

ERECTION OF TWO TEMPORARY MOBILE CLASSROOMS FOR A TEMPORARY PERIOD OF FIVE YEARS UNTIL 31 AUGUST 2022 AND ASSOCIATED WORKS INCLUDING RELOCATION OF EXISTING SHED

AT: Spring Common Academy American Lane Huntingdon PE29 1TQ

LPA REF: H/5013/17/CC

FOR: Cambridgeshire County Council

To: **Planning Committee**

Date: **7 September 2017**

From: **Head of Growth & Economy**

Electoral division(s): **Huntingdon West**

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

Recommendation: **That planning permission be granted subject to conditions recommended in paragraph 9.1 below**

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1.0 SITE AND SURROUNDINGS

- 1.1 Spring Common Special Educational Needs Academy is located within an area that is predominantly residential, known as the Oxmoor estate, on the outskirts of Huntingdon approximately 1 kilometre to the northeast of the town centre. American Lane runs along the south eastern boundary of the academy site and Californian Road runs alongside the north eastern boundary of the academy site, with the residential properties of sections of Aspen Green, Bevan Close and Coxons Close bordering on the north western and south western boundaries of the academy site respectively. Pedestrian and vehicular access to the academy is gained from American Lane which is a residential through road between Buttsgrove Way/California Road and the B1514 Nursery Road (Huntingdon Ring Road).
- 1.2 The application site includes a strip of land which stretches from California Road, where it adjoins the north eastern boundary of the academy site and California Road towards the south west of the academy site. It extends as far as to the rear of an adjacent residential property, number 25 Bevan Close, with the rear gardens of numbers 25 to 29 Bevan Close also backing onto the site. Some of these properties are separated by a pedestrian private rear access, which serves the residential properties. The application site includes an area of playing field, existing hard play areas and equipment, the edge of a wooded area that is used for nature studies, outdoor gym equipment, an existing horticultural growing polytunnel and a small existing shed. It runs along the rear (and to the northwest) of the existing academy buildings. It includes land to enable construction of vehicle access from California Road and the siting of the proposed two mobile classrooms. The first (to provide Key Stage 4 places i.e. ages 14 to 16) is proposed to be located to the south west of California Road and the second towards the south western end of the application site (to provide Key Stage 1 places i.e. ages 5 to 7) to the south and south east of Bevan Close.

The size of the application site is 0.4 hectares and is situated in Flood Zone 1. The overall academy site is approximately 2.4 hectares in size. Additionally, to the north east of the academy site is the Buttsgrove Centre on Buttsgrove Way, which provides community support services and has an unrestricted carpark, which is to the southeast of the Trinity Free Church. The Buttsgrove Centre carpark is approximately 5 minutes' walk from Spring Common Academy and its car park is owned by Huntingdonshire District Council.

2.0 THE PROPOSAL

- 2.1 It is proposed to provide two 7 bay mobile classroom units for a temporary period until 31 August 2022, at Spring Common Academy, which is a special educational needs school. The two mobile classroom units are proposed to provide a total of 20 additional pupil places in

relation to Key Stages 1 and 4, which would extend existing capacity of the academy from 175 pupil places to 195 pupil places. Both mobile classroom units are approximately 21 metres by 8.4 metres, which would provide an increase of total gross new internal floor space of 365 square metres. It is proposed that numbers of staff would increase in total from 106 to 112 with three of those being full time and three part time. The application also includes the relocation of a small existing shed, new internal footpath links, surfacing and the relocation of existing outdoor gym equipment and the removal of a limited existing area of concrete and proposed minor landscaping works. It is also proposed to relocate an existing poly tunnel and erect gates and fencing, which do not form part of this application and rely upon permitted development rights that are available to the County Council.

3.0 PLANNING HISTORY

- 3.1 The Academy has an extensive planning history including the following most recent permissions:

15/00491/FUL	Erection of new Key Stage 3 Classroom and Entrance Lobby. Granted planning permission by Huntingdonshire District Council 19 May 2015.
13/00193/FUL	Additional classroom and facilities. Granted planning permission by Huntingdonshire District Council 17 April 2013.
1200523ADV	Erection of 6m high flagpole for display of flags Granted Advertisement Consent by Huntingdonshire District Council 10 May 2012
09/01007/FUL	Erection of single storey storage building adjacent to sports hall. Granted planning permission by Huntingdonshire District Council 24 September 2009.
09/00917/FUL	Extension and alterations to academy pool building to provide new reception area, changing facilities, toilets, office and medical room. Granted planning permission by Huntingdonshire District Council 9 September 2009.
H/5019/08/CC	Extension to teaching block granted planning permission (under regulation 3) 18 November 2008.
H/1454/01/CC	Temporary siting of mobile classrooms with two storage containers granted planning permission (under regulation 3) 17 September 2001. Two of the mobile classroom units expired 31 December 2001 and three expired 31 August 2002.

4.0 Planning Policy and Guidance.

- 4.1 The National Planning Policy Framework (NPPF), sets out the Government's planning policies and how local planning authorities are expected to apply them. The NPPF is a material consideration in determining planning applications. It promotes the central government

objective of sustainable development. The advice in paragraph 12 is that development that accords with the local plan should be approved “unless other material considerations indicate otherwise” in line with the statutory requirements of the Town and Country Planning Act 1990 (as amended). The following paragraphs within the NPPF are also considered to be relevant to this application:

- **Paragraph 14** urges a presumption in favour of sustainable development where an adopted local plan is in place.
- **Section 4** including paragraphs 29 and 30 and Paragraph 38 promotes sustainable modes of transport and states that key facilities such as primary schools and local shops should be located within easy walking distance of residential properties.
- **Paragraphs 57 and 58** recognise the importance of planning positively and that local and neighbourhood plan policies seek high quality and inclusive designs to ensure that all development will function well, create places which are comfortable to live, work and visit, are safe and accessible and also visually attractive.
- **Paragraph 72** urges local authorities to take a proactive, positive and collaborative approach to ensure that there is sufficient choice of school places to meet the needs of existing and new communities. They should give great weight to the need to create, expand or alter schools.
- **Paragraph 74** seeks the protection of existing open space, sports and land, including playing fields.
- **Paragraph 103** sets out how to reduce flood risk.

The National Planning Policy Guidance is also a material consideration.

4.2 Saved policies from the Huntingdonshire Local Plan (1995)

T18 Access Requirements
En18 Trees and Landscape (Protection of Trees)
En20 Trees and Landscape (Condition landscaping proposals)
En22 Biodiversity
En24 Access Provision for the Disabled
En25 General Design Criteria
CS1 Education facilities
CS8 Drainage
H30 Existing Residential Areas

4.3 Adopted Huntingdonshire Local Development Framework Core Strategy (2009)

CS1 Sustainable development in Huntingdonshire
CS3 Settlement Hierarchy

4.4 Huntingdonshire's Local Plan to 2036: Consultation Draft 2017

Huntingdonshire District Council is currently in the process of preparing a Local Plan for the period up to 2036. The draft plan was subject to a public consultation period of 3 July - 25 August 2017. There is a further stage of public consultation to be carried out on the next version of the plan before it can be submitted to the Secretary of State for examination. The emerging plan is a material consideration but has little weight until the next stage (proposed submission). Whilst the Plan does not yet form part of the adopted development plan the following emerging policies are of some relevance to this application:-

- LP 1 Strategy for Development
- LP5 Spatial Planning Areas
- LP9 Flood Risk
- LP13 Amenity
- LP11 Design Implementation
- LP14 Surface Water
- LP15 Sustainable Travel
- LP16 Parking Provision
- LP21 Local Services and Community Facilities.
- LP30 Biodiversity and Geodiversity
- LP31 Trees Woodland Hedges and Hedgerows
- LP32 Protection of open space

5.0 CONSULTATION RESPONSES

- 5.1 **Huntingdonshire District Council Planning**:- No objection to the principle, and comments that one of the proposed mobiles is to be located on what appears to be playing field land. This will require Sport England to be consulted and trust their comments will be fully considered in the assessment of the planning application in accordance with PPF and the NPPF.
- 5.2 **Huntingdonshire District Council Environmental Health Officer (EHO)**:- No objection. The application will not have any significant impact on any surrounding sensitive receptors.
- 5.3 **Huntingdon Town Council**:-No comments received.
- 5.4 **CCC Ecology**:-No comments received.
- 5.5 **CCC Road Safety Officer**:- The academy have just started to update their Travel Plan. All mode of travel surveys and a framework travel plan being sought from them at the least by 21 July 2017. A copy of a 2017 Travel Plan was provided by the Road Safety Officer.
- 5.6 **CCC Highways Development Management**:- No objections and comments summarised as follows:-
- The existing car park is currently at capacity.

- The proposed increase of staff and pupils would be 20 extra children and 6 extra staff.
- The indicated increase in vehicle movement would be 6 staff cars, four mini buses, and one extra parental drop off.
- There is no proposed change in the access arrangements to the existing school with the one way system still being in operation. As with all school proposals the issue is one of on street parking during dropping of and picking up times, and the amount of on street parking available.
- Assumptions have to be made that parking by parent dropping off and picking up will park carefully and considerately and that the increase will not lead to issues such as double parking etc. but more likely to spread parking further afield.
- The area around the school is currently subject to a 30mph speed limit and has school frontage protected with keep clear school markings.
- There is no parking increase indicated as part of this proposal, although not required for the pupils, the parking provision should at least be able to cover those who work at the establishment. It is noted that during a site visit that there were a lot of possible staff parking outside the apparent school boundary could further parking within the school therefore not be provided? Would it not be helpful to the planning department to have a parking survey for those cars associated with the staff and permanent day visitors etc. to help in deliberation of this and similar applications?
- A travel plan is in place and will be updated as part of this application working towards to the reduction of dependency of the motor vehicle.
- Given the minimal level of extra movements indicated for the pupils, the existence of an active school travel plan and the relatively short lived issues being restricted to the start and finish of the school day no objections are raised.
- During the construction phase there will be an element of additional movements and recommends a construction management plan be provided indicating the types of vehicles needed for any construction work, how they will access the site and the control of such vehicles.
- Access to construction site should be segregated from the existing everyday workings of the school.
- All storage and manoeuvres associated with the construction will need to be restricted to the site and shall not take place within the highway.

5.7 **CCC Transport Assessment Team**:-Initial comments no objections dated 6 July 2017 and comments as follows (summarised):-

- The application is not expected to have any significant impact on the local highway network or safety.

- The proposed development is in accordance with the relevant national and local policies.
- There are 54 car parking spaces on site; inclusive of 3 allocated parent spaces and 2 disabled spaces. The grass verge owned by the academy adjacent to the site provides parking when there is an overflow, with a maximum capacity of 30 vehicles. A further 67 off-road parking spaces are also noted to be available in the Buttsgrove Centre, 0.3 km from the school.
- The latest 60 months CCC accident data has been provided and is acceptable for use. A review of the accident data revealed there is no cluster of accidents and the cause of accidents were not attributable to the layout of the existing highway network.
- The proposed development is recognised to increase pupil and staff intake by a maximum 20 pupils and 6 staff members. The majority of pupils travel to the site by minibus/taxi.
- The proposed development when fully operational, will generate an additional 11 vehicle trips in the AM and PM peak periods; 4 taxi/minibuses, 6 staff vehicles, and 1 parent drop-off.
- No additional car parking spaces will be provided with the proposed development. This is considered reasonable for the additional parents/pupils as additional spaces are available at the Buttsgrove Centre, a maximum 5 minute walk from the site, which provides further free off-road parking. It is also considered reasonable for the additional staff as these are maximum standards. It will be for the Travel Plan to manage demand of these spaces.
- It is recognised that the drop-off point will continue to operate within capacity with the projected additional vehicle trips associated with the proposal.
- The existing travel plan is being updated. This would need to take into account the additional staff and pupils associated with the development. The Travel Plan should look to address the above and aim to discourage the use of private car for short journeys and in turn encourage more sustainable modes of transport and encourage more sustainable modes, such as walking and cycling with the identification of realistic targets and measures in relation to the monitoring and review process.

Further summarised comments dated 17 July 2017 in response to the two representations (referred to in paragraph 7.1 below), which were forwarded to the Transport Assessment Team:-

- The Buttsgrove Centre is not within the ownership or control of the school then these spaces cannot be included within the parking assessment for staff. The proposed provision of no additional car parking spaces is acceptable for parents/pupils as additional spaces are available at the Buttsgrove Centre (a maximum of 5 minutes' walk) but is not acceptable for staff. Adequate provision should be made within the site to accommodate staff. The application does not include sufficient

information concerning parking provision to properly determine the highway impact of the proposal

- The Transport Plan should confirm the existing quantity of cycle spaces provided at the school. It is acknowledged that the majority of pupils are unlikely to cycle to the site. However the provision of cycle spaces could aid the encouragement of staff to travel to the site using sustainable modes to help reduce car parking capacity. Further information required.
- It is noted that the existing Travel Plan is currently being updated. CCC are content for the Travel Plan to be an informative measure. However it should look to address the above with the aim to discourage use of the private car for short journeys and encourage more sustainable modes of transport such as walking and cycling with the identification of realistic targets and measures and an additional appropriate monitoring and review process.
- Requested that the application was not determined prior to the submission and review of the further information requested.

Further information was submitted in relation to the use of six parking spaces at the Buttsgrove Centre; and the 2017 Travel Plan was received.

- In relation to the 2017 Travel Plan for the above development prepared by CCC in conjunction with Modeshift Stars, the Travel Plan does not apply measurable targets. The targets implemented should be measurable goals so that the progress of the Travel Plan can be assessed which in turn will prove essential towards monitoring the success of the Travel Plan.
- Following liaison with the Transport Assessment Team it is understood that the provision of six car parking spaces at the Buttsgrove Centre has ensured that their concerns have been addressed.

5.8 **Sport England**:-No objection.

- The proposed KS1 building will be sited on amenity grassland lying between an educational unit to the south and the site boundary to the north. This part of the site is too narrow to accommodate any additional sports pitches or other sports facilities.
- The proposed KS4 building will be sited on amenity grassland to the north-east of the main educational block. This land is separated from the main playing field by a fence and currently contains gym equipment and other general amenity facilities.
- The playing field to the north is not affected by this proposal.
- Sport England is satisfied that the proposed development meets its policy exception: *E3 – that the proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use*

of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

6.0 PUBLICITY

- 6.1 Two site notices were posted, the first by the main entrance on American Lane and the second in the vicinity of the proposed construction access on California Road. Notification letters were sent to residents whose properties share boundaries with the academy site and also the properties which face the academy site from the opposite sides of American Lane and California Road.

7.0 REPRESENTATIONS

- 7.1 Representations have been received from two households. Both raise highways concerns relating to parking problems and are summarised as follows:-
- No objections to the project understanding the need for this type of school. Unless you can alleviate the parking problem first instead of exacerbating it, I cannot in all honesty agree to it.
 - Our only comment is about the extra parking that will be required in this densely populated area.
 - Meetings have taken place with school officials, local and district councillors who have contacted CCC Highways.
 - Parking problems that exist at this academy during the day are an ongoing bugbear with the vast majority of residents, if not all.
 - This problem is now extending to adjacent streets causing more problems.
 - This was a main bus route into town, now discontinued because of the parking problem.
 - More classrooms would bring more children, more carers, more parked vehicles and ultimately more chaos.
 - Police are now looking into the matter.
 - Spend your money more wisely and cure the parking problem first.
 - This section of American Lane has become a section of road waiting for an accident to happen caused by parking by teachers and other employees at the school on a multi curved piece of road making it impossible to pass on the remaining width of road.
 - The school has a large sports field and sufficient space could be found within this area for some parking please.

8.0 PLANNING CONSIDERATIONS

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

Need

- 8.2 The two mobile classroom units and associated development are proposed to provide 20 additional Special Needs Education places for children and young people up to the age of 19 years across the school site on a temporary basis up until 31 August 2022 to meet the short term needs of the academy. The accommodation is urgently required to enable additional places to be provided in September 2017. In the recently submitted Travel Plan, it states that there are expected to be 185 pupils attending the academy in 2017. At the academy there is existing provision for 175 places (10 less than those required to meet this September's needs). The proposal would increase capacity at the school to 195 places. The Academy takes children and young people from a wide catchment area with the closest equivalent school being located in St Neots approximately 16 kilometres away. Recent large housing developments locally also mean that the number of children and young people requiring places is increasing.
- 8.3 There is also a lead-in set up time needed to set up the equipment within the accommodation prior to occupation. Paragraph 72 of the NPPF provides that great weight needs to be afforded to the provision of adequate school places and, in this respect, the NPPF supports the proposed development.

Traffic, Parking and Highway Safety

- 8.4 On-street parking and highway safety, including a suggestion that more parking should be provided on site, are the only issues of concern raised within the representations received from local residents. It is evident that there have been issues with on-street parking by staff arising from the existing use of the academy site. In total, the proposed mobile classrooms would provide 20 additional places. Staffing levels are proposed to increase from 106 to 112, which would be an increase of three full-time and 3 part-time members of staff. The current full-time equivalent staffing level is 89, and the proposed full-time equivalent staffing level is 93. There are currently 49 standard parking spaces with an additional three parent spaces and two disability spaces (providing a total of 54 existing spaces) and a drop-off area at the front of the academy site, which has separated in and out access and exits, which are gated. There is also a grass verge, which had been reinforced adjacent to the site, which is owned by the academy. The Transport Statement states in paragraph 3.4 that this verge has the capacity to provide safe overflow parking for an additional 30 vehicles.
- 8.5 The Travel Plan states that the academy has worked hard to maintain good relations with neighbours and have responded to their request to

refrain from using the pavement area outside of the school for parking. The academy recognises that the existing traffic at the beginning and end of the day can impact upon residents as the road and the parking area can become congested. It states that matting was put down to provide an all-weather surface to the grassed area outside of the school and that this has significantly reduced parking on the road outside of the school. However, it is accepted that this area becomes waterlogged in periods of high rainfall and that there are times during the year when it cannot be used, which the school has recognised exacerbates roadside parking outside of the school. There are currently zig zag lines by the entrance and exit gates and the potential for introducing double yellow lines is stated to have been raised with councillors and the highway authority. A lane system for taxis and buses has been introduced, which the academy considers has contributed to reducing congestion greatly. This is monitored by the school caretaker. Also a new route to provide parents of the most challenging and disabled pupils a safe route into and out of school has been established, which is being monitored by academy staff, officers from the academy transport department and a parents' working party.

- 8.6 The Buttsgrove Centre is 0.3 kilometres from the academy and is owned by Huntingdonshire District Council. It has an unrestricted carpark, which provides 67 spaces on a first come first served basis, and an additional informal area, which the submitted Transport Statement advises is able to accommodate the equivalent of an additional 20 car parking spaces. Approximately 90% of pupils were observed to arrive by minibus/taxi drop-off and that staff arrive by car prior to the submission of the Transport Statement. There are 12 existing cycle spaces on site and this is not proposed to change. Between 2014 and 2016 there have been three recorded accidents in the vicinity, which are considered within the Transport Statement to be slight. Two of these relate to Buttsgrove Way and one at California Road.
- 8.7 The applicant has requested the use of six spaces at the Buttsgrove Centre and Huntingdonshire District Council has confirmed that a licence for six spaces can be provided annually in relation to the relevant five year period. It is considered that it is reasonable to expect that six parking spaces will be secured at the Buttsgrove Centre for use by staff of the academy by means of a separate licence arrangement between the two Council's. Given this the proposed spaces would adequately address the proposed increase in staff that could be expected to result from this application. The Council's Transport Assessment Team is content with this arrangement subject to an informative being recommended to draw attention to the separate commitment to provide six additional off-site car parking spaces. Policy LP16 of Huntingdonshire's Local Plan to 2036: Consultation Draft 2017 seeks disability parking spaces in line with national guidance. There is no confirmation that any of the proposed parking spaces would provide for disability parking. However given their distance from the academy

site and the existing provision on the site itself in relation to accommodating people with disabilities, close to the accommodation – the absence of confirmed disability spaces at the Butts Grove Centre, which is normally a 5 minute walk away is considered appropriate and acceptable in these circumstances.

- 8.8 Additionally, work on updating the Travel Plan has been carried out. The management of staff parking and encouragement to use more sustainable modes of transport could be managed through the Travel Plan to address the concerns about on-street parking within the vicinity of the academy. The Transport Assessment Team considers that the updated Travel Plan does not currently contain measurable targets. It is recommended that a condition be required to secure the further updating and implementation of the Travel Plan. The academy is located within an existing settlement of Huntingdon and therefore in a location which is considered to be sustainable in general terms in relation to planning policy.
- 8.9 Temporary construction access would be gained from California Road onto the school playing field. The application site area and layout has been designed to ensure segregation of construction workers and the school during the construction phase. An informative is also recommended in paragraph 9.1 below to advise that the Highways Development Management Team have advised that all material storage and vehicle manoeuvres should be confined to the site and a condition is recommended in relation to avoiding pick up and drop of times to seek to address the Highways Development Management Team's recommendation in the absence of a construction management plan having been submitted as part of the application taking into account that the duration of the construction period is expected to be short.
- 8.10 The proposed increase in trip generation for a temporary period until 31 August 2022 is not considered to be significant in the context of the overall trips generated by the school. The proposed parking provision would adequately address the increase in capacity in relation to staff parking needs and the parking and congestion issue can continue to be managed through the Travel Plan with encouragement being given to more sustainable forms of transport. As such, it is considered that with conditions 3 and 4 and the recommended informatives in paragraph 9.1 below that the proposal would be compliant with policies EN25 General Design Criteria of the Huntingdonshire Local Plan (1995) and draft Policy LP16 Parking.

Trees and Landscaping

- 8.11 There are some existing trees which form part of an existing wildlife area in close proximity to the proposed location of the proposed mobile classroom closest to the south western boundary of the academy site, and also in the vicinity of the proposed mobile classroom nearest California Road. An aboricultural impact assessment has been

submitted with the application. The trees are not protected by tree preservation orders nor are they within any conservation area. Most of the trees will not be affected by the proposals. Two trees are expected to require mitigation works and a cherry tree is proposed to be felled owing to poor health rather than the impact of the development. A replacement tree is proposed. It is recommended that the implementation of the replacement tree and landscaping be required by condition and works would be required to be carried out in accordance with the submitted plans including those relating to tree protection and external general arrangement plans as recommended in paragraph 9.1 below. It is considered that with these conditions that the proposal is acceptable in this respect and would be compliant with Policies En18, En20, and En22 of the Huntingdonshire Local Plan (1995).

Design, Siting and Residential Amenity

- 8.12 The proposed mobile classrooms are functional and modular in design and it is considered that they would not have an adverse impact within the context of this locality during the period that they are required to provide temporary accommodation on the site. The western most proposed mobile classroom unit would be situated on an existing play area. It is proposed that the play equipment, which is reaching the end of its life would be removed and that new equipment is intended to be provided in an alternative location and an existing shed would be relocated. This mobile classroom unit would be located between the rear of the school buildings and the rear garden areas and rear access to properties, which front Bevan Close. There is existing fencing, which affords existing screening for the rear gardens of those properties from the school site. No objections have been received from residents other than in relation to parking and traffic congestion.
- 8.13 The mobile classroom unit, which would be sited in the north eastern part of the site toward California Road, would necessitate the relocation of an existing polytunnel used for horticulture and outdoor gym equipment. The relocation of the polytunnel would be reliant upon permitted development rights available to the Council and does not form part of this application. The mobile classroom would be sited end on to California Road and would be set back from the boundary and partially screened or softened by existing trees and vegetation. It is also proposed to plant a new standard tree nearby. Some soft landscaping is also proposed near each of the proposed mobile classrooms, which would further soften and assist to assimilate them in their proposed locations, which is considered likely to result in an overall net biodiversity benefit. The accommodation is designed to be accessible and accommodate persons with disabilities. It is considered that for these reasons that the proposal would not significantly adversely impact upon residential amenity of any of the properties within the locality of the school site as a result of their proposed siting and design, and landscaping proposals are acceptable and in compliance with policies En18 and En20 Trees and Landscape, En22 Biodiversity, En24 Access Provision for the Disabled, En25 General

Design Criteria, CS1 Education facilities and H30 Existing Residential Areas of the Huntingdonshire Local Plan (1995) when balanced with the need to provide urgent school places at this academy.

Flood Risk and Surface and Foul Water Drainage

- 8.14 The application site is located in Flood Zone 1 and the existing and proposed use is considered to be more vulnerable. In accordance with the Environment Agency's standing advice the proposed development is considered acceptable within Flood Zone 1. The proposed drainage is to foul sewer, which is not encouraged by guidance. Draft policy LP14 Huntingdonshire's Local Plan to 2036: Consultation Draft 2017 provides that a proposal will only be supported where surface water has been considered from the outset as an integral part of the design process and that a sustainable drainage system should be incorporated unless it has been demonstrated to be inappropriate. There is no evidence that a sustainable drainage scheme has been considered in the context on this temporary development and the existing site, although it is recognised that the proposal is for a temporary period and the proposal will be drained together with the existing school. Given the limited scale of this proposal and its temporary nature, it is not considered reasonable to require consideration of a sustainable drainage scheme in relation to this draft policy and the proposal is considered to be acceptable in these circumstances in the absence of any drainage objections having been received.

Conclusion

- 8.15 For the above reasons, the proposal is considered acceptable in the context of national and local policies and relevant planning guidance and should be supported to ensure that the urgently needed school places are provided.

9.0 RECOMMENDATION

- 9.1 That planning permission be granted subject to the following conditions:-

1. Time Limit for Two 7 Bay Mobile Classroom Buildings

The two 7 Bay mobile classroom buildings hereby permitted shall be granted permission for a limited period and shall expire and the mobile classrooms and all associated access ramps and steps be removed from the site by 31st August 2022, or upon the provision of permanent accommodation, whichever is the sooner. Within 1 month of the removal of the mobile classrooms, the land shall be restored to its former condition i.e. amenity grassland.

Reason: To limit the development to that applied for and to avoid any unnecessary long-term impact by requiring removal of the development when it is no longer necessary and the satisfactory restoration of the

site in accordance with policy En25 of the Huntingdonshire Local Plan (1995).

2. **Approved Plans and Documents**

The retention of the mobile classrooms hereby permitted shall be carried out in accordance with the planning application dated 15 June 2017 and the following drawings documents and as amended by the documents listed below (received 26 May 2017 unless otherwise stated) and the following conditions:

Name/Number	Description/Date
5156243-ATK-Z1-00-DR-A-4010 Rev PL2	Location Plan dated 14.06.17 received 15.06.17
5156243-ATK-EXT-ZZ-DR-L-0001 Rev P1	External General Arrangement Plan KS1 Temporary Classroom Layout dated 24.05.17
5156243-ATK-EXT-ZZ-DR-L-0001 Rev P1	External General Arrangement Plan KS4 Temporary Classroom Layout dated 24.05.17
5156243-ATK-EXT-ZZ-DR-L-0003 Rev P1	General Arrangement Plan KS1 Temporary Classroom Layout dated 24.05.17
5156243-ATK-EXT-ZZ-DR-L-0004 Rev P1	External General Arrangement Plan Overall site layout dated 24.05.17
5156243-ATK-Z1-GF-DR-A-4100 Rev PL1	Key Stage 1 Modular Building Proposed Ground Floor Plan dated 23/05/17
5156243-ATK-Z1-GF-DR-A-4101 Rev PL1	Key Stage 4 Modular Building Proposed Ground Floor Plan dated 23/05/17
5156243-ATK-Z1-GF-DR-A-4150 Rev PL1	Key Stage 1 Modular Building Proposed Elevations dated 23/05/17
5156243-ATK-Z1-GF-DR-A-4151 Rev PL1	Key Stage 4 Modular Building Proposed Elevations dated 23/05/17
5156243-ATK-BHM-ARB001	Tree Protection Plan Sheet 1 of 2 dated

	22/05/17
5156243-ATK-BHM-ARB002	Tree Protection Plan Sheet 2 of 2 dated 22/05/17
2017 Spring Common Academy School Travel Plan	Received 22.08.17

Reason: To define the site and protect the character and appearance of the locality in accordance with policies En20, En22, En24 and En25 of the Huntingdonshire Local Plan (1995)

3 **Travel Plan**

Within 3 months of the date of this decision an updated Travel Plan which shall take into account the use of parking spaces at the Butts Grove Centre and include measurable actions and/or targets and a specified implementation timetable shall be submitted to and approved in writing by the County Planning Authority. Upon approval of the revised Travel Plan, it shall be implemented in its entirety in accordance with the approved timetable, throughout the life of this planning permission.

Reason: In the interests of residential amenity, and the safe and efficient operation of the highway in accordance with Policy H30 of the Huntingdonshire Local Plan (1995).

4 **School Term Time construction Delivery Construction Hours**

No construction related dispatches from or construction deliveries to the site shall take place other than between the hours of 09:30 and 15:30 on Monday to Friday and 09:30 and 13:30 on Saturdays. No construction works or construction collection / construction deliveries shall take place on Sundays, Bank or Public Holidays.

Reason: To protect the amenities of nearby residential properties and ensure the environmental impact of construction of the development is adequately mitigated in accordance with Policy H30 of the Huntingdonshire Local Plan (1995).

Hours of use of mobile classrooms

5. The mobile classrooms hereby permitted shall only be used between the hours of 0800 and 1800 each day on Mondays to Fridays inclusive. They shall not be used outside of these times or on Saturdays, Sundays, Public or Bank Holidays.

Reason: To protect the amenities of nearby residential properties in accordance with Policy H30 of the Huntingdonshire Local Plan (1995).

6. **Landscaping Implementation**

The approved landscaping scheme shown on drawings numbered 5156243-ATK-EXT-ZZ-DR-L-0001 Rev P1 and titled External General Arrangement Plan KS1 Temporary Classroom Layout and External General Arrangement Plan KS4 Temporary Classroom Layout; and on drawing number 5156243-ATK-EXT-ZZ-DR-L-0003 Rev P1 and titled General Arrangement Plan KS1 Temporary Classroom Layout shall be implemented in its entirety during the first planting season (October to March) following the substantial completion of the development.

Reason: For the avoidance of doubt and in the interests of visual amenity biodiversity in accordance with Policies En20 and En22 of the Huntingdonshire Local Plan (1995).

7 **Replacement of Trees and shrubs**

If within a period of five years from the date of the planting of any tree or shrub that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place during the first available planting season following the removal, unless the local planning authority gives its written consent to any variation.

Reason: For the avoidance of doubt and in the interests Visual amenity and biodiversity in accordance with Policies En20 and En22 of the Huntingdonshire Local Plan (1995).

Informatives

The Provision of six parking spaces at the Butts Grove centre

In considering this planning application it has been taken into consideration that the County Council has made a separate application to Huntingdonshire District Council for a licence which will secure six parking spaces at the Butts Grove Centre and that these spaces are to be made available for the five year life of this planning permission for the use of the staff at the academy to enable the six additional staff that are expected to result from this planning permission to be provided for taking into account the on-street parking concerns.

Highways Development Management Informative

The County Council's Development Management Team has advised that all storage and manoeuvres associated with the construction of this project will need to be restricted to the site and should not take place within the highway.

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

In accordance with paragraphs 186 & 187 of the NPPF, the County Planning Authority has worked proactively with the agent, and consultees to ensure that the proposed development is acceptable in planning terms. This has resulted in a separate commitment being made by the County Council to secure six off-site parking spaces at the Buttsgrove Centre to ensure that this proposal is not likely to result in any increase in on-street parking within the vicinity of the school.

Source Documents

Link to the National Planning Policy Framework:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The Huntingdonshire Local Plan (1995) and Saved Local Plan Policies:-

<http://www.huntingdonshire.gov.uk/planning/adopted-development-plans/current-local-plan/>

Huntingdonshire Local Development Framework Core Strategy (2009)

<http://www.huntingdonshire.gov.uk/planning/adopted-development-plans/>

Huntingdonshire's Local Plan to 2036: Consultation Draft 2017 :-

<http://consult.huntingdonshire.gov.uk/portal/pp/hlp2036/cd2017/cd2017?pointId=3935594#document-3935594>