

**EXTENSION TO PROVIDE NEW SCHOOL HALL, KITCHEN AND CLASSROOM.**

**AT: HAUXTON PRIMARY SCHOOL, JOPLING WAY, HAUXTON,  
CAMBRIDGESHIRE, CB22 5HY**

**FOR: CAMBRIDGESHIRE COUNTY COUNCIL**

**LPA REF: S/0468/14/CC**

*To:* **Planning Committee**

*Date:* **04 September 2014**

*From:* **Acting Head of Growth & Economy**

*Electoral division(s):* **Sawston**

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

*Recommendation:* **It is recommended that planning permission be granted  
subject to the conditions set out in paragraph 9.**

<b><i>Officer contact:</i></b>	
<b>Name:</b>	Elizabeth Verdegem
<b>Post:</b>	Planning Officer
<b>Email:</b>	elizabeth.verdegem@cambridgeshire.gov.uk
<b>Tel:</b>	01223 703569

## **1.0 BACKGROUND**

- 1.1 Hauxton Primary School is a small school in the middle of Hauxton with capacity for 90 children and currently 77 pupils on roll, ages 4-11. It was built in 1972 and has not expanded significantly since then. The pre-school has been located on site since 2011.

## **2.0 SITE AND SURROUNDINGS**

- 2.1 The school site is contained within the Hauxton settlement envelope and surrounded by housing to the north, west and south. Directly adjacent to the school boundary on the eastern side is the Cambridge Green Belt, as designated in ST/1 of the South Cambridgeshire Core Strategy. The only pedestrian and vehicle access is from Jopling Way, a quiet residential road leading from The Lane, itself lined with houses set back from the road. From the other end of The Lane, the High Street runs east out of the village towards Little Shelford and Church Road runs westwards to the A10.
- 2.2 There is a significant South Cambridgeshire housing allocation at the BayerCrop Science site, which has outline permission for 380 dwellings, and approved reserved matters for phase 1 amounting to 201 dwellings, infrastructure and access from Church Road. The site is to the north west of the village, within the catchment area of the school and it is less than a mile from the entrance to this site to the school entrance. Cambridgeshire County Council has secured funding from the developer of this site for the new education provision in Hauxton.
- 2.3 The school's catchment area covers the whole of Hauxton, the new BayerCrop site as outlined above, and areas east and north up to the M11.
- 2.4 There are currently three classrooms in the school with the school "hall" constituting circulation space within the centre of the school, which is also used as a 4<sup>th</sup> classroom in order to divide the children more appropriately by age. There is a swimming pool on site and a sports field/pitch of generous size, both of which will be unaffected by the proposal.

## **3.0 PROPOSAL**

- 3.1 This application proposes an extension to provide a school hall and kitchen, along with 1 new classroom. This will involve extending the school building to the north and reconfiguring the internal classroom space to allow access to the new facilities. The space currently used as a school hall will be used as a library/group space. This will increase the number of classrooms on site to 4 with a capacity at the school of 120.

- 3.2 The extension will be built on a grassy area to the north of the existing building, leaving the main sports pitch unaffected. The proposal also includes 8 new parking spaces and an associated pick-up/drop-off area, designed to formalise parking on the site and reduce the traffic impact on Jopling Way.

#### **4.0 PLANNING HISTORY**

The primary school was originally granted permission in 1972 and has undergone limited expansion since then. Most significantly the pre-school has been located on the site since 2011.

S/00867/03/CC - Extension to create a new school hall and associated stores, kitchen facilities etc – withdrawn.

S/00586/04/CC - Extension to create a new school hall and associated spaces (stores, kitchen facilities etc) – granted.

S//01198/11 - Erection of a 4-mobile building for use as a pre-school, with associated fenced outdoor play area and a shed – granted.

#### **5.0 CONSULTATION**

- 5.1 South Cambridgeshire District Council – no comments received.
- 5.2 Hauxton Parish Council – recommend approval.
- 5.3 CCC Highways Development Management – no objections. The development could potentially increase the number of cars on Jopling Way by a factor of three, but the proposed car park and drop-off loop has the potential to reduce the impact of parked cars on Jopling Way during the pick-up and drop-off periods. Also required a construction site management plan by condition.
- 5.4 CCC Ecology – no comments received.
- 5.5 CCC Access Officer – no comments received.
- 5.6 CCC Archaeology – no objections and no further archaeological requirements.
- 5.7 CCC Road Safety Officer – the Travel Plan which needs updating and this can be achieved by condition.
- 5.8 Police Architectural Liaison Officer – no concerns and no further comment.

- 5.9 Cambridgeshire Fire & Rescue Service – comments received about placements of fire hydrants on site. This was clarified by the applicant with a location plan of the nearest hydrant and the condition no longer required.
- 5.10 Individual Representations – the application received correspondence from three neighbours. The main concern being an increase in traffic on Jopling Way following the development. Comments included the existing concerns; that parents park across resident's driveways; park causing congestion on Jopling Way and The Lane preventing access for emergency vehicles; use resident's driveways and garage access to turn round; and that these problems would be exacerbated by the development. There were also comments that the proposal does not provide adequate car parking, that the proposed parking loop would be unsafe for pedestrians, that the design of the proposed building is not in keeping with the area and that the development would lead to loss of wildlife habitats.

## **6.0 PLANNING POLICY**

### **6.1 National Planning Policy Framework (NPPF)**

### **6.2 Planning Practice Guidance (PPG)**

### **6.3 South Cambridgeshire Core Strategy 2007 (CS)**

ST/1 Green Belt  
ST/6 Group Villages

### **6.4 South Cambridgeshire Development Control Policies 2007 (DCP)**

DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
GB/3 Mitigating the Impact of Development Adjoining the Green Belt  
NE/6 Biodiversity  
TR/1 Planning for More Sustainable Travel  
TR/2 Car and Cycle Parking Standards  
TR/3 Mitigating Travel Impact  
Appendix 1 Standards for Car Parking Provision  
Appendix 2 Standards for Cycle Parking Provision

### **6.5 South Cambridgeshire Local Plan to 2031 (2013 submission version) (LP)**

South Cambridgeshire District Council are in the process of drafting a new local plan, which is currently expected to undergo public examination in autumn 2014. Therefore it can only hold limited weight in the decision making process as it is yet to be found "sound" by the

inspector, and may be subject to major or minor changes before being finally adopted.

Policy S/3: Presumption in Favour of Sustainable Development

Policy S/4: Cambridge Green Belt

Policy S/10: Group Villages

Policy HQ/1: Design Principles

Policy NH/4: Biodiversity

Policy NH/8: Mitigating the Impact of Development In and Adjoining the Green Belt

Policy TI/2: Planning for Sustainable Travel

Policy TI/3: Parking Provision

Policy TI/9: Education Facilities

## **7.0 PLANNING CONSIDERATIONS**

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that all applications for planning permission be determined in accordance with the development plan unless other material considerations indicate otherwise. The relevant policies from the development plan are set out in section 6.0 above.

7.2 The NPPF has at its core a presumption in favour of sustainable development (para 14) and contains the government's national planning policy. It is a material consideration in planning decisions and indicates that development which is in accordance with the development plan should be approved unless other material considerations indicate otherwise (para 11, 14).

7.3 South Cambridgeshire's Development Control Policies and emerging Local Plan documents both contain policies with a presumption in favour of sustainable development, DP/1 and S/3 respectively.

### **7.4 Justification and Principle of Development**

The applicant has demonstrated the need to increase pupil capacity at this site in anticipation of the housing being built locally as a result of the permission granted at the BayerCrop Science site.

7.5 The site has a large amount of physical space for the number of pupils, providing above the required outdoor play space for a school of its size. The site can therefore easily accommodate an extension to the building and the new car park.

7.6 While the number of pupils on roll is currently lower than the pupil capacity of 90, the fact that there are only 3 dedicated classrooms means one class uses the space also used as the school hall in order to be taught in appropriate age groups. This space is better suited to

circulation space, and it is proposed to use it as library/group space following development. The application proposes an additional classroom to allow up to 120 pupils to be taught in 4 dedicated classrooms, a new school hall and kitchen. The proposal is therefore in line with the NPPF paragraph 72 which "gives great weight to the need to create, expand or alter schools" and "attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities."

- 7.7 Additionally the emerging Local Plan includes policy TI/9 Education Facilities, which requires the provision of high quality facilities in appropriate places to serve growing populations. It states that planning permission will be granted "for new education facilities in locations accessible by walking, cycling and public transport". The school is less than a mile from the new housing development and therefore an extension in this location is in accordance with TI/9.

7.8 Design Layout and Residential Amenity

The extension is proposed to the north east of the existing building, in the space between the existing classrooms and the swimming pool. Beyond the swimming pool is the boundary of the school site with the houses at the end of Jackson Close. Its closest neighbours will therefore be 3 and 4 Jackson Close, whose occupants have not objected to the proposal. The new building will be 20 metres from these properties, with the flat plane of the pitched roof facing north and therefore it is unlikely to have an unacceptable adverse impact on residential amenity and is in accordance with DP/3 (DCP) and HQ/1 (LP).

- 7.9 Aside from these two closest residents, it may be possible to view the new building from some of the back gardens of the houses on the High Street and The Lane to the north-west of the site, and from the westerly adjacent houses on Montford Close. The school boundary is fenced on all sides, with thick vegetation on the northern and northern part of the western border, although it is visually open on the southern part of the western border, with this area having little vegetation to mitigate the visual impact of the building. However there are a number of large trees running the length of the stream down the centre of the site between the playground and the playing field, which will act as a visual barrier for these residents. It is therefore unlikely that these residents will be affected by the new building or that it will have an adverse impact on the amenity of these residents in accordance with DP/3 (DCP) and HQ/1 (LP).
- 7.10 The extension has also been designed and located so as not to encroach any closer to the green belt to the east than the existing building, and therefore does not impact on the openness of the green belt and maintains the separation between it and the school building, in accordance with policies GB/3 (CS) and NH/8 (LP).

7.11 An objection has been received about the design of the building and its unsuitability for the rural residential area. The existing building is of little architectural merit, with two mono pitch roofs around a flat central core. The design of the proposal reflects this existing design, with a mono-pitch hall, which is slightly taller than the existing pitched roofs, and a flat roof to the classroom and corridor space. The existing form is therefore reflected in the new hall, and the increased height distinguishes the new building from the existing, creating a feature structure on site and separating it visually from the classrooms. It is therefore considered of an appropriate scale and form to be compatible with the existing building and the location in accordance with DP/2 (DCP) and HQ/1 (LP).

7.12 The western elevation of the hall is proposed to be glazed to add interest and allow natural light into the school hall space; this also distinguishes it from the existing building, and creates visual interest on the site. However, it is proposed to match the existing brickwork to ensure that the extension maintains cohesion with the original building. Therefore it is considered that the design is suitable for the purpose of the building and appropriate in the context of the area, in accordance with DP/2 (DCP) and HQ/1 (LP).

#### 7.13 Landscaping and Outdoor Space

Both the extension and the parking loop are to be located in areas of informal soft playspace around the school building. However, this is still well provided for at the site and the proposal does not impact on the main playing field. The proposal will result in the loss of the grass areas, two trees and two small sections of hedgerow.

7.14 In order to mitigate the loss of these trees, the applicant has proposed biodiversity enhancements, including areas of flowering lawn planting around the parking loop and in the north east corner of the site, bird and bat boxes, bee huts and bug mansions. It is therefore in accordance with NE/6 (DCP) and NH/4 (LP) ensuring a net gain in biodiversity.

7.15 While these biodiversity enhancement proposals are supported, the trees should be replaced on a 1:1 basis in accordance with NH/4 (DCP) to ensure there is no net loss in biodiversity. A scheme for the implementation of this will be secured by condition.

#### 7.16 Traffic and Parking

The access for the school, as described above, is from Jopling Way. Traffic is of concern to residents on this road because Jopling Way and The Lane are used to access all the houses in this part of Hauxton. There is a general concern from the residents' objections received that

Jopling Way cannot cope with the volume of traffic at present, and will not be able to cope following the school's expansion.

- 7.17 The proposed car park will alleviate some of the pressure on Jopling Way by providing 8 new parking spaces for staff and a drop off area for parents. It is located in the south-west corner of the site close to residents of Montford Close and the end of Jopling Way.
- 7.18 South Cambridgeshire District Council's car parking standards (DCP - TR/2, Appendix 1; LP - TI/3) allow for a maximum of 1 space per two staff or 1.5 spaces per classroom. The proposed staff numbers following the development will be 20 (12 full-time, 8 part-time) allowing for up to 10 spaces. Additionally the early years pre-school on site also has 4 members of staff (2 full-time and 2 part-time) and the DCP standards allow for 1.5 spaces for every staff, allowing 3 spaces. This would allow for a maximum of 13 spaces overall.
- 7.19 There are currently 6 car parking spaces on site. The proposed new car park is for 8 spaces, totalling 14 spaces on site and exceeding the maximum number of spaces to be in accordance with local planning policy. However, only two members of staff live within 4 miles of the school, and as there are few public transport links, and given the existing problems on Jopling Way, it is considered appropriate to ensure that all the full-time staff are able to park on the site, away from residential properties. There is also a small lay-by outside the school area that is used informally for parking at the school, which can be used by part-time staff and visitors if necessary.
- 7.20 The parking loop has been designed to be used by parents who need to drive to the school to be able to drop-off their children and avoid parking on Jopling Way. It has been assessed by County Council Highways Development Management Officers to have the potential to reduce the impact on Jopling Way. The applicant has also clarified that a key objective of the drop-off loop is to allow cars to turn round at this end of Jopling Way, thereby preventing a build up of traffic caused by cars turning in residents' driveways and in the road.
- 7.21 The parking element of the proposal has received comments from residents. While some consider that the proposal does not provide enough parking for the members of staff on site, as discussed in paragraph 7.19 the proposal increases parking provision beyond that required by local planning policy, and provides enough spaces to accommodate the full-time staff on the site.
- 7.22 It is also considered by some neighbours that the drop-off solution will be unsafe and encourage parents to deliver their children to school by car, rather than encourage sustainable travel. The applicant has clarified in their supplementary statement the objectives behind the design of the car park loop, and the amendments to the school access, which has been widened to allow two cars to pass and involves raising



the pedestrian access over the car park entrance to ensure pedestrians have right of way. It has been assessed by Highways Development Management colleagues and they do not have concerns over the safety of the car park or the parking loop.

#### 7.23 Sustainable Travel

South Cambridgeshire District Council's cycle parking standards (DCP - TR/2, Appendix 2; LP - TI/3) require the number of cycle spaces to be 30% of the number of primary age pupils at the school. The proposal increases capacity at the school by 30, which would require 9 new spaces. There are 10 places proposed as part of the development, and this is therefore adequate provision in accordance with the parking standards policy.

7.24 It should be noted however that there are currently only 8 spaces on site, and therefore following the proposed development there will be a total of 18 spaces. Given the capacity is proposed to increase to 120, policy suggests that 40 spaces should be provided. However present data suggests that only 13% of children cycle (9 children at present) which would equate to 16 children out of the full 120 capacity. Therefore it is considered that the 10 spaces proposed will be adequate at this stage, as it is provision in line with policy for the new classroom. The school should ensure that the level of use is monitored as part of the Travel Plan to ensure there is enough provision on site in the future as the number on roll increases to its full capacity, or a higher proportion of pupils cycle to school.

7.25 The school's Travel Plan also includes a number of proposals to encourage walking and cycling and reduce the numbers who travel to school by car, in accordance with policy TR/1 (DCP) and TI/2 (LP). This includes encouraging car sharing, promoting walk to school week and providing safer cycling schemes. As per the Road Safety Officer's comments, the 2013 review of the Travel Plan, requires some minor amendments to ensure completeness and accuracy, but the proposals and objectives are supported. These minor amendments were not able to be completed prior to determination due to the school holidays and therefore a condition has been added to ensure an update of the Travel Plan is completed within 6 months of occupation of the new development.

7.26 Given that the Travel Plan needs to be updated, the school has the opportunity to further increase the number of schemes it promotes for sustainable travel in the light of the new houses being built on the BayerCrop Science site. The school should be encouraged to investigate the viability of a walking bus, further car sharing or park and stride to serve those coming from outside of the village, in order to accord with policies TR/1, TR/3 (DCP) and TI/2 (LP).

- 7.27 Highways Development Management colleagues have requested a construction traffic management plan, and this has been included as part of the conditions.

## **8.0 CONCLUSION**

- 8.1 In conclusion, it is considered that the proposal accords with local and national planning policy and that on balance the proposal is a suitable solution to increase capacity at the site to serve the needs of the area, while mitigating the transport impact of the development. The main concern with this proposal has been about existing traffic and the potential increase in problems. However, the parking loop should go towards mitigating this impact and an update of the Travel Plan, secured by condition, has been required to further identify ways to mitigate problems at the site.

## **9.0 RECOMMENDATION**

- 9.1 It is therefore recommended that permission is granted subject to the following conditions.

9.2 1. Expiration Date

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

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

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following documents and drawings received 02 June 2014:

- Location Plan
- Proposed Plan and Elevations 12/3737/P02
- Visuals 12/3737/P03 (received: 15 August 2014)
- Landscape Plan Area "A" 12/3737/P06
- Landscape Plan Area "B" 12/3737/P07
- Car Park and Access Route 12/3737/P04 (received: 05 June 2014)
- Planning Statement
- Transport Statement
- Design & Access Statement
- Tree Survey for Development (received: 05 June 2014)
- H&S Plan 12/3737/C01 (received: 15 August 2014)

- Loading and Unloading locations and routes 12/3737/P09 (received: 19 August 2014)
- Letter responding to consultee comments (received: 15 August 2014)

*Reason: To define the site and protect the character and appearance of the locality in accordance with DP/2 and DP/3 with policy DP/3 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

### 3. Construction Traffic Management Plan

No construction work shall be carried out until a traffic management plan has been submitted to the County Planning Authority and agreed in writing in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street
- iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris.

*Reason: In the interests of highway safety and residential amenity in accordance with policy DP/3 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

### 4. Construction Hours

No construction work shall be carried out other than between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

*Reason: In the interests of residential amenity in accordance with policy DP/3 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

### 5. Construction Delivery Hours

No collection or deliveries to the site shall occur during the construction stages other than between 0700 hrs and 1900 hrs on Monday – Saturday and there shall be no collections or deliveries on Sundays, Bank or public holidays.

During term time no collection or deliveries to the site shall occur between 0810 hrs and 0920 hrs and 1450 hrs and 1540 hrs Monday to Friday.

*Reason: In the interests of highway safety and residential amenity in accordance with policy DP/3 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

#### 6. Protection of Breeding Birds During Construction

No removal of hedgerows or trees shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the County Planning Authority prior to the removal of any vegetation.

*Reason: In the interests of biodiversity enhancement and protection and in accordance with policy NE/6 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

#### 7. Replacement Trees

No development shall commence until a scheme for the planting of two replacement trees has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall include details of location, size and species and shall be implemented in full within the next planting season following occupation of the development.

*Reason: To replace the trees being removed and in the interests of biodiversity enhancement in accordance with policy NE/6 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

#### 8. 5 Year Landscape Management

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, is removed, uprooted, destroyed or dies, or 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 nature enhancement and conservation in accordance with policy NE/6 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

#### 9. Travel Plan

Within 6 months of the occupation of the development a revised school Travel Plan shall be submitted to and approved in writing by the County

Planning Authority. The approved Travel Plan shall be implemented in full.

*Reason: In the interests of highway safety and sustainable travel in accordance with policy TR/1 and TR/3 of South Cambridgeshire District Council Development Control Policies DPD (July 2007).*

Source Documents	Location

# Hauxton Primary School S/0468/14/CC

Map and Proposed Plan Amended for Planning Committee

## Key

★ Objectors

