposal is for full permission for the erection of a new 3 storey classroom block, new 2 storey art and technology block, sports centre extension and science block extension together with associated parking, service road extension, landscaping and all weather pitch.

2.2 The new 3 storey classroom block, and 2 storey art and technology block will be situated flush with the front elevation of the existing main school building and will maintain a similar depth. It will front both the re-configured...
car park to the east and the new informal all weather surface space to the west.

2.3 An extension to the sports centre is proposed to the south western side of the building. This will allow a gymnasium and changing facilities for boys and girls. This aspect of the proposal is a slight variation to an extant planning permission for a similar development.

2.4 Other works proposed are a small extension to the science building within the main site, a reconfiguration and extension to the main parking area is proposed, and landscaping of the site. A temporary vehicular route into the site from Long Road is proposed to be made permanent for service vehicles only.

2.5 The application is accompanied by the following supporting information:

   1. Design Statement
   2. Sustainability Statement
   3. Landscape Statement
   4. Biodiversity Statement
   5. Sports Provision Statement
   6. Disability Statement
   7. Transport Assessment

3.0 SITE HISTORY

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>A/C, REF, W/D</th>
</tr>
</thead>
<tbody>
<tr>
<td>C/99/0531/FP</td>
<td>Erection of a school sports hall and sixth form centre and continued temporary use of the contractors access from Long Road during the construction period of the sports hall.</td>
<td>A/C</td>
</tr>
<tr>
<td>C/97/0976/FP</td>
<td>Temporary use of access land adjacent to 19 Long Road for contractors vehicles in connection with the third phase of laboratory extension</td>
<td>A/C</td>
</tr>
<tr>
<td>C/95/0714/FP</td>
<td>Erection of new sports hall and swimming pool, and associated access road and car parking including use of temporary access for contractors adjacent to No.19 Long Road.</td>
<td>A/C</td>
</tr>
</tbody>
</table>

3.1 Various other minor extensions/ developments have previously been allowed on the site, none of which have a material impact on the determination of this application.
4.0 PUBLICITY

4.1 Advertisement: Yes
Adjoining Owners: Yes
Site Notice Displayed: Yes
Public Meeting/Exhibition (meeting of local residents): Yes

During the course of pre-application discussions, local residents were invited to an exhibition and comments taken on board where relevant.

5.0 POLICY

Cambridge Local Plan Re-Deposit Draft 2004 (As Amended)

At the time of writing this report, the Inspector's Report for the Re-Deposit Local Plan has just been received. This report is binding on planning decisions. The relevant policies, any implications for my assessment and any alterations to conditions will be included on the Amendment Sheet.

5.1 Central Government Advice

5.2 PPS1 Delivering Sustainable Development (2005): Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise. Paragraph 34 states that good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take opportunities available for improving the character and quality of an area and the way that it functions, should not be accepted.

5.3 PPG13 Transport (2001): This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.

5.4 PPG16: Archaeology and Planning (1990): Provides policy advice with regard to archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside.
5.5 **PPG17: Planning for Open Space, Sport and Recreation (2002):** Provides policy advice on protecting and enhancing open space and recreational provision.

5.6 **Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

5.7 **Circular 05/2005 - Planning Obligations:** Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respects.

5.8 **Cambridgeshire and Peterborough Structure Plan 2003**

- P1/2 Environmental restrictions on development
- P1/3 Sustainable design in built development
- P4/3 Protection of Open Space and Recreation Facilities
- P8/1 Sustainable development – links between land use and transport

**Planning Obligation Related Policies**

- P6/1 Development-related Provision
- P8/2 Implementing Sustainable Transport for New Development
- P8/3 Area Transport Plans
- P9/8 Infrastructure Provision
- P9/9 Cambridge Sub-Region Transport Strategy

5.9 **Cambridge Local Plan 1996**

- EO1 Pollution – Noise, Smell and Air Pollution
- BE1 Excellence in urban design
- BE2 Respect for the character of the site and its surroundings
- BE4 New development – impact on the townscape or landscape of the surrounding area
- BE15 Design, public safety and crime
- BE41 Archaeological evaluation and assessment
- NE6 Open Space of environmental or recreational importance
- NE16 Trees of amenity value
- NE17 Development and existing trees
- TR18 Cycling – cycle parking
- TR22 Car parking – car parking provision
- TR27 Highways – impact of new development on the road network
- CS8 Development for schools
Planning Obligation Related Policies

E08 Environmental Improvement: priorities for environmental improvement

RL26 Arts and entertainment – works of art in new development
RL29 Community access to recreation and leisure facilities
TR2 Impact of development proposals upon transport systems
TR3 Environmental impact of traffic generated by development

5.10 Supplementary Planning Guidance

Cambridge City Council (2004) - Car and Cycle Parking Standards: This provides revised planning guidance for the provision of car and cycle spaces for different types of development located within and outside the controlled parking zone.

Cambridge City Council (2003) – Sustainable Development Guidelines: Highlights issues that should be considered when drawing up policies and development briefs, appraising sites and development proposals. The Guidelines identify opportunities for mitigation of the impacts of development and for delivering environmental enhancement, giving examples of how this has been achieved in successful projects. The Guidelines include practical ways of implementing the principles of sustainable development at all stages of the development process. Applicants for major developments will be asked to complete and submit a Sustainable Development Checklist and a Sustainability Statement to accompany their planning application, setting out the key sustainable development issues relevant to the development, and describing how they have complied with the Guidelines.

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001) - This document aims to aid strategic and development control planners when considering biodiversity in both policy development and dealing with planning proposals.

Cambridge City Council (2004) – Planning Obligation Strategy: Sets out the Council’s requirements in respect of issues such as public open space, transport, public art, community facility provision, affordable housing, public realm improvements and educational needs for new developments.

Cambridge City Council (2002) - Provision of Public Art as Part of New Development Schemes: Encourages the provision of art as part of new development proposals, setting applicable thresholds.

Cambridge City Council (2002)–Southern Corridor Area Transport Plan: The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual
development sites in the area should contribute towards a fulfilment of that transport infrastructure.

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 No Objection subject to the entrance gates being widened.

Cambridgeshire County Council (Transport)

6.2 No objection to this development subject to a School Travel plan being approved by the County Council in order to make this development sustainable, changes to the access arrangement and SCATP contribution being secured.

Head of Environmental Services

6.3 No objection subject to conditions relating to construction hours and noise insulation.

Sport England

6.4 No objection subject to conditions/legal agreement regarding community use of the all-weather pitch provision and the playing fields being remarked in accordance with plans.

Cambridgeshire County Council (Archaeology)

6.5 The site is located within an area of high archaeological potential. The application should therefore be subject to a programme of archaeological investigation secured by condition.

Disability Consultative Panel Meeting of 22 March 2006

6.6 Concerns from Panel regarding walkways, corridors and columns should be colour contrasted for visibility. Concerns that wheelchair users will have to navigate both pupils and columns in the corridors. Request off-set doors in corridors. Lift entry and exits are on different sides on each floor, but no space to turn a wheelchair resulting in danger when reversing. No toilet is shown on the upper floor of the sports centre, males appear to have disabled toilets while females do not.

Cambridge City Council Access Officer

6.7 Concerns regarding the proposal and its suitability for disabled use. These concerns have been put to the applicant and are addressed in the report below.
Cambridge Fire and Rescue Service

6.8 The fire authority ask that adequate provision be made for fire hydrants to be secured by planning condition.

6.9 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations:

276 Hills Road
31 Sedley Taylor Road
3 Long Road
9 Long Road
13 Long Road
1 letter with no address supplied

7.2 The representations can be summarised as follows:

Design

The design is poor and looks like an industrial development. The buildings are too large and too high.

Traffic and parking

Loss of privacy resulting from car headlights in the winter from the extended parking area.
Lighting of the parking area should be low level.
The service entrance should have a barrier to remove the possible ‘rat run’.
Increase in pupil numbers will result in increased traffic.
Most of this traffic will come by the private vehicle.
The school site should be moved out to the southern fringe to remove vehicles from the City.
The service road will become a security risk.
The rear access (service) road will be too close to landscaping approved previously.
Inadequate parking for the existing school.
Inadequate to and egress from the existing school.
Strain on the local infrastructure/roads from the development.
Luard Road and Sedley Taylor Road become a relief road for people avoiding Hills Road.
All weather pitch

No floodlighting should be permitted. There should be no public access as the use of the site should remain wholly educational. Should not be extended further towards Sedley Taylor Road. No Sunday usage. The all weather pitch is still too close to private dwellings.

Residential Amenity

The proposed classrooms are just a few feet from the rear of the gardens on Long Road. Leylandii should be planted to help ‘hide’ these buildings. Noise and disturbance from the informal all weather pitch. The extension to the sports centre will be intrusive. The sports centre will ruin the landscaping (part of the condition of the original approval) Noise disturbance from Sports Centre

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Recreation and loss of open space
3. Character, appearance and design
4. Highway safety
5. Car and cycle parking
6. Residential amenity
7. Trees and landscaping
8. Third party representations
9. Disabled access
10. Sustainability
11. Archaeology
12. Planning Obligation Strategy

Principle of Development

8.2 The Perse Upper School currently teaches pupils between the ages of 11 through to 18. The lower and middle tiers represent a total of 432 boys (11 –16) and the co-educational sixth form comprises 210 pupils. This expansion will result in a total of approximately 900 pupils giving an increase of roughly 250 pupils. This increase in number of pupils may take up to three years to achieve.
8.3 Policy CS7 of the Local Plan states that when considering proposals to develop or expand schools the City Council will require compliance with all other policies in the Local Plan, particularly those concerned with the impact on residential amenity, including the impact of traffic, and adequate car parking being available, as well as adequate provision of open play areas. The broad principle of development therefore is acceptable subject to the evaluation of environmental factors assessed below.

Recreation and Loss of Open Space

8.4 The existing playing fields, all weather pitch, and car park on the site are designated within the Cambridge Local Plan (1996) as Playing Fields protected under policy NE6. This policy states that development will not be permitted which would result in the loss or partial loss of open spaces of environmental and/or recreational importance. In addition where playing fields are to be lost as part of a development Sport England are statutory consultees. Sport England evaluate the proposals under their policy ‘A Sporting Future for the Playing Field of England’ (1997).

8.5 The main classroom block and art and technology block partially takes land from the existing car park on site. Although this car park is identified on the proposals map of the Local Plan as protected playing fields, it is clearly not used as such and therefore I have no objection to the proposal encroaching onto the existing car park. The proposed buildings also remove part of the existing all weather pitch, which is currently located between the car park and the sports hall. This all weather pitch will remain, but in a reduced manner suitable for some sports, and for informal play. A new all weather pitch is proposed on the existing sports field, which will enable a full-sized, all weather pitch to remain on school site.

8.6 While this will have the knock-on effect of losing one grass hockey pitch, Sport England believe that the all-weather pitch will better meet the needs of both school and community, given the more intensive use that the facility can be put to. Sport England consider that the proposed development meets exception E5 of their policy (it constitutes an indoor/outdoor facility where the benefit to sport outweighs the detriment caused by the loss of playing field). The new sports centre extension, (the extension will be for ancillary sporting use) also comes under this exception of Sport England’s policy.

8.7 Policy NE6 is fairly rigid in its stance that no development will be permitted that results in the loss of open space. The sub text to this policy refers to PPG17: Planning for Open Space, Sport and Recreation (2002), which identifies situations where the loss of open space can be justified. Paragraph 15 (i) allows for development when it is proposed for ancillary uses to the playing fields (e.g changing rooms) and does not adversely affect the quality and quantity of pitches and their use. The sports centre extension in my opinion falls under this exception. Paragraph 15 (iii) allows playing fields to be lost as a result of a proposed development where the playing field would be replaced by one equivalent or better in quality and in
a suitable location. In this sense I agree with Sport England that the new provision will provide more intensified sporting potential (e.g. be able to use all year round) and therefore I consider that the proposals comply with government guidance in the form of PPG17, Policy NE6 in the Cambridge Local Plan (1996) and Sport England’s policy ‘A Sporting Future for the Playing Field of England’ (1997).

**Character, Appearance and Design**

8.8 The two main proposals within this application are the three storey classroom block and the two storey art and technology building, both of which will be highly prominent from within the site, but will not have any impact from the public domain.

8.9 The three storey classroom block is linear in design and relates to both the front of the school and car park to the east, and addresses the newly formed informal space to the west. The area west of the building will allow the school to function internally with movement between lessons kept to a minimum and without the need to have conflict with the car park or existing hockey pitch. A covered overhang on the western elevation of the building allows access into the two entrances to this building and the classrooms are located either side of a central corridor on first and second floors with a different ground floor layout.

8.10 In design terms the linear classroom block directly relates to the linear form of the existing main block. The elevational design has arisen from the need to provide a functional building, with functional classrooms. The ground level is expressed differently to the upper levels, like the floorplan. The ground floor materials are glass and white render with glass being the more dominant feature on the upper floors. The windows are separated into double bays by zinc columns, which are then further defined into small recessed bays. Timber panels that incorporate louvres running along the bottom of each bay providing ventilation.

8.11 This building is then directly linked to the two storey art and technology block. The overhang of the classroom building is continued through to the entrance on the north western part of this building. The Art and Technology building is predominantly two storeys, although there is a second floor within the roof at the southern section. A corridor on the first floor links both buildings.

8.12 The Art and Technology building takes a similar design approach to the classroom block, with similar bay sections, but has a lower eaves level, one which corresponds to the height of the existing main block. The roof will be made of zinc with glass and timber and white render forming the main elevational materials.

8.13 In my view the layout and concept of these buildings work well within the site. The re-configuration of sporting pitches, discussed above and the parking arrangement, discussed below, helps permeability around the school and will be successful providing little conflict between cars and
pupils. The linear approach on the same axis as the existing main building is acceptable and helps tie the buildings together within the site. Although the proposed buildings do not try to copy any design reference from the unique main building, they will be read in direct comparison to it and must sit with an acceptable relationship to it.

8.14 The elevational plans submitted show a heavy appearance to the buildings proposed, but I do not think that this will be the case. The choice of materials, namely white render, glass, timber and zinc are all light materials that will give the buildings a clean modern look which will add interest to the site once people have entered. The main building will still be the dominant building on any approach to the site along the main access. In my opinion the architecture proposed has achieved a good balance of being functional for the schools purposes, modern in its own right architecturally and sustainable in its design and choice of materials.

8.15 The sports centre extension located to the south west of the existing building is the subject of an extant permission. The proposed extension in this instance does not vary a significant amount to that which could be built without further consent. The size and design of the extension is acceptable in design terms with materials to match the existing building. A new balcony access will allow direct access from locker rooms out onto the sports field.

8.16 The extensions to the science building within the site will involve a new stair and lift enclosure to one part of the building with a two storey extension to the north west corner of the building. This extension will have little impact for the site and can be accommodated successfully without compromising the design of the existing building or adjacent classrooms.

8.17 In my opinion all the proposals are compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P1/2 and P1/3, Cambridge Local Plan (1996) policies BE1, BE2 and BE4, as well as design guidance set out within PPS1 Delivering Sustainable Development (2005).

**Highway Safety**

8.18 The applicants have provided a Transport Assessment that shows that the junctions in the vicinity of the site will be operating at or close to capacity during peak hours when the committed development in the area is taken into account. The additional trips that would be created by the extensions to both the prep school and the upper school have been taken into account when modelling the effects of the proposed developments. This shows that there will be an increase in the amount or trips through these junctions of over 4% on some turning movements and they will continue to operate at or close to capacity.

8.19 In order to reduce the traffic flows generated by the extension of the Perse Upper School to an acceptable figure the school have proposed a draft school travel plan in accordance with structure plan policy P8/2. When this future modal split is introduced the increase in vehicular traffic is
significantly less. Four out of the 25 turning movements that have been modelled show an increase of just over 4%, however the turning movement with the greatest % increase of 6.7% shows an increase of 9 vehicles which equates to around 1 vehicle every 6 minutes which will not have a significant impact on the junction.

8.20 This site has good accessibility by Public Transport and the site is served by 10 bus routes and has up to 27 buses stopping on Hills Road during the peak hours. There are bus stops situated just outside the site on Hills Road serving both directions. Pedestrian and cycle access is well established in the area with designated cycle lanes leading to the site and a signal controlled pedestrian crossing across Hills Road to enable pupils to cross to the bus stop safely.

8.21 In conclusion the County Council have no objection to this development subject to a School Travel plan secured through legal agreement being approved by the County Council in order to make this development sustainable. Changes to the access arrangement will be conditioned and the SCATP contribution discussed in detail below being secured. In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policy P8/1 and Cambridge Local Plan (1996) policy TR27.

Car and Cycle Parking

8.22 The location of the proposed buildings have resulted in an opportunity to reconfigure the parking spaces within the site. Car parking standards for this type of development, in this location outside the Controlled Parking Zone are evaluated on the merits of each individual case. There is currently a car park, and informal overflow parking area giving a total of 116 car parking spaces existing on site. The new parking layout allows for a small increase of 10 spaces, but provides a more workable and safer solution in terms of circulation and drop off points.

8.23 The expansion in staff numbers (an estimated 25 full time staff) represents a realistic ratio of staff to additional parking spaces that encourages sustainable travel but will not produce any overflow of staff parking into the adjacent streets. To supplement the sustainable means of travel 25 new cycle spaces will be added to the 187 that exist at present. 6 disabled spaces are shown on the plan although the Council’s access officer requires 8. These additional two spaces can easily be accommodated and will therefore be conditioned. In my opinion the proposal is compliant with this Council’s supplementary planning guidance in the form of ‘Car and Cycle Parking Standards’ (2004) and Cambridge Local Plan (1996) policies TR18 and TR22.

Residential Amenity

8.24 The principal new buildings are set within the school site but do need to be assessed with regard to the neighbouring properties on Hills Road and Long Road. The three storey classroom block and two storey Art and
Technology block face towards the properties on Hills Road which are large detached properties set within large plots. The boundary treatment at the rears of the gardens vary and the existing single storey technology building runs along most of the boundary to these properties. Although the building will be viewable to properties on Hills Road there is on average a 90 metres separation which in my view is distant enough to ensure that any impact the buildings do have, will not be significant enough to harm the enjoyment or amenity of those properties.

8.25 The gable end of the two storey building will be sited to the rear of some properties along Long Road. At the shortest distance the building comes within 20 metres of the boundary. Once again the distance, of around 70 metres to the main body of the dwelling, when combined with the existing boundary screening, and when enhanced with further improvements through the landscaping schemes, will result in little adverse impact to the enjoyment of those properties. The two storey building has a stairwell in the end elevation which affords views to the south of the site. The separation distance is approximately 60 metres between any habitable windows. This distance is acceptable in my opinion, and does not present any significant overlooking.

8.26 The sports centre extension will extend towards properties on Long Road specifically towards number 13 Long Road. Although the extension will be sited in close proximity to that residential boundary, any evaluation must take account of the extant permission that could be built, without further consent from the local authority. The proposal is set 1m closer in footprint terms and at its nearest ‘pinch point’ will be 5.2 metres from the boundary. Given the distance to the main body of that neighbouring dwelling from the proposed extension, approximately 60 metres, the relatively small increase in footprint, will not be significant enough for the local authority to justify refusing the application. Although this application proposes the service road to run in between the new extension and the back of the dwelling, the landscaping proposals show a degree of planting can be achieved, and when combined with the dense conifer trees and close boarded fence of the neighbour’s boundary, the proposal will not create any significant adverse impact.

8.27 The extensions to the Science Building will not have any impact on any neighbouring properties.

8.28 The location of the new buildings will be in closer proximity to residential properties than those, which exist at present. Environmental Heath Officers have not raised concern with regard to noise levels of the educational use, and I would agree that the enclosure of the school buildings will eliminate any noise impacts especially as the buildings will be used for lessons which will generally be quiet. The informal all weather recreational space will not be wholly different than the existing situation and additional planting will further minimise the impact. Noise from the sports centre extension will not be any different than that which would arise from the extant permission and therefore I could not justify refusal on these grounds.
8.29 Noise and disturbance from the new parking layout and service road should be assessed in the context of Local Plan Policy EO1. The service road, although only ever temporary, has been used previously. The Highway Authority have not raised any objection to this becoming permanent, and it would appear to me to be an acceptable solution to avoid conflict between service vehicles and pupils. Although the road may become more active, it will not be used so intensively that it will give rise to significant noise disturbance to neighbouring properties.

8.30 The noise impact arising from the use of the car parking area will be reasonably similar to the existing situation. The southerly part of the parking area, which is currently an informal ‘overspill’ parking area will form part of the parking area and circulation route. Both the areas affected to the south towards Long Road and to the east towards Hills Road will benefit from planting to help mitigate any potential impact. New semi-mature tree and shrub planting will be located to the south of the car park, as well as within the car park itself, and there will be semi mature boundary planning to screen views through to the properties on Hills Road. With the provision of this planting in my opinion there will be no significant adverse amenity impact on the neighbouring properties.

8.31 In my opinion the proposal adequately respects the residential amenity of its neighbours and constraints of the site and as such consider that it is compliant with Cambridge Local Plan (1996) policies BE2 and EO1.

Trees and Landscaping

8.32 Significant landscaping proposals have been submitted with this application to provide a comprehensive approach to re-planting on the site. Some semi-mature tree planting is proposed close to the proposed parking area which will help the parking area integrate within the surroundings. Semi-mature planting is proposed on the eastern boundary and southern boundary both at the rear of Long Road properties and where the playing fields meet Long Road further west. Car park planting is essential to break up the mass of parking and this in my view is acceptable. No objection has been raised by the Council’s Landscape Officer subject to certain conditions and therefore I am satisfied that the proposal complies with policies NE16 and NE17 of the Cambridge Local Plan 1996.

Third Party Representations

8.33 Many of the representations are addressed within the main body of the report. No floodlights are proposed for the all-weather pitch, this would require a separate application. Public use should be encouraged, and the council will seek some community use as required by the Local Plan.

Disabled Access

8.34 Both the Access Officer and Disability Consultative Panel have expressed some concern over the application. Many of the concerns can be
addressed at the detailed design stage. The Architects are happy to discuss detailed design matters with Panel to help achieve the best possible development. The lift shown in the Art and Technology block can be used for disabled use and lift entry and exit is shown as the same on each floor. Lifts will be fitted with a secondary power supply. Columns give spacious gallery areas and colour treatment used to highlight the columns. In the classroom block the doors are offset across the corridor but are paired in adjacent rooms- the paired doors lead into generous circulation space. In my opinion the proposal is compliant with Cambridge Local Plan (1996) policy BE13.

**Sustainability**

8.35 A substantial sustainability statement has been submitted with the proposal. The proposal through design and location seeks to reduce the demand for primary energy and reduce CO2 emissions through efficient heating and insulation, good solar control, cooling and ventilation. Justification is also supplied with relation to efficient and sustainable materials and reduced site and operational waste.

8.36 In my opinion the applicants have suitably addressed the issue of sustainability and the proposal is in accordance with this Council’s supplementary planning guidance in the form of the ‘Cambridge Sustainable Development Guidelines’ (2003).

**Planning Obligation Strategy**

8.37 The site lies within the Southern Corridor Area Transport Plan where contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated.

8.38 The Southern Corridor Area Transport Plan was developed before the later Northern and Western Area Transport Plans. These later plans specifically designate (within Appendix F) land uses that are defined as ‘Essential Public Infrastructure that serves the needs of the Local Community’ and contributions are not sought from development that falls under them. Primary Education is one of these exceptions. In my view it is necessary to remain consistent the approach to exceptions across the City and therefore this principle of the later plans should be carried across. This exception does not extend to education for over 16, and therefore SCATP contributions will be required for the additional trips made by the sixth form students.

8.39 Any additional trips associated with the extension to the sixth form will be liable for contributions and there are 134 additional movements generated by the extension to the sixth form. The SCATP states that a contribution of £369 per additional trip is required. Therefore a SCATP contribution of £49,446 will be required for this development.
8.40 In accordance with Structure Plan policy P8/2 and P8/8, a draft travel plan has been submitted with the application. Through consultation with the County Council I believe that the travel plan is essential to the acceptance of this application and therefore must be secured via legal agreement.

8.41 Policy RL29 of the Cambridge Local Plan requires developments with the potential for recreational and leisure use which include an element of public benefit to be considered for community use where appropriate. I consider that the all weather pitch could provide a community use and therefore some community use will be secured through S106 agreement.

8.42 The S106 agreement is currently being negotiated with the above heads of terms having been agreed.

9.0 RECOMMENDATION

1. APPROVE subject to the satisfactory completion of the s106 agreement by 12 May 2006 and subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

   Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE8)

3. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

   Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 1996 policies BE40 and BE41)

4. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.
5. Before the development/use hereby permitted is commenced, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 1996 policies EO1 and BE2)

6. Before the development hereby permitted commences, details of the widening of the entrance gates at the Hills Road access shall be submitted to and approved by the local planning authority. The development shall then be carried out in accordance with the approved plans.

Reason: In the interests of highway safety (Cambridge Local Plan Policy TR27).

7. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE7)

8. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE7)
9. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2 and BE4)

10. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2 and BE4)

11. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE25)

12. Before the development hereby permitted commences, details of 8 disabled parking spaces shall be submitted to and approved by the local planning authority. The development shall then be carried out in accordance with the approved plans.
Reason: To ensure adequate parking provision (Cambridge Local Plan Policy TR22).

13. Before the development hereby permitted commences, details of the means of enclosure of the all weather pitch shall be submitted to and approved by the local planning authority. The development shall then be carried out in accordance with the approved plans.

Reason: To ensure that the character of the open space is adequately retained (Cambridge Local Plan Policy NE6).

14. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the Local Planning Authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 1996 policy TR18)

15. Before the development hereby permitted commences, details of adequate provision for fire hydrants shall be submitted to and approved by the local planning authority. The development shall then be carried out in accordance with the approved plans.

Reason: To ensure adequate provision is made for water supplies (Cambridge Local Plan policy BE2).

**INFORMATIVE:** New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

**INFORMATIVE:** This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended).

**Reasons for Approval**

1. This development has been approved subject to conditions and following the prior completion of a section 106 planning obligation (a unilateral undertaking), because subject to those requirements it is considered to generally conform to the Development Plan, particularly the following policies:

Cambridge Local Plan (1996): EO1, BE1, BE2, BE4, BE41, NE6, NE17, TR27, CS8, EO8 and RL26

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

2. In the event that the planning obligation required in connection with this planning application is not completed by the 12 May 2006, it is recommended that this planning application be reviewed and, following consultation with Chair and Spokes of this Committee REFUSED planning permission for the following reasons:

The proposed development does not make appropriate provision for appropriate community use of the proposed facilities, a green travel plan, Southern Corridor Area Travel Plan payments or Public Art provision in accordance with the following policies of the Cambridge Local Plan 1996; RL26, RL29, TR2 and TR3, and policies P6/1, P8/8, P8/2 and P9/8 of the Cambridgeshire and Peterborough Structure Plan 2003; and as detailed in the Planning Obligation Strategy 2004, Southern Corridor Area Transport Plan 2002, Provision of Public Art as Part of New Development Schemes 2002, adopted as supplementary planning guidance by Cambridge City Council.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected by contacting John Summers (Ext.7103) in the Planning Department.