

**THE ERECTION OF A SECONDARY SCHOOL WITH ASSOCIATED ACCESS,
SPORTS FACILITIES, HARD AND SOFT LANDSCAPING, CAR AND CYCLE
PARKING AND OTHER ASSOCIATED INFRASTRUCTURE WITH
A TEMPORARY CONSTRUCTION ACCESS
AT: LAND WEST OF CAMBOURNE
LPA REF: S/01898/11/CC
FOR: CAMBRIDGESHIRE COUNTY COUNCIL**

To: **Development Control Committee**

Date: **27 January 2011**

From: **Head of Strategic Planning**

Electoral division(s): **Bourne; Papworth & Swavesey**

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

Recommendation: **It is recommended that planning permission be granted subject to:**

- i) the applicant providing a written undertaking to review travel impacts and implement further reasonably necessary traffic management measures to mitigate impacts on the local community; and**
- ii) the conditions set out in paragraph 8.1**

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1.0 BACKGROUND

- 1.1 The need for the school has arisen as a result of the growth of Cambourne as a new settlement. The initial planning permission for the settlement was granted in 1994 and allowed for 3,000 dwellings. At that time it was not considered that the new settlement would create the need for a secondary school. However, there have subsequently been a number of changes:
- an increase in demographic pressures within Cambridgeshire as a County;
 - Cambourne has proved to be extremely popular with families;
 - the increase in the density of the development within Cambourne; and
 - the resolution to grant planning permission for an additional 950 dwellings.
- 1.2 Currently, children of secondary school age living in Cambourne are transported to Comberton Village College (the catchment school for the settlement) to Chesterton Community College in Cambridge, or other schools with available spaces. However, with the changes identified above, together with the demographic forecasts, there will be a significant increase in demand for secondary school places in Cambourne in the future that it will not be possible to meet within existing provision.
- 1.3 In particular, Comberton Village College will have insufficient places to meet the demand from its catchment area from 2013. It is, therefore, proposed that a new 5 form entry (FE) school be opened in September 2013 to cater for 750 pupils aged 11 to 16, with a catchment area covering Cambourne.

2.0 THE SITE

- 2.1 Cambourne is located approximately nine miles west of Cambridge immediately to the south of the A428. It is a new and evolving settlement, for which planning permission was first granted in 1994. Cambourne was designed to have three village areas: Lower Cambourne, Great Cambourne and Upper Cambourne. Although Cambourne is considered to be a village, it has many characteristics of a small town. Cambourne was originally planned to have up to 3,000 dwellings, and this was subsequently amended to increase densities, leading to a total of 3300 dwellings. In December 2010, South Cambridgeshire District Council resolved to grant planning permission for an additional 950 dwellings. This would lead to a total of 4250 dwellings. When completed, Cambourne will have a population of 8,000 to 10,000. It has a 20ha business park, a supermarket, a library, a fire station, a police station, a hotel, shops, three primary schools and other community buildings. It also has good sports facilities and open space provision.
- 2.2 The application site is located on the western side of Cambourne, adjacent to Lower Cambourne and the Business Park. The site is currently open farmland. Cambourne Business Park lies immediately to the east, with South Cambridgeshire District Council's Offices closest to the site. The residential areas of Cambourne lie to the south.

3.0 THE PROPOSAL

- 3.1 The site comprises 10.72 hectares of land, and the application proposes a two storey secondary school with associated access, sports facilities, hard and soft landscaping, car and cycle parking and other associated infrastructure, including a temporary construction access. The proposed secondary school has been designed to accommodate 750 pupils, ie a 5 FE school with a staff of 100 when the school is fully occupied. The two storey

building has been designed with a central corridor running as a spine through the school, with the sports and dining halls to the northeast of the corridor and three wings running from north-east to south-west from the main corridor, each having classrooms either side of a central corridor. The central spine will provide the communal areas and the three fingers that extend to the south, the classroom space. The building will be orientated in this way to maximise daylight and natural ventilation to the teaching spaces. There will be a focal point of entry into the school that will provide a clear point of access for visitors and students. This is a central design feature and will also provide a control area for access to the remainder of the site.

- 3.2 The main administration, staff and visitor facilities, together with the Learning Resource Centre (LRC) will be provided at ground floor level adjacent to the school entrance, at the south-eastern end of the building. A central lift and stairs will allow access to additional staff facilities above. As well as classroom space the school building will provide administrative and reception areas, dining halls, laboratories and workshop areas, kitchen space, staff room and general office areas. The proposed configuration maximises use of natural lighting within the building and provides courtyards which can be used for play and outside dining.
- 3.3 The external areas comprise a variety of environments from active to passive and include formal hard surface play areas, grass sports pitches and habitat zones, including a pond. To the north-east of the school building, a car parking area is proposed with 50 spaces plus three disabled parking spaces, two spaces for mini-buses and 23 drop off spaces. 450 cycle parking spaces will be provided along the eastern boundary of the site close to the pedestrian/cycle entrance. The hard-surfaced area surrounding the school covers 0.15 ha and will be used for play and outdoor dining; 0.26 ha are proposed for games courts and 3.6 ha for pitches. The sports field is capable of accommodating four winter pitches, one of which would double up as a running track for summer use.
- 3.4 Vehicular access will be from Sheepfold Lane, which runs to the rear of the existing business park. However, it is intended to promote walking and cycling as the main mode of transport as the catchment area for the school will be limited to Cambourne itself, and the whole area has been assessed as being within the County's guidelines for walking and cycling for secondary-aged children. It is not, therefore, necessary to provide school buses to the site.
- 3.5 Access for the construction period only is proposed from the A1198 immediately to the south of Caxton Gibbet following the line of the old A428 past two houses and a storage business then using a farm access road. A section of roadway will be created to provide a link to the school drive. This means of access is required due to the presence of Great Crested Newts in the location of the proposed permanent access and the need to implement mitigation measures between August and November which is within the proposed construction period.
- 3.6 It is proposed that surface water from the roofs of the buildings will be discharged to sealed gullies and piped to a landscaped balancing pond prior to being discharged to a ditch at the western edge of the site. Three alternatives for foul water disposal have been developed: on-site 24 hour storage with daily tinkering; on-site pumping station discharging to the nearest public foul gravity sewer with discharge rates managed to take place outside the peak daytime flows; on-site treatment plant which would treat effluent sufficiently to enable discharge into the watercourse.

- 3.7 The site covers 10.72ha which is larger than would normally be required for a 5FE/750-place secondary school. There is evidence that Cambourne may require a fourth primary school in the future and CCC has acquired enough land at site to accommodate a 2FE/420 place primary school. There is also sufficient land for further extension of the secondary school or the development of sixth form facilities, if required. Detailed assessments would have to be made at the appropriate time and full planning applications submitted that would be judged on their own merits. The potential location of the primary school within the site is shown on agenda plan 2 for indicative purposes only and does not form part of the development for which permission is now sought. Unless a primary school is developed, which will require a separate planning permission, the secondary school will use this area of land as outdoor space for a variety of activities.
- 3.8 The proposal was considered to be likely to have significant effects on environment so is environmental impact assessment (EIA) development and the application was accompanied by an Environmental Statement (ES). Additional environmental information and amendments to the scheme were sought by the County Planning Authority and submitted by the applicant in November 2011.
- 3.9 The application was accompanied by a Statement of Community Involvement which summarises the pre-application engagement with stakeholders that was undertaken by the applicant. This included:
- formation in Spring 2011 and meetings of a stakeholder group comprising the applicant's consultancy team, officers from the County and District Councils and representatives of Cambourne, Caxton and Bourn Parish Councils
 - briefings for the local County Councillor
 - meetings with individual stakeholder organizations
 - a public exhibition at the Cambourne Community Centre in June 2011

4.0 CONSULTATIONS AND REPRESENTATIONS

- 4.1 The application was advertised in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010 ie site notices, press notice and individual notification to neighbouring properties. An exhibition of the submitted plans was held in Cambourne on 12 October. The responses received indicated that further environmental information was required to enable the County Planning Authority, statutory and other consultees and other interested parties to fully consider the likely impacts of the proposed development. The applicant submitted supplementary environmental information and proposed modest changes to the scheme on 21 November 2011. This information was subject to reconsultation as required by the EIA Regulations. The respondents' comments summarised below are from their most recent correspondence. Where no comments were received on the November consultation the earlier response has been taken as still being valid.
- 4.2 South Cambridgeshire District Council – the application was reported to the Planning Committee on 7 December 2011 where it was determined that no objections be raised subject to the issues and conditions set out below being satisfactorily addressed and imposed.
- (a) Measures be put in place to monitor traffic and short-term parking in Lower Cambourne during the early years of the opening of the school, and if deemed appropriate following such a review, to implement parking controls/introduce Traffic Regulation Order(s) in and around the school to address identified problems. Conditions will also be required to ensure that car and cycle parking schemes accord with policy TR/2, that cycle spaces are

secure and covered, and that sufficient disabled car parking places are provided and in suitable locations; travel plan implementation and monitoring.

(b) Full consideration be given to the upgrading of existing footpaths in and around the site (in particular the pathway immediately north of Lower Cambourne/south of the Business Park), subject to ensuring that bridleway routes and the rural character of the greenways are not compromised.

(c) Provision of crossing points to School Lane and Cambourne Road, to help promote and facilitate safe pedestrian/cycle access for children attending the school from south of School Lane and west of Cambourne Road (from Great and Upper Cambourne).

(d) To ensure that the development will be constructed to a high build quality, conditions should be imposed to ensure an appropriate level of control on external materials, landscape details, security features, such as fencing, to address the Constabulary's Architectural Liaison's comments, fire hydrants.

(e) Submission of Co-ordinated Environmental Monitoring Programme (CEMP) to include: (i) pollution control measures for A428 balancing pond; (ii) reasonable avoidance measures method statement for Great Crested Newts; (iii) design of access road that is sympathetic to amphibians (eg avoidance of gully pots); (iv) revised landscape scheme that includes badger mitigation (eg shrub/hedgerow outside perimeter fencing/move perimeter fencing to inside the hedge line, and local varieties of orchard trees; and (v) detailed design of the proposed balancing pond that is designed for wildlife.

(f) Support 'in principle' for Sport England's suggestion that the school should make sporting facilities available to the public to meet identified community need (ie specialist sporting facilities not offered at the new Cambourne Sports Centre) - subject to such usage not conflicting with suggested Environmental Health controls (see below) on usage – through appropriate planning conditions or preferably via a Section 106 Legal Agreement.

(g) Imposition of conditions as recommended by the Environment Agency and Anglian Water, with respect to submission of a surface water drainage scheme; submission of a foul water drainage scheme noting the requirements of policy NE/9; and completion of the Phase 1 Land Drainage Solution for the Utton's Drove Waste Water Treatment Works prior to occupation of the Development.

(h) Imposition of conditions as recommended by this Council's Environmental Health Officers, covering the following matters: (i) details of the location and type of any power driven plant or equipment, including equipment for heating, ventilation and for the control or extraction of any odour, dust or fumes from buildings; (ii) during construction period no power operated machinery to be operated before 0800 or after 1800 on weekdays and 0800 and 1300 on Saturdays, Sundays or Bank Holidays; (iii) hours limitation for commercial/retail vehicles loading and unloading within the site – 0700 to 2300 Monday to Saturday and not at all on Sundays, Bank and Public Holidays; (iv) Construction Method Statement for foundations if driven pile foundations proposed; (v) Lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting or security lighting; (vi) Noise Assessment and scheme of insulation for the music suite (practice and recital rooms) and workshops within the building; and (vii) limitations on daytime and night-time background noise levels including submission of a

noise prediction survey/report.

(i) By virtue of the submitted Environmental Statement identifying an unacceptable adverse noise impact from the proposed school, it is also considered that appropriate planning conditions be imposed to either restrict the hours of use, the number of pitches that can be used at any one time, and restrict community use outside core school hours and at weekends. Alternatively, and in combination with physical noise mitigation measures, such as a substantial noise barrier and an earth mound or berm along the entire length of the east boundary could be considered.

(j) Whilst it is accepted that achieving BREEAM 'very good' meets policy expectations, it would be a positive aspiration to consider whether BREEAM 'excellent' rating could be achieved. Some or all of the roofs could be considered for the application of a green roof system, whether extensive or intensive, and some PV panels. Likewise, given the site's relative exposure, some form of wind power may also be appropriate. There are considerable teaching benefits for students to see, and be part of, planning for climate change and it is hoped the applicant will take the opportunity to develop a truly sustainable, exemplar building. Notwithstanding, conditions to ensure SCDC policy requirements in relation to sustainable development, renewable energy and water conservation are met will be sought.

(k) Consideration should be given to formulating a community access agreement and operational framework for management of the facilities and delivery of a sustainable community activities programme, to provide a level of comfort on the provision of community access to the school, and appropriately worded planning conditions or preferably a Section 106 Legal Agreement used to ensure delivery.

(l) Any planning conditions required by the County's archaeologists to ensure that the heritage of the site is protected.

(m) Support be given to the provision of an access link between the proposed on-site car parking area and the formal hard play area to act as an overflow parking area to address peak parking for events and wider community use. Furthermore, consideration should be given to a limited increase in on-site parking provision, potentially through the use of non-hard surface /more green solutions such as grasscrete parking bays.

4.3 Caxton Parish Council – Recommends approval but has concerns about:

- i. the temporary access and permanent access near the BMW garage on Sheepfold Lane;
- ii. that the children of Caxton may not have access to the school even though it is in the parish. The Parish Council are in favour Caxton children being allowed to attend the school;
- iii. lack of consultation in the early stages of the proposal;
- iv. parents dropping off children at Swansley Lane in Lower Cambourne which is not suitable as it is a no through road with families with young children who often play outside.

4.4 Cambourne Parish Council – Recommend that the application be approved subject to the following conditions and recommendations:-

Conditions

- More parking spaces be provided – a minimum of 75 should be provided

- Two lifts be provided, one at either end of the building, to give an alternative route in case of emergency and reduce the travel distance to lessons in other areas of the building
- Assurance that the school can be used after hours for the community and confirmation of the school's position on community use ie adult education etc in line with Comberton Trust's aims
- The tennis courts should be available for use as overspill parking
- Confirmation of coach access and parking provision
- Ensure the building is DDA compliant with level access throughout

Recommendation

- An agreement be made for no deliveries to Elms BMW & Mini garage during school drop off and collection hours
- Reduce speed limit on Cambourne Road to 30mph to improve safety of junction with Sheepfold Lane and safety of children crossing Cambourne Road
- Reduce speed limit on all Cambourne roads to 20mph to improve safety of children on way to school – both cycling and walking
- Improve all main cycle ways and footpaths on main routes to school throughout Cambourne to reduce traffic congestion by make cycling and walking more attractive
- Improve connectivity of footpaths and cycle ways to encourage walking and cycling to school by providing alternative routes to school that avoid roads and traffic
- Upgrade surface of and install sympathetic low-level lighting to paths across Country Park between Lakes, Crowdene bridleway, path by Haven Lake through to Crowdene bridleway and path from Wildlife Trust office to Crowdene bridleway to encourage walking and cycling to school by providing alternative routes to school that avoid roads and traffic
- Provide pedestrian and cycling access to school through Business Park to encourage walking and cycling to school by providing alternative routes to school that avoid roads and traffic
- Provide road crossings (eg Pelican, Puffin) at key points on main routes to school (School Lane x 3, Broad Street, Cambourne Road) to improve safety of children crossing the road
- Provide parking restrictions on Swansley Lane, School Lane and others if necessary to discourage parent drop-off
- Consider moving bus stops by cricket pitch on School Lane to ensure maximum visibility at crossing point from Country Park

4.5 Elsworth Parish Council – Does not have any comments to make.

4.6 Bourn Parish Council – Does not have any comments to make

4.7 Environment Agency –

Development & flood risk

The original submissions were barely acceptable, even in principle, but it was understood from the applicant's consultants that for the surface water drainage there was sufficient space allocated for a balancing pond to demonstrate that the proposals were viable once the full design calculations had been undertaken. The November 2011 submissions have gone a step further in the detailed design but there are still certain issues which will need to be submitted at the detailed design stage in order to address outstanding concerns.

Surface water drainage

In Anglian Region there is a significant difference in storm volumes for lower and higher return periods between figures predating 1975 and later rain gauge monitoring which account for recent rainfall trends. The calculations for any surface water storage systems

must, therefore, be re-run to ensure that sufficient volumes are provided to avoid flood risk to properties on or off site. As there is some doubt regarding the final layout and amount of impermeable area to be built both now and in future years the final calculations must be submitted as previously recommended. It is stated in the report that future bolt-on developments will be dealt with under separate planning applications. Permitted development rights should be removed to prevent additional impermeable areas and extensions being added without the drainage implications being assessed.

There are still concerns about some of the details of the design of the drainage system. All drainage systems and structures must be adopted or demonstrate their maintenance will be formally established in perpetuity with the development. This is particularly important with attenuation or infiltration systems, which may not meet the criteria for adoption by the sewerage undertaker.

Foul water drainage

The following comments are made on the three suggested options.

Option 1. Would be unsustainable and wholly inappropriate unless as a very short interim measure whilst a more sustainable option is incorporated so is unlikely to receive approval.

Option 2. Is the preferred option but it is essential, given the history of drainage/sewerage in the area, that Anglian Water is consulted on the proposed arrangement and that they confirm that the foul drainage will be adopted.

Option 3. Is contrary to EA policy on effluent disposal in sewered areas which states: "*Developments discharging 'domestic' sewage will be expected to connect to the public foul sewer where it is reasonable to do so. We will not normally grant a discharge consent for a private sewage treatment works where it is reasonable to connect to the public foul sewer.*"

The supporting guidance goes on to confirm that a lack of capacity in the receiving public sewer is not a valid reason for not connecting to an otherwise available public sewer. However, arrangements are now being agreed to ensure any current development proposals for Cambourne will be accommodated in the land Drainage Solution at the Utton's Drove Treatment Works.

- 4.8 Anglian Water – There are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary. *Wastewater Treatment* - The foul drainage from this development is in the catchment of Uttons Drove STW that at present has available capacity for these flows.
- Foul Sewerage Network* – The proposed development will lead to an unacceptable risk of flooding downstream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures. This should be secured by condition.
- 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. Planning Policy Statement 25: Development and Flood Risk emphasises the role of SUDS and introduces a presumption that they will be used in all developments. Building Regulations on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. A SUDS should be secured by condition.
- Trade Effluent* - The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer requires Anglian Water's consent. An advisory note should be included on any planning permission granted.

The following conditions are considered necessary:

No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority.

No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding.

No development shall commence until a surface water strategy/flood risk assessment has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the surface water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding.

- 4.9 Sport England – The consultation is non-statutory as the proposal does not affect existing playing fields or land last used as playing fields. However, Annex B to Circular 9/95 advises that Sport England should be consulted on a wide range of applications on a non-statutory basis including the creation of major new sports facilities (including new playing fields). Planning Policy Objective 7 of Sport England's document 'Spatial Planning for Sport: Creating Local Policy' supports the development of new facilities which will secure opportunities to take part in sport and which can be achieved in a way which meets sustainable development objectives.

Outdoor Facilities

The school will provide two permanent senior football pitches, 1 junior football pitch, 400m running track, permanent cricket square, cricket nets, athletics field event facilities and a 4-court multi use games area (MUGA). In broad terms the layout and orientation of sports pitches meet Sport England guidelines.

The site also contains two areas of open space which are earmarked for (a) a potential new primary school for Cambourne on the eastern portion of the site, and (b) a potential future extension to the secondary school in the north-western corner of the site. The applicants wish to use these parts of the site for temporary sports provision until such time as planning applications come forward for the educational proposals. However, this raises a potential conflict with Sport England playing fields policy in that the proposals would then involve a loss of land in playing field use. From a sporting perspective it makes sense to use the two parcels of land for additional temporary sports pitch provision rather than fencing the land off, therefore Sport England agree in this instance to consider the principal use of this land as designated for future educational use rather than as permanent playing field land.

Accordingly, Sport England undertakes at this stage to state that it will not object on loss of playing field grounds to a future planning application or applications to develop this land for educational purposes, as set out in the submitted plans relating to this current application.

It is recommended though that if planning applications are subsequently submitted for the primary school proposal or secondary school expansion proposals, the applicants should investigate the possibility of securing additional adjoining land to provide additional playing field provision. This will be particularly important if the secondary school is expanded as this in itself will create additional demand for playing pitches and other outdoor sports facilities.

Indoor Facilities

The proposals make provision for a standard 4 court sports hall (593m²), as well as a smaller gym (300m²) and associated changing facilities (117m² combined, male/female).

- Storage is extremely limited with only 51m² for both hall and gym combined (893m²). This equates to only 5.7% of total hall area, well below the recommended ratio of 12.5% recommended within Sport England technical guidance 'Sports Halls: Design and Layout' (2011). It is considered that the relative lack of storage could cause operational difficulties. It is also recommended that mat storage is contained within a separate fire-rated area if possible.
- Whilst the indicated changing facilities will be sufficient to meet the needs of pupils using the sports hall/gym, it is not clear whether these will also be required to also serve the outdoor pitches, or wider community use of the sports facilities. Ideally separate 'wet' and 'dry' changing facilities should be provided to reduce conflict between outdoor and indoor users at peak times.
- It is not clear from the application details whether the sports facilities will be made available for community use during evenings and weekends, but the school has not been designed with community use in mind – there is no separate lobby/ reception area for community users and the sports facilities/changing rooms are located at the opposite end of the school from the main reception area.

Community use of the indoor and outdoor sports facilities

It is noted that a public sports centre is currently being constructed within Cambourne which will meet most of the community needs for indoor facilities within the village. It may be possible, however, for the facilities at the new secondary school to compliment the proposed new community facility, for example, by providing a specialist facility that will not be provided at the sports centre site. Similarly with regard to the outdoor pitches there may be a local need for pitches not currently being met within Cambourne that could be met at the school site (eg cricket nets or athletics facilities). Further consideration should therefore be given to making facilities available to the public to meet an identified community need.

Sport England is supportive of the application in that it will provide new sports facilities for the school which broadly meet Sport England technical guidance. Further consideration should be given to the issue of community access to these facilities taking account of the issues referred to above.

It is recommended that a planning condition be imposed which requires details of community use of facilities to be agreed prior to the opening of the school. It is also considered that a planning condition should be imposed which requires the new playing fields to be constructed in line with the recommendations of a site survey to investigate any constraints regarding ground conditions.

- 4.10 Natural England - Is satisfied that the proposals will not affect any statutory designated sites and advise that the Wildlife Trust be consulted with regard to potential impacts to non-statutory sites such as County Wildlife Sites. Natural England has reviewed the proposals in relation to European Protected Species (species protected under the Conservation of Habitats and Species Regulations 2010). The Environmental Statement proposes that a method statement to avoid killing and injury of great crested newts will be agreed at a later stage. However, an outline of the proposed mitigation should be provided before the application is determined to ensure that a satisfactory approach is achievable. The chosen options will need to be justified in terms of the risks posed to killing and injury of this protected species. Risks can be assessed by considering the areas of suitable habitat affected and their distance from breeding ponds. The rapid risk assessment tool within the great crested newt method statement for development form would be helpful in addressing this issue. The principle of identifying the impacts of development on protected species prior to the determination of planning permission is set out in ODPM 06/2005: Government Circular: Biodiversity And Geological Conservation – Statutory Obligations And Their

Impact Within The Planning System. The site does not include any features which could be used as bat roosts although surveys showed bats use the site and its immediate surroundings for feeding and travelling between roosts and other feeding areas. Of particular note are the hedgerows and immature woodland belt to the east of the site was shown to be used by barbastelle bats. The impact of the development on these bats would depend on the detailed design of the lighting and landscaping along the eastern site boundary and these should be designed to minimise light spill into this area at the appropriate stage.

- 4.11 The Wildlife Trust - are pleased to see that the plans include a school wildlife area and planting of locally native species and that a landscape and biodiversity management plan has been produced. They suggest the fruit trees to be planted in the orchard should be locally native varieties as well.

The existing shelter belts are managed by the Wildlife Trust and, therefore, there are potential effects of the development proposals on the management of these areas, as follows. Firstly, the Wildlife Trust uses the existing bridleway for access for management, sometimes needing access for vehicles such as tractors or quad bikes with trailers. The applicants should clarify whether the proposals for access to the development site will affect this access. Secondly, the proposed new cycle and footpath access to the site cuts across quite a large section of the existing shelterbelt. Have alternative routes for this pathway been considered?

- 4.12 Highways Agency – No comments received.

- 4.13 CCC Highway Development Control – The information submitted in November 2011 overcomes the Highway Authority's earlier objections to the proposal.

In respect of the applicant's response to comments on the Transport Assessment

- i. The Highway Authority welcomes the wider spectrum of schools that have been included within this reappraisal of the potential traffic generation for the school. This provides a more robust approach and demonstrates that although the predicted number of traffic movements (all modes) has increased between the initial submission and the present one that this difference is not extreme.
- ii. The Highway Authority thanks the applicant for the expanded explanation of the use of the Fruin Level of Service method to analyse the pedestrian flows along the proposed link from Swansley Lane to the school.
- iii. The Highway Authority still questions the assumption that children of between 11-16 years old will walk at the same speed as an average adult. This clearly does have an effect on the time taken to walk to the school, which again has the potential to affect the modal choice that parents will take when considering how their children should travel to and from school.
- iv. The use of *Mechanics of Pre-Industrial Technology: an Introduction to the Mechanics of Ancient and Traditional Material Culture* (Cotterell, B. and Kamminga, J. 1990), simply reflects the fact that human biomechanics have not significantly changed since the start of the industrial era.

In respect of the applicant's proposed amendments to the proposal

- i. The Highway Authority welcomes the proposed provision of an additional footway on the western side of Swansley Lane.
- ii. The Highway Authority is still concerned about potential clashes between deliveries and school drop off and pick up times. Whereas the statement made about times of

deliveries is substantively correct in built up urban areas where traffic regulation orders are in place, Sheepfold Lane is private and no such restrictions exist. This may increase the likelihood of deliveries occurring within the normal peak hours precisely because they would be occurring off the adopted public highway.

- iii. The Highway Authority has significant reservations about the approach being taken by the applicant in connexion with the provision of a parking bay along School Lane. It is accepted that such bay may encourage the use of private cars to transport children to and from school and that in general the Highway Authority resists the implementation of such facilities within the adopted public highway near existing schools. However, the situation here is somewhat different; none of the residents bought their homes knowing that there was a secondary school in the area and their perception of what constitutes a 'problem' may be at very different to that which may empirically identifiable. Therefore, the Highway Authority seeks that a simple and clear trigger point for the implementation of the proposed parking lay-bys forms part of the planning conditions if permission is granted.
- iv. The proposed works to provide an additional footway and to provide a speed reducing feature are acceptable in principle to the Highway Authority subject to detailed design.

The following conditions are considered necessary:

That prior to the occupation of the building, the applicant provides suitable measures to enable children to negotiate School Lane without undue hazard. The detailed design of these measures is to be agreed with the Planning Authority in consultation with the Highway Authority.

That prior to the acceptance of the second form of entry the applicant provides at least 55m of lay-bys along School Lane and funds the advertisement of and, if approved, the implementation of any associated Traffic Regulation Order to enable the bays to operate satisfactorily as a drop off and pick up point for children who are transported to school by motor vehicle. The detailed design of these measures is to be agreed with the Planning Authority in consultation with the Highway Authority.

- 4.14 CCC Rights of Way and Access – Raise no objection but point out that the proposed school access drive crosses Cambourne Public Bridleway No. 2 and the proposed pedestrian and cycle access to the school crosses Cambourne Public Footpath No. 1.
- The temporary site access will not cross the bridleway; this is welcomed.
 - At the point where the school access drive crosses Cambourne Public Bridleway No. 2 from Sheepfold Lane staggered barriers/horse enclosures that conform to the specifications detailed in the Cambourne Highway Design Guide / practice elsewhere in Cambourne should be installed so that equestrian users are given adequate room to manoeuvre through these barriers. The drawings supplied do not seem to dimension the barriers.
 - Unless Sheepfold Lane is to become an adopted highway, the developer will need to maintain the surface of the bridleway crossing.
 - Although the applicant states that the use of the 'green paths' in Cambourne will not be promoted, their use seems inevitable. Consideration should be given to upgrading Cambourne Public Footpath No. 1 to bridleway status to facilitate legal use of cycles.

The addition of warning signs alerting road users to the presence of pedestrians and horse riders crossing the access road from Public Bridleway No.2, Cambourne is welcomed and the change of surface at the school access road/Public Bridleway No.2, Cambourne crossing is noted.

4.15 Police Architectural Liaison Officer –

Pedestrian Approach - On the land between Swansley Lane and the new school there is currently a mature planted native hedge with little or no surveillance of the area from the nearby housing which is of concern. The pathway at 4m wide is acceptable, especially with a 3m wide grass margin on either side. The mature planting will need to be trimmed right back to the side of the path to eliminate hiding places. If the hedge were trimmed back at an angle from the edge of the grass strip this would improve views which is important as the path is curved. The proposed bollard lighting is not considered adequate for this pedestrian/cycle route to school and it would be best served by column lighting to BS standard 5489-1:2003. 3 x lighting columns in place of 5 x bollards could provide an adequate level of lighting.

Perimeter Fencing - The proposal is for the fence to be 1.8m high non-climbable mounted on top of a 2m deep, 0.5 wide hardcore trench. The gates leading from the entrance drive and cycle route should be to the same standard as the fence. 2.1m high fencing would mean the grounding could be up to 300mm.

Cycle Storage - The proposed position of the cycle storage is remote from the main school thus providing inadequate surveillance. There should be adequate lighting for this area and consideration should be given to additional fixed CCTV cameras to act as a deterrent to cycle thieves. One of the column mounted CCTV cameras is positioned to capture this area but being a ptz camera there is no guarantee it would face the cycle stores.

CCTV - Ptz cameras are shown at all locations except the main entrance. This will enable full coverage of the site. The camera located by the substation needs to provide a good view of vehicles entering the site so maybe it would be best positioned east of the substation?

Lighting - The entrance roadway is shown as covered by bollard lighting. This would only be acceptable as marking the route if used by motor vehicles only. It is not acceptable for a pedestrian/cycle route to school. The CCC lighting engineer is of the same opinion:

Recommendations

- i. Pedestrian/cycle route be lit with column lighting to BS 5489-1:2003 standard.
- ii. For planting on the pedestrian route to be cut back and maintained as outlined.
- iii. Perimeter fencing to be Weldmesh of types Hisec or 358 or Securifor 3D.
- iv. Cycle storage to be adequately lit and covered with additional fixed CCTV camera(s).
- v. Main driveway to be a vehicle route only with bollard lighting. If route is to be cycle as well column mounting lighting should be provided.

4.16 Fire and Rescue Service – Adequate provision should be made for fire hydrants.

4.17 Cambridgeshire Archaeology - The site has been subject to an archaeological evaluation, the results of which indicate that there are significant archaeological remains relating to the late Iron Age and Roman periods. The results have been reported on in OA East report Number 1304, submitted in support of the application. The applicant has committed to a programme of archaeological mitigation through excavation, recording and publication of the results in their rather brief addendum to the Environmental Statement. This mitigation proposal is appropriate to the significance of the observed archaeology and can be secured through the inclusion of a negative condition of planning consent.

4.18 CCC Ecology Officer – The information submitted in November 2011 fully addresses

previous concerns relating to Badger and Great Crested Newt. However, if planning permission is granted, the following information should be secured through planning conditions:

- detailed design of proposed balancing pond (including x-sections and clarification of water source)
- monitoring of Great Crested Newt populations in 2012 (as per Reasonable Avoidance Measures)
- details of proposed access road, which should be designed to be sympathetic to the presence of Great Crested Newts
- Construction Environmental Management Plan
- update of Landscape and Biodiversity Management Plan to include management of retained boundary hedgerows (as detailed within page 2 of Capita letter dated 18 November 2011)

4.19 CCC School Travel Co-ordinator – No comments received.

4.20 CCC Access officer – The Design and Access Statement is satisfactory and work is continuing on Building Control details.

4.21 Cambridgeshire Quality Panel - Considered the application on 12 December 2011 and the conclusion of their report is reproduced below. The full report is included as **Appendix 1**.

The Panel acknowledged the time and effort that had been put into the designs for this development. In particular the Panel welcomed the work that had been undertaken in response to the building being located in an open and flat environment. However, the character and individual elements of the building were considered to be rather dull and uninspiring. These included the entrance to the building, staircases at the end of the fingers and narrow corridors. Further work is needed on these areas to achieve maximum benefit.

Given the wonderful tradition of cycling in Cambridge and the surround areas the Panel were concerned that the site appears to be dominated by the car travel. In order to encourage people to cycle and walk it is fundamental that these forms need to be easier than travelling by car. The site as it exists at the moment makes car parking more convenient than cycle parking, and this needs to be reconsidered.

4.22 Individual representations – Have been received from 39 local households, Cambourne Business Park, Taylor Wimpey and the Cambridge Cycling Campaign. One expresses unqualified support for the application, many are supportive in principle but have concerns whilst the others raise objections. The principal issues and objections raised are:

i) *Choice of site*: Is totally against planning policy and the original design brief for Cambourne as it is outside the village envelope and is a green field site. A better and cheaper site would be land which is vacant on Cambourne Business Park which already has roads and infrastructure, and would cause less disturbance to residents in Lower Cambourne. The school should be accommodated within the footprint of the original settlement masterplan - the land planned for a golf course for example. The school should be moved northwards towards the corner of the agricultural land bordered by the A428 and business park as this would reduce the need for the unnecessarily long service road and potentially tie in with drop offs at the end of the Business Park. Was any consideration given to land adjacent to the Bourn Road near to the Vine Junior School where easy access for both foot and vehicles could have been achieved with little disruption and remained within the Cambourne development area or to the Bourn Airfield site which is

easily accessible from Cambourne, Bourn and Caldecote - the majority of children will come from Upper and Great Cambourne?

ii) *Precedent for further development*: Once completed, it will instantly open up the adjacent land for future development, which is totally against the original planning approval and design for the village.

iii) *Access to the school*: There will be loss of residential amenity through increased disturbance from vehicle drop offs/pick-ups from Lower Cambourne residential streets and increased use of these streets by children on foot and on bikes (including from which main pedestrian/cycle access to the school will be served). Swansley Lane and adjoining streets are not built to accommodate increased traffic and parking, and have limited turning areas. The nearest bus stop to the site is outside South Cambridgeshire Hall but there will be no access from the Business Park to the school. School Lane, given its speed controlling curved design is inadequate for current traffic so adding a large school in the area would cause even more problems. Serious consideration should be given to promoting/upgrading the bridleway that runs between the residential part of Lower Cambourne and the Business Park as a better route for cycles and those on foot, perhaps utilising the car park off School Lane (near the boundary of Great Cambourne) for dropping off children. A pedestrian crossing should be installed on School Lane for children en route to the school. Parking restrictions should be applied on Swansley Lane and School Lane. Some children from Upper Cambourne or parts of Great Cambourne may opt to access the school by crossing over to the Business Park near one of the A428 access roundabouts so pedestrian crossings should be installed at suitable locations to make this safer.

iv) *Temporary construction access*: Objection to the temporary construction access from an existing road exiting onto the Caxton bypass (A1198) near the now derelict Yim Wah restaurant as it is unlit and will present a danger to the occupiers of houses along this temporary route as well as resulting in a loss of residential amenity through general disturbance. If permitted, restrictions on use of the temporary access should be put in place ie restriction on hours of use.

v) *Visual impact*: There will be a loss of the open vistas across farmland that residents currently enjoy as they walk the perimeter path in this area. However, if it is to proceed then efforts must be made to minimise the effect in this regard by sympathetic consideration of elevations, height, proximity, noise, planting etc.

vi) *Community access*: The facility should be made widely available for community use.

vii) *Traffic management measures at School Lane/Swansley Lane*: The layby will compromise safety and worsen congestion; will encourage drop off by car; is too far from the school; will encourage overnight lorry parking; will affect the look of the area. The raised table will damage vehicles, particularly low ones.

viii) *Cycle provision*: Cambridge Cycling Campaign comments that the number of cycle parking spaces proposed is the minimum number required by local planning policy; they are 150m from the school; there is no specific provision for staff bicycles and facilities for drying wet clothing are needed.

4.23 Local member for Bourn division (Cllr Lister Wilson) - Has no objection to the proposed siting of a pedestrian entrance in boundary of the new school but does for the reasons set out below object to:

- the pedestrian access to the new school being along Swansley Lane; and
- the lay by drop-off point on School Lane.

1. "School Lane is narrower than a normal road and was only ever meant to take residents' traffic. A condition of occupying a dwelling in Cambourne is that non-delivery parking is prohibited. Most people comply with this but some do not and cars are frequently parked on both sides of School Lane causing hold-ups.
2. School Lane was deliberately designed to have a 'self-enforcing' speed limit so that there are many sharp bends. Given my own background in motor-cycle racing I can confidently claim that, not only is it not possible to exceed 30 mph. in School Lane, but it is very difficult to even attain that speed.
3. School Lane is now routinely used as a 'rat run' short-cut between the A1198 Caxton by-pass roundabout and the A428 flyover at Cambourne. Traffic is especially heavy in the rush hours, which includes travel to school times. It's not surprising that so many cars and lorries use this as it saves about 2½ miles by cutting off the roundabout at Caxton Gibbet.
4. Parent-drivers, pedestrians and cyclists going to and from the School via the proposed Swansley Lane route will be in constant conflict with this traffic-flow. In addition, the proposed "drop-off" lay-by will create an additional traffic hazard as parents pull in and pull out of it. Residents who live opposite the proposed lay-by have objected to it on these grounds.
5. It is proposed to widen the footpath on the west side of Swansley Lane to create a cycle track and cope with the additional pedestrian traffic. There is also proposed a new footpath from the top of Swansley Lane to the pedestrian access gate in the new School's boundary. I oppose both the widening of the footpath and the creation of the new one at the top of Swansley Lane. Indeed I do not want Swansley Lane to be used for any access to the new school. Widening the footpath will create the conflict between cyclists and pedestrians accessing the school and residents reversing their cars out of their drives. We scrapped a similar scheme in Gilbert Road in Cambridge for this very reason. Parents wanting to drop their children off for school are unlikely to use the lay-by option if they can drive closer. Once they reach the top of Swansley Lane, there is no option but to turn round almost certainly using the gravel splays of the private houses there or attempting to drive around the loop of Meadowsweet Close to effect the same thing. We have had direct experience of this chaos when the Vine School opened. Parents would simply not heed requests to walk. The problem was eased but not solved by the opening-up of another loop in the road. Even such a partial solution will never be possible in Swansley Lane.
6. Swansley Lane is even narrower than School Lane. At it's narrowest it is 16' 8". An average car is about 6' 6" across the wing mirrors. If two cars were parked opposite each other then, even if they both have one set of wheels in the gutter, the remaining space between them is 3' 8" and not enough to squeeze a motorbike through let alone another car. Cars are often parked in Swansley Lane and sometimes delivery vans as well.
7. The School will have a Community Use dimension so that traffic heading to and from it will be from 7.30 in the morning to after 10.00 at night, sometimes at weekends and more intensively in the summer. The traffic problem in Swansley Lane will become a crisis very quickly. It has been pointed out to me that Secondary School children are less likely to be brought to school in cars. I have to say that with over 40 years teaching

in Secondary Schools, this is emphatically not my experience. We had real chaos at The Vine and this is only a Primary School with 420 pupils. The new Secondary School will be nearly double that.

8. I propose upgrading the present “hoggin-surfaced” footpath which leads from just opposite the Pumping Station on School Lane to the proposed pedestrian entrance to the School. I further propose the creation of a lay-by at the point where this path joins School Lane. Here the forward visibility for drivers, cyclists and pedestrians is much wider than at the end of Swansley Lane giving everyone a good view and it is much safer.
9. I further propose scrapping the plan for a lay-by at the junction of Swansley Lane and School Lane and scrapping any plan to widen the footpath on the west side of Swansley Lane. Scrap also the proposed footpath linking the top of Swansley Lane with the pedestrian entrance to the new School. Adopting these changes will save on construction costs.
10. I further propose that once these changes have been implemented and the school is functioning, that they be subject to review in 5 years time.”

5.0 PLANNING POLICY

- 5.1 Relevant national planning guidance is contained within:
 - PPS1 – Delivering Sustainable Development (January 2005)
 - PPS1 (Supplement) – Planning and Climate Change (December 2007)
 - PPS5 – Planning for the Historic Environment (March 2010)
 - PPS9 – Biodiversity and Geographical Conservation (August 2005)
 - PPG13 – Transport (January 2011)
 - PPG17 – Planning for Open Space, Sport and Recreation (July 2002)
 - PPS25 – Development and Flood Risk (March 2010)
- 5.2 The development plan comprises the East of England Plan (RSS) May 2008, the saved policies contained within the Cambridgeshire & Peterborough Structure Plan 2003 and the South Cambridgeshire Core Strategy, Development Control Policies 2007 and Site Specific Policies Development Plan Documents (DPD) 2010. The relevant policies are listed in paragraphs 5.3 to 5.7 below.
- 5.3 Regional Spatial Strategy - East of England Plan (2008)
 - SS1 Achieving Sustainable Development
 - T2 Changing Travel Behaviour
 - T14 Parking
 - ENV1 Green Infrastructure
 - ENV 3 Biodiversity and Earth Heritage
 - ENV7 Quality in the Built Environment
- 5.4 Cambridgeshire & Peterborough Structure Plan (2003) (no saved policies relevant)
- 5.5 South Cambridgeshire Local Development Framework Core Strategy DPD (2007)
 - ST/b: Accessible Development
 - ST/4: Rural Centres
- 5.6 South Cambridgeshire Local Development Framework Development Control Policies DPD (2007)

Policy DP/1: Sustainable Development
 Policy DP/2: Design of New Development
 Policy DP/3: Development Criteria
 Policy DP/4: Infrastructure and New Developments
 Policy DP/6: Construction Methods
 Policy DP/7 Development Frameworks
 Policy SF/6: Public Art and New Development
 Policy NE/1: Energy Efficiency
 Policy NE/3: Renewable Energy in New Development
 Policy NE/4: Landscape Character Areas
 Policy NE/6: Biodiversity
 Policy NE/7: Sites of Biodiversity or Geological Importance
 Policy NE/9: Water and Drainage Infrastructure
 Policy NE/12: Water Conservation
 Policy NE/14: Lighting Proposals
 Policy NE/15: Noise Pollution
 Policy NE/16: Emissions
 Policy CH/2: Archaeological Sites
 Policy TR/1: Planning for more Sustainable Travel
 Policy TR/2: Car and Cycle Parking Standards
 Policy TR/3: Mitigating Travel Impact
 Policy TR/4: Non-motorised Modes

5.7 South Cambridgeshire Local Development Framework Site Specific Policies

DPD (2010)

Policy SP/4: Cambourne Approved Masterplan and Design Guide

5.8 South Cambridgeshire Local Development Framework Supplementary Planning Documents

Inset No. 14 Cambourne Map 4 of 4

Trees and Development Sites SPD – July 2009

Biodiversity SPD – July 2009

Landscape and New Developments SPD – March 2010

District Design Guide SPD: High Quality and Sustainable Development in South Cambridgeshire (March 2010)

Health Impact Assessment SPD – May 2011

Public Art SPD – January 2009

6.0 **LAND USE PLANNING CONSIDERATIONS**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all applications for planning permission be determined in accordance with the development plan unless other material circumstances indicate otherwise. The most relevant development plan policies are set out in section 5.

Departure

6.2 South Cambridgeshire Local Development Framework Development Control Policies (SCLDFDCP) DPD policy SP/7 states that outside urban or village frameworks, only development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside will be permitted. The site for the proposed school is outside the development framework for Cambourne so the application is contrary to this

policy. The proposed development therefore constitutes a departure from the Development Plan, and has been advertised as such. However, it does not meet any of the criteria set out in Town and Country Planning (Consultation) (England) Direction 2009 which would require, if the County Council is minded to grant permission, referral to the Secretary of State. The determination of the application rests, therefore, with the County Council.

Location of Development when considered against reasonable alternatives

6.3 The applicant investigated possible sites in and around Cambourne. These comprised sites within the existing settlement area, and land to the north, south, east, and west. The conclusions drawn are summarised as follows:

(a) Within the existing settlement of Cambourne: There is not land available within the development boundary that could, effectively and efficiently, accommodate a new secondary school without the loss of existing open space or community facilities.

(b) To the north: There is insufficient land between the A428 and the northern settlement boundary to accommodate the school. To locate the school to the north of the A428 would require either the construction of a subway/new footbridge to provide safe pedestrian/cycle access across the A428 or would require parents to drive and drop off pupils. This option was considered non-sustainable, isolated and unviable.

(c) To the south: this was ruled out as the amount of land required would potentially be perceived as leading to a coalescence with the village of Caxton and/or the need to include open space allocated for use by the existing community.

(d) To the east: A developer has offered the County land at Bourne Airfield, with a view that this could open up the adjacent land to the east for further housing development. However, this land was ruled out by virtue of the extremely limited infrastructure at this site which would mean that it is unlikely that a secondary school could be delivered by September 2013.

(e) To the west: Two options were considered for land to the west of Cambourne. Option 1 relates to the current application site and option 2 to currently undeveloped land at the western end of the Cambourne Business Park. Whilst the owners of the Business Park had initially expressed an interest in making land available on the Business Park, they could not secure the support of other operators on the site. This has left the agricultural land west of the Business Park as the only viable option.

6.4 In support of the chosen site for the secondary school, the applicant cites a number of site specific advantages, including:

(a) The land is well located for pupils attending the school, particularly those living in Lower and Great Cambourne;

(b) The proposed development is on land of low ecological value;

(c) The site will not lead to the loss of existing community facilities or designated public open space;

(d) The site has the flexibility to enable the secondary school to expand in the future, if need arises; and

(e) There is sufficient land to locate a fourth primary school adjacent to the proposed secondary school if required.

- 6.5 There is a clear need for the provision within a short time of a secondary school to serve Cambourne and this is a material reason which would influence whether or not to allow this site to be developed for the school. Whilst it is outside the defined settlement area, is without convenient access and is in a rather exposed landscape setting, it is considered that the applicant has demonstrated that this is the only viable site for the school. For this reason it is considered that in principle a departure from the development plan could be supported provided the proposal is consistent with other development plan policies.

Design and Layout

- 6.6 The Design and Layout of the school was subject to pre-application engagement with officers at this Authority, at South Cambridgeshire District Council and members of Cambourne and Caxton Parish Councils and has been through a number of iterations to reach the final scheme submission.
- 6.7 Although, due to the site's relative remote location and limited connectivity, the architects have had obvious challenges in ensuring adherence to best practice urban design principles in terms of site location, it is considered that the submitted scheme has addressed initial urban design concerns. In particular, the scheme has evolved to ensure that the main entrance to the school (eastern flank elevation) has been designed to create a clear status, identity and desire lines for both pupils entering the site from the dedicated pedestrian/cycle entrance from Lower Cambourne and from the new road entrance from the north-eastern corner of the site. Furthermore, the scale, form and external finishes of the school have been carefully articulated to create a building of horizontal emphasis and predominantly soft natural finishes (the use of timber cladding) which are respectful of its rural and exposed location.
- 6.8 It is considered that the proposal is meets the criteria of SCLDFDCP DPD policy DP/2.

Landscape and Visual Impact

- 6.9 The site is within the Bedfordshire and Cambridgeshire Claylands landscape character area and forms part of open agricultural land that is flat and flanked by a very shallow valley. There are no trees on the site and accordingly the proposed school will be highly visible from the A428, from long distant vantage points to the north and west of the settlement and from dwellings and public footpaths on the western edge of Cambourne.
- 6.10 In working up the application, which has included pre-application discussions with both planning authorities and the Parish Councils, it was felt that the overall approach to the project design should not seek to hide the building through dense mature landscaping, rather the building and proposed landscaping should complement each other.
- 6.11 As described above, the school building has been carefully designed both in terms of scale, form and external appearance, to ensure that it is sensitive to its rural location. Planting to the outer boundaries and around the site will help further soften visual impact and similarly provide some screening from the exposure of the site to the prevailing southwesterly winds.
- 6.12 It is considered that the proposal meets the criteria of SCLDFDCP DPD policy NE/4 which states that development will only be permitted where it respects or enhances the local character and distinctiveness of the individual Landscape Character Area in which it is located and SCLDFDCP DPD policy DP/2 which requires high quality landscaping compatible with the scale and character of the development and its surroundings.

Open Space and Sports Provision

- 6.13 Sport England has confirmed that the quantum of pitches and indoor sports provision is acceptable. With regard to the potential community use of the indoor and outdoor sports facilities, Sport England notes that a public sports centre is currently under construction within Cambourne [opening in December], which will meet most of the community needs for indoor facilities within the village. However, they consider that there may be an opportunity for the facilities at the new secondary school to complement the Sports Centre, for example, by providing a specialist facility not provided at the sports centre. Similarly, with regard to the outdoor pitches they consider that there may be a local need for pitches not currently being met within Cambourne that could be met at the school site. The applicant, however, maintains that to offer further sports facilities would lead to competition that would leave the Sports Centre unviable. Community use of at least some of the school's sports facilities could be dealt with as part of a wider community access agreement that is discussed at paragraph 6.23.
- 6.14 The application includes no proposals for floodlit pitches. Any proposals for floodlighting would need to be subject of a separate planning application.
- 6.15 It is considered that the proposed development complies with SCLDFDCP DPD policy DP/3 (e) which requires that development proposals should provide outdoor play space appropriate to their nature and scale.

Highways, Access, Car and Cycle Parking

- 6.16 A principal concern of neighbourhood objections/issues with the application have been likely traffic congestion and disturbance in Lower Cambourne, through school drop-offs and pick-ups close to the proposed main pedestrian access to the school off Swansley Lane. Similar concerns have been raised by both Cambourne and Caxton Parish Councils, with the former recommending that more consideration be given to upgrading the existing pedestrian/cycle routes in Cambourne, including such measures as better lighting and road crossings, to act as an alternative to the use of routes through residential streets.
- 6.17 The Highway Authority initially raised concerns that parents who decide to drive their children to school will choose to use the existing residential streets to the south of the school as the preferred drop off/pick up point and that this will be encouraged by the provision of the footpath/cycle link provided by the applicant at this location. Such drop off points inevitably create significant, though short lived, problems for the existing residents, a widespread problem with no easy solution. Unless controlled, such parking is likely to create an unacceptable problem for the Highway Authority when the roads are adopted.
- 6.18 The applicant responded to these concerns by amending the proposal to include the following traffic management measures at the junction of School Lane and Swansley Lane.
- a raised table at the junction;
 - a new footway on the eastern side of Swansley Lane between School Lane and Sweetentree Way;
- These proposals are shown on plan 3 and it is considered that they will improve pedestrian safety. The designated drop off point is within the school and accessed via Sheepfold Lane and the school's private drive. To make this more attractive relative to Swansley Lane the applicant has amended the external space to introduce 23 drop off spaces. It is not

considered appropriate at this stage to provide any further drop off facilities. Instead, the applicant proposes that the use of Swansley Lane and other streets near the school will be monitored as part of the Travel Plan as the school grows by one year group (150 pupils) each year. If the surveys show that pupil drop off is a problem then as well as promoting sustainable travel and the drop off facility within the school it is suggested that a layby be installed on the western side of School Lane, south of the junction with Swansley Lane. The Highway Development Control officer has suggested that the layby be installed before the second year of entry and that the applicant funds any Traffic Regulation Orders. The first part can be required by conditions but the funding cannot and will need to be the subject of a letter of undertaking by the applicant department. Although it does not form part of the current scheme it should be pointed out that occupiers of 2 of the 5 houses opposite the location of the potential layby and 2 a short distance to the south are opposed to its installation as set out at paragraph 4.22 (vii).

- 6.19 With many children attending the school from south of School Lane and west of Cambourne Road (from Great and Upper Cambourne) and to help promote walking and cycling to the school the applicant was invited to give consideration to upgrading existing paths in and around the site (in particular the bridleway north of Lower Cambourne/south of the Business Park as suggested by Cllr Wilson) and crossing points to School Lane and Cambourne Road. To become the principal and promoted access to the school for cyclists and pedestrians a surfaced and lit path would need to be installed along the bridleway corridor and this potential option has been discussed with the County Council's Rights of Way and Access team and officers of South Cambridgeshire District Council. Whilst there is sufficient width to do so, the "urbanization" of this route would be contrary to the agreed nature of the outer pedestrian/bridleway paths as 'greenways'. Furthermore, hardsurfacing and lighting this route would be detrimental to the habitat, including an existing pond which has protected species (great crested newts). It is not, therefore, considered appropriate to upgrade "green paths" because it would compromise their natural appearance and biodiversity value so Swansley Lane remains the only viable pedestrian/cycle route to the school. The other alternative would be to provide an access through the Business Park, but it is known that the operators would not support this link. The applicants do, however, propose to upgrade the track which runs through the Country Park between Cambourne Lakes by creating a Hoggin-type surface which is appropriate for its setting. The applicants maintain that because the designated pedestrian/cycle access will be via Swansley Lane, provision for pedestrians will not be provided on Sheepfold Lane or the school drive.
- 6.20 It is considered that subject to securing the mitigation measures described in paragraph 6.18 the proposal will comply with SCLDFDCP DPD policies TR/1, TR/3 and TR/4 which require developments to promote more sustainable travel and mitigate their travel impact.
- 6.21 The Cambridgeshire Quality Panel considers that the location of the cycle shelters is inappropriate and together with the layout of the front of the school appears to favour car travel. However, the amount of cycle parking to meet even the minimum standard required by SCLDFDCP DPD policy TR/2 is substantial (450 spaces) so cannot readily be accommodated close to the building and the applicant's proposals are considered acceptable. It will be 5 years before the school has its full roll of 750 pupils which will give time for the amount of cycle usage to be assessed in reviews of the Travel Plan. If there is demand for more than 450 spaces, more could be added at that time. The Cambridge Cycling Campaign's comment about lack of staff cycle parking facilities is supported and provision can be secured by planning condition.

- 6.22 The application proposes that car parking is provided in accordance with the standards set out in SCLDFDCP DPD policy TR/2 ie 1 space per 2 members of staff. With an anticipated staff of 100 this results in 50 spaces plus 3 for disabled people. The applicant has not taken up Cambourne Parish Council's suggestion, supported by the County Planning Authority, that a higher number should be provided. However, the amended plans do allow the hard play courts at the north west of the site to be used as an overspill car park for large school events and community use. The use of the parking facilities should be monitored through the school's travel plan.

Biodiversity and Nature Conservation

- 6.23 The environmental statement, which accompanies the planning application, provides a detailed assessment of biodiversity and nature conservation considerations that are relevant to this application. The site is considered to have low biodiversity value and the application provides an opportunity to enhance the biodiversity of the site through the provision of a variety of features such as a pond and new planting areas that will create new habitats. The County Council's Ecology Officer and South Cambridgeshire District Council's ecologist identified the need for mitigation measures for protected species and for native tree planting. These matters were addressed in the November submission and any residual issues can be dealt with by recommended conditions 24 to 27.
- 6.24 It is considered that subject to conditions the proposed development is compliant with PPS9 and SCLDFDCP DPD policy NE/6 which requires new development to maintain, enhance, restore or add to biodiversity.

Flood Risk and Drainage

- 6.25 The Environment Agency's initial representations on the application stated that they are satisfied 'in principle' that the proposed development can be allowed, subject to the imposition of a number of conditions relating to requirements for a surface water drainage scheme, foul water drainage scheme, and completion of the Phase 1 Land Drainage Solution for the Utton's Drove Waste Water Treatment Works prior to the occupation of the development. This detailed design work was sought pre-determination of the application because it may have implications for the design and other aspects of the development eg the balancing pond and habitat creation. However, the information submitted in November still falls short of the Environment Agency's and Anglian Water's requirements so pre-commencement conditions will still be necessary to ensure that the development is in accordance with PPS25 and SCLDFDCP DPD policies DP/1, DP/3, DP/4 and NE/9.

Sustainability, Renewable Energy and BREEAM

- 6.26 SCLDFDCP DPD policy DP/1 states that "Development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form". Amongst other things development should where practicable maximise the use of renewable energy sources, incorporate water conservation measures and use sustainable drainage schemes (SUDS). SCLDFDCP DPD policy NE/1 requires that development achieves a high degree of measures to increase energy efficiency through location, layout, orientation, aspect and external design. Developers are encouraged to reduce the amount of CO₂ m³/year emitted by 10% compared to the minimum Building Regulation requirement. SCLDFDCP DPD policy NE/3 states that major developments (over 1,000m² floorspace) include technology for renewable energy to provide at least 10% of their predicted energy requirements. The

County Council expects that its schemes will achieve a BREEAM rating of at least “very good”. SCLDFDCP DPD policy NE/12 requires the incorporation of water conservation measures.

- 6.27 In support of the application, the applicant’s Planning Statement states that “[A BREEAM for Education (2008) Pre-Assessment for Design Stage] demonstrates that a rating of at least ‘very good’ is anticipated to be achieved for the building, and throughout the process adaptations have been considered to improve the performance of the building. Overall, there are a number of important elements of the buildings design, which will help achieve these objectives and improve the energy efficiency of the building, [these include]:
- (a) The use of solar shading to reduce over heating
 - (b) The use of an efficient building envelope
 - (c) High efficiency heat recovery ventilation units
 - (d) Solar Thermal collectors
 - (e) Incorporation of an air source heat pump
 - (f) Infrastructure to be incorporated to allow for photovoltaic panels in the future
 - (g) Daylight and presence detection to automatically control the lighting systems in appropriate locations
 - (h) All external lighting to be controlled by a suitable time clock and photocell to offer energy efficient operation
 - (i) Gas fired condensing boilers with low NOx emissions to provide the majority of the heating and domestic water to the building.”
- 6.28 Whilst it is accepted that the proposed development broadly complies with the policies set out in paragraph 6.26 and expects to achieve BREEAM “very good” it is disappointing that there has not been a higher aspiration for this project. South Cambridgeshire District Council has suggested some missed opportunities (set out in paragraph 4.2). It is recommended that planning conditions are necessary to ensure that, as a minimum, the standards set out in policies NE/1, NE/3, and NE/12 are met.

Community Access

- 6.29 The original application documentation provides no explicit commitment to the use of the school by the community. This matter was clarified in the November 2011 submission where the applicants give an assurance that it was always their intention that the school would be available for use by the community for adult learning etc. This matter has been progressed at a meeting involving the Deputy Head of Comberton Village College (CVC) (the proposed school operator), the Parish Council, local community groups and officers of South Cambridgeshire District Council where it was confirmed by CVC that they are committed to providing a programme of ‘out-of-hours’ adult education classes and are currently in the process of developing a plan which would include such activities as cookery, fitness, modern languages, the performing arts and pottery. Representatives (including the Village College, SCDC and Parish Council) are formulating a draft community access agreement and operational framework for management of the facilities and delivery of a sustainable community activities programme, to provide a level of comfort on the provision of community access to the school. It is considered that permission should be dependent on the applicant committing to a community access agreement which can be secured by planning condition. This would ensure compliance with SCLDFDCP DPD policy DP/1 (m).

Impact on neighbours

- 6.30 The potential impact of traffic in residential areas close to the school has been discussed in paragraphs 6.13 – 6.16. The Environmental Health Officer has drawn attention to two potential causes of disturbance to local residents, firstly from noise and dust during the construction phase and secondly noise and light pollution from use of the school itself, particularly the outdoor sports pitches. It is considered that subject to the imposition of conditions recommended by the EHO the development can be carried out in accordance with SCLDFDCP DPD policies DP/6, NE/14 and NE/15.

Historic environment

- 6.31 No buildings of historic significance will be affected by the proposed development but the site has been subject to an archaeological evaluation, the results of which indicate that there are significant archaeological remains relating to the late Iron Age and Roman periods. A programme of archaeological mitigation can be secured by planning condition thereby making the development proposal compliant with PPS5 and SCLDFDCP DPD policies DP/1 (r), DP/3 2.(o) and CH/2.

7.0 Conclusion

- 7.1 The applicants and their professional advisers have had a difficult challenge in finding a site for a secondary school to serve a settlement that was designed and has been built on the assumption that one would not be needed. A secondary school is a key community facility and would, ideally, be located centrally where it could have a significant presence from both an architectural and a functional point of view. However, that option was not open to the applicants who have, it is considered, proposed a broadly acceptable scheme for a site that is not ideal but the best available at the time it became urgently necessary.
- 7.2 The design of the building itself has attracted little criticism but access to it has. Given its relatively remote location with no direct access from the public highway, vehicular access is proposed by means of long drive from Sheepfold Lane (not public highway). It is the applicants' contention that given the limited catchment area (only Cambourne itself) the vast majority of pupils will be able to walk or cycle to school. Access for pedestrians and cyclists is proposed from the southeastern perimeter of the site by creating a new path from the northern end of Swansley Lane. Although the applicants expect this to be the favoured route for all cyclists and pedestrians concern has been expressed by a number of parties, firstly that Swansley Lane will be used as a car drop off/collection point and secondly that it does not represent the most convenient route for pupils in some parts of Cambourne. The applicant does not consider it appropriate to upgrade other potential cycle/pedestrian routes but has gone some way to addressing the concerns by proposing traffic management measures at the junction of Swansley Lane and School Lane and upgrading a section of path within the Country Park. The school will have a Travel Plan which gives the opportunity for the travel habits of pupils to be monitored and additional traffic management measures implemented if necessary. This can be secured to some extent by planning condition but it is considered necessary to require the applicants to give a written and binding commitment that they will implement reasonably necessary traffic management measures to mitigate where possible recognised adverse impacts on the highway network and the local community.
- 7.3 The detailed design of the means of surface and foul water disposal are still required to overcome the concerns of Anglian Water and the Environment Agency. These matters can also be dealt with by pre-commencement conditions as can other environmental matters such as archaeology and protected species.

7.4 The development of the school and its subsequent operation will present some challenges to its promoters and management but it is considered that any negative impacts that arise can be dealt with by planning conditions and that on balance they are outweighed by need for secondary education in Cambourne.

8.0 RECOMMENDATION

8.1 It is recommended that planning permission be granted subject to the applicants giving the commitment referred to in paragraph 7.2 and the conditions set out below:

1. The development hereby permitted shall be commenced not later than three years from the date of this permission.

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

Approved Plans

2. Unless otherwise agreed in writing by the County Planning Authority the development hereby permitted shall not proceed except in accordance with the details set out in the application documents as amended by the conditions of this decision notice, the materials set out in Capita Symonds letter dated 4 November 2011 and the following approved drawings:

KE-CS- (PL)005 Rev P2 – Site Location Plan dated 12.09.11
KE-CS- (0-)100 Rev P1 – Proposed Ground Floor Plan dated 08.09.11
KE-CS- (PL)110 Rev P1 – Proposed First Floor Plan dated 08.09.11
KE-CS- (PL)120 Rev P1 – Proposed Roof Plan dated 08.09.11
KE-CS- (PL)015 Rev P2 – Proposed: Site Plan 16.11.11
KE-CS- (PL)020 Rev P2 – Proposed Site Plan dated 16.11.11
KE-CS- (PL)030 Rev P2 – Block Plan dated 16.11.11
KE-CS- (PL)300 Rev P1 – Proposed Sections/Elevations dated 06.08.11
KE-CS- (PL)305 Rev P1 – Proposed Sections/Elevations dated 06.08.11
KE-CS- (PL)350 Rev P1 – Proposed Sections/Elevations dated 06.08.11
KE-CS- (PL)355 Rev P1 – Proposed Sections/Elevations dated 06.08.11
KE-CS- (PL)360 Rev P1 – Proposed Sections/Elevations dated 06.08.11
KE-CS- (PL)400 Rev P1 – Proposed Elevations dated 08.09.11
KE-CS- (PL)410 Rev P1 – Proposed Elevations dated 23.08.11
KE-CS- (PL)420 Rev P1 – Proposed Elevations dated 08.09.11
KE-FSA-HBL-LS01-PL (SH1) Rev P2 – Proposed External Works (Sheet 1 of 2) dated 15.11.11
KE-FSA-HBL-LS01-PL (SH2) Rev P2 – Proposed External Works (Sheet 2 of 2) dated 15.11.11
KE-FSA-HBL-LS02-PL Rev P2 – Illustrative masterplan to show possible future primary school dated 18.11.11
KE-FSA-HBL-LS03-PL (SH1) Rev P2 – External Works Proposals: Fencing & Levels (Sheet 1 of 2) dated 18.11.11
KE-FSA-HBL-LS03-PL (SH2) Rev P2 – External Works Proposals: Fencing & Levels (Sheet 2 of 2) dated 15.11.11
10-3389/705 Rev P3 - Access Road Layout dated 15.11.11
10-3389/700 Rev P3 – Site Layout dated 15.11.11
11075-E-SK-500 Rev P3 – Indicative CCTV Layout dated 16.11.11

11075-E-SK-501 Rev P4 – Indicative External Lighting Layout dated 16.11.11
11075-E-SK-802 Rev P1 – Mechanical Services External Site Services Indicative Incoming Water Services dated Aug' 11

Reason: To define the permission and to protect the character and appearance of the locality (policies DP/1, DP/2, DP/3)

3. Notwithstanding the provisions of Part 32 of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 or any order revoking or re-enacting that order no buildings, extensions or hard surfaces shall be erected or installed without the prior written approval of the County Planning Authority in consultation with the Environment Agency.

Reason: To prevent the impermeable area increasing without the drainage implications being assessed (PPS25 and policies DP/1, DP/3 & NE/9)

Traffic and highway improvements

4. The development shall not be occupied until a procedure for monitoring travel to school patterns and the impact on the surrounding neighbourhood together with appropriate thresholds for the consideration and implementation of mitigation measures has been submitted to and approved in writing by the County Planning Authority in consultation with the Highway Authority. Mitigation measures may include but not be limited to the layby referred to in condition 6. Procedures and mitigation measures shall be implemented and maintained in accordance with the approved details unless otherwise agreed in writing by the County Planning Authority

Reason: In the interests of highway safety and to mitigate the impact of travel to the school (DP/1, DP/2, DP/3, TR/1, TR/3 and TR/4)

5. The development shall not be occupied until the measures shown on Atkins drawing *Cambourne Secondary School – Swansley Lane Proposed Traffic Management Figure 1 rev B* have been implemented in accordance with detailed design which has been submitted to and approved in writing by the County Planning Authority in consultation with the Highway Authority.

Reason: In the interests of highway safety and to mitigate the impact of travel to the school (DP/1, DP/2, DP/3, TR/1, TR/3 and TR/4)

6. If it is demonstrated to be necessary by the monitoring of travel to school patterns required by condition 4 at least 55 metre of laybys shall be installed along School Lane prior to the acceptance of the second form of entry. The detailed design of these measures shall be agreed with the County Planning Authority in consultation with the Highway Authority.

Reason: To ensure the safe and efficient operation of the highway (DP/1, DP/2, DP/3, TR/1, TR/3 and TR/4)

7. The temporary site access shown on drawing KE-CS-(PL)015 Rev P2 *Proposed: Site Plan* shall only be used during the part of the construction period that Sheepfold Lane cannot be used because of the implementation of Great Crested Newt mitigation measures.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties (NE/15 & DP/6)

Construction noise, vibration and dust

8. No construction work and or construction collections from or deliveries to the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the County Planning Authority. No construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the County Planning Authority.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties (NE/15 & DP/6)

9. No piling of foundations shall take place until a report / method statement has been submitted to and approved in writing by the County Planning Authority in consultation with the Environmental Health Officer detailing the type of piling and mitigation measures to be taken to protect local residents from noise and / or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228 – Part 4: “COP for noise and vibration control applicable to piling operations”. Development shall be carried out in accordance with the approved details.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties (NE/15 & DP/6)

10. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the construction period or relevant phase of development has been submitted to and approved in writing by the County Planning Authority in consultation with the Environmental Health Officer. The development shall subsequently be implemented in accordance with the approved details unless otherwise agreed in writing by the County Planning Authority.

Reason – To protect the amenities of nearby residential properties (NE/16 & DP/6)

Operational noise impact from fixed plant / equipment & school building

11. No development shall commence until a noise assessment and a scheme for the insulation for the music suite (practice and recital rooms) and workshops within the building(s) and for associated plant /equipment as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant has been submitted to and approved in writing by the County Planning Authority in consultation with the Environmental Health Officer. The approved scheme shall be fully implemented prior to the occupation of the development and shall thereafter be maintained in strict accordance with the approved details.

Reason: To protect the amenity of nearby residential properties (NE/15 & DP/6)

12. No commercial /retail vehicles shall be loaded or unloaded within the application site outside the hours of 0700 hrs and 2300 hrs on Monday – Saturday and not at all on Sundays, Bank and Public Holidays unless otherwise agreed in writing by the County Planning Authority.

Reason: To avoid unreasonable disturbance outside normal working hours to nearby residential properties (NE/15 & DP/6)

Noise impact of external activities (sports and play)

13. No development shall commence until a noise assessment and noise attenuation / mitigation measures or a noise insulation scheme for the use of external sports pitches and recreational areas as necessary, in order to minimise the level of noise emanating from the external sports and recreational areas has been submitted to and approved in writing by the County Planning Authority in consultation with the Environmental Health Officer. The approved scheme shall be fully implemented before development is occupied and shall thereafter be maintained in strict accordance with the approved details.

Reason: To protect the amenity of nearby residential properties (NE/15 & DP/6)

14. The external sports facilities shall not be used other than between the hours of 07.00 to 23.00 on Monday to Saturday and 07.00 to 21.00 on Sundays unless agreed in writing with the County Planning Authority.

Reason: To avoid unreasonable disturbance outside normal working hours to nearby residential properties (NE/15 & DP/6)

Artificial lighting

15. No external lighting shall be installed until an artificial lighting scheme for the approved uses, to include details of any external lighting of the site such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises on and off site has been submitted to and approved in writing by the County Planning Authority. This information shall include layout plans / elevations with luminaire location annotated, full vertical and horizontal isolux contour maps, hours and frequency of use, a schedule of equipment in the design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact off-site and at proposed residential premises and at artificial light sensitive premises in accordance with the Institute of Lighting Engineers (2005) 'Guidance Notes for the Reduction of Obtrusive Light'. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details measures unless the County Planning Authority gives its written consent to any variation.

Reason: To protect local residents from light pollution / nuisance (NE/14)

Sports pitch provision and use

16. The playing field and pitches shall be constructed and laid out in accordance with drawing 910002 Rev P03 – Proposed External Works Landscape Layout dated 01/06/11 and the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, May 2011) and made available for use prior to the occupation of the new classroom block hereby approved.

Reason: To ensure that the school has sufficient sports pitch provision (PPG17, DP/3).

Community use

17. The development shall not be occupied until a Community Use Scheme has been submitted to and approved in writing by the County Planning Authority to cover community access to the school and the indoor and outdoor sports facilities. The scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon occupation of the development.

Reason: To ensure that the school facilities are made available to the community (DP/1)

Playing fields

18. No development shall commence until:
- (i) a detailed assessment of ground conditions of the land proposed for the sports facility has been undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
 - (ii) based on the results of the assessment carried out pursuant to (i) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality has been submitted to and approved in writing by the County Planning Authority after consultation with Sport England.
- The approved scheme shall be complied with in full prior to occupation of the development.

Reason: To ensure that site surveys are undertaken for the new playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field (DP/1)

Staff cycle parking

19. The development shall not be occupied until parking facilities for staff and visitor bicycles has been installed in accordance with a scheme that has been submitted to and approved in writing by the County Planning Authority.

Reason: To encourage use of bicycles by adults travelling to the school (DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4)

Surface water management

20. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the County Planning Authority. The scheme shall include details of how the scheme will be maintained and managed after completion. The approved scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the County Planning Authority.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the system (PPS25 and policies DP/1, DP/3 and NE/9)

21. No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the County Planning Authority. The scheme shall include details of how the scheme shall be fully monitored during implementation,

particularly for its connection to the adopted sewer in Swansley Lane. The approved scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the County Planning Authority.

Reason: To prevent the increased risk of flooding and/or pollution of the water environment and to ensure no surface or ground water infiltration in the receiving system (PPS25, DP/1, NE/9)

22. Prior to occupation of the development, Phase 1 of the Land Drainage Solution for the Utton's Drove Waste Water Treatment Works or an appropriate alternative scheme that has been submitted to and approved in writing by the County Planning Authority shall be fully implemented and subsequently maintained, in accordance with any timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the County Planning Authority..

Reason: To ensure no increased risk of flooding downstream of the treatment works or pollution of the water environment (PPS25, DP/1, NE/9)

Archaeology

23. No development shall take place within Areas A, B and C shown on Oxford Archaeology East *Figure 1: Trench location plan* received by the County Planning Authority on 21 November 2011 until the applicant 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 County Planning Authority.

Reason: To secure the provision of archaeological excavation and the subsequent recording of any remains (PPS5 and policy CH/2)

Biodiversity & landscape enhancement and maintenance

24. No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the County Planning Authority. The Plan shall include details of the design of the proposed balancing pond (including cross-sections and water source) and how the proposed access road will be designed to be sympathetic to the presence of Great Crested Newts. The approved Plan shall be implemented in full.

Reason: To protect and enhance biodiversity and the natural environment (PPS policies DP/1, NE/6 and ENV3)

25. The proposals set out in the document *Cambourne Secondary School Outline of reasonable avoidance measures for protection of Great Crested Newts during development*) Appendix 1 of Capita Symonds letter dated 18 November 2011) shall be implemented in full.

Reason: To protect a protected species (PPS9, NE/6)

26. The Proposed External Works drawing no KE-FSA-HBL-LS01-PL (SH1) shall be

implemented in accordance with the measures set out in the 7 bullet points on page 2 of Capita Symonds' letter dated 18 November 2011.

Reason: Reason: In the interests of landscape character and nature conservation (policies DP1, DP/2, NE/4 & NE/6)

27. If within a period of 5 years from the date of planting of any tree, that tree, or any tree planted in replacement for it, it removed, uprooted or destroyed or dies, becomes, in the opinion of the County Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place, unless the County Planning Authority gives its written consent to any variation.

Reason: In the interests of landscape character and nature conservation (policies DP1, DP/2, NE/4 & NE/6)

Sustainability measures

28. The air source heat pump shall be fully installed and operational prior to the occupation of the development and shall thereafter be maintained in accordance with a maintenance programme that has been submitted to and approved in writing by the County Planning Authority. The air source heat pump shall remain fully operational in accordance with the approved maintenance programme unless otherwise agreed in writing by the County Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions (policies DP/1, NE/1 and NE/3)

29. Within 6 months of the first occupation of the new classroom block 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 unless otherwise agreed in writing by the County Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings (policies DP/1, NE/1 and NE/3)

Source Documents	Location
Application file S/01898/11/CC	Strategic Planning, Castle Court