

**ERECTION OF 7-BAY MOBILE CLASSROOM BUILDING WITH ACCESS RAMP FOR
A TEMPORARY PERIOD UNTIL 31st AUGUST 2022**

**AT: BASSINGBOURN COMMUNITY PRIMARY SCHOOL, BROOK ROAD,
BASSINGBOURN, SG8 5NP**

LPA REF: S/0234/17/CC

FOR: Cambridgeshire County Council

To: **Planning Committee**

Date: **7 September 2017**

From: **Head of Growth & Economy**

Electoral division(s): **Melbourn and Bassingbourn**

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

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

<i>Officer contact:</i>	
Name:	Jane Stanley
Post:	Principal Planning Officer
Email:	Jane.Stanley@cambridgeshire.gov.uk
Tel:	01223 743812

1.0 The Application Site and Surroundings

- 1.1 Bassingbourn Primary School is located within the village of Bassingbourn cum Kneesworth, which is approximately 3.7km from the town of Royston. The school site is within South Cambridgeshire District Council's area. It is located on the western edge of the village and to the west of Bassingbourn Village College and Bassingbourn Sports Centre and Bassingbourn United Reformed Church. Residential properties forming a cul-de-sac off Brook Road are to the western side of the application site with two of these properties, numbers 45 and 47a bordering the school site to the north of the proposed siting of the mobile classroom. Bassingbourn Brook runs alongside the western boundary of these properties and the school site. The school site includes playing fields, which are stated in the Planning Statement to be shared with Bassingbourn Village College, although there is chain link fencing which separates the Primary School playing fields from those serving the Village College. The proposed siting for the mobile classroom is on an existing grassed area to the west of a hard play area. The proposed siting for the mobile classroom is approximately 110 metres south of Brook Road.
- 1.2 The application site is located within Flood Zone 1. The nearest listed building to the proposed siting of the mobile is the New United Reform Church (grade II), which is situated on South End, approximately 300 metres to the east. The buildings of Bassingbourn Village College separate the application site from this listed building. Saxon remains have been identified on the Bassingbourn Village College site. Also parallel ditches and Graubens Pit Ditch, also of archaeological interest, are to the south of the application site. The application site is not within Bassingbourn Conservation Area. The conservation area boundaries are to the north and east of the application site. The mobile classroom unit is located at least 110 metres from the boundaries of the conservation area. The application area includes access to Brook Road, which is adjacent to the conservation area. The site of an unlisted windmill is approximately 70 metres to the south west of the application site. There are existing trees to the west alongside Bassingbourn Brook. The application site is not within or adjacent to the Green Belt. It is outside of the Development Framework (settlement boundary) of Bassingbourn. The size of the application site is 0.25 hectares.

2.0 The Proposed Development

- 2.1 This Regulation 3 application, for which the County Council is the applicant, seeks temporary planning permission for a 21m x 8.4m 7 bay double mobile classroom building until 31 August 2022. It is proposed to be erected on a grassed area (adjacent to an existing hard play area). Access to the mobile classroom is proposed to be gained from the existing hard play area. The unit would include two classrooms, associated lobby, toilet, and storage facilities. The proposed development includes associated walkways and ramps. It is ash grey in colour

with a white frame and has a proposed gross new internal floorspace of 176 square metres.

3.0 Relevant Planning History

- 3.1 The most recent planning history for Bassingbourn County Primary School at Brook Road is:-

S/0140/06/CC	Single storey extension to provide replacement changing rooms, granted 16 March 2016.
S/1761/00	New technology Classroom and Enlarged Administration/Secure Entrance granted 9 January 2001.
S/753/95	Relocation of mobile unit resolution to issue decision to grant permission expiring on 31 August 1998

4.0 Planning Policy and Guidance

National Planning Policy Framework (NPPF)

- 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 decision-takers to seek 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.
South Cambridgeshire District Council Core Strategy (Development Plan Document) adopted January 2007 (CS)

- 4.2 The following policy of the South Cambridgeshire District Council Core Strategy is of particular relevance to this planning application:

Policy ST/6 Group Villages includes Bassingbourn

South Cambridgeshire District Council Development Control Policies (Development Plan Document) adopted July 2007 (DCP)

- 4.3 The following policies of the South Cambridgeshire District Council Development Control Policies (Development Plan Document) are of relevance to this planning application:

Policy DP/1 Sustainable Development
 Policy DP/2 Design of New Development
 Policy DP/3 Development Criteria
 Policy DP7 Development Frameworks
 Policy CH/2 Archaeological Sites
 Policy CH/5 Conservation Areas
 Policy NE/6 Biodiversity
 Policy NE/11 Flood Risk
 Policy SF/11/Open Space Standards
 Policy TR/1 Planning for More Sustainable Travel
 Policy TR/2 Car and Cycle Parking Standards
 Policy TR/3 Mitigating Travel Impact
 Appendix 1: Standards for car parking provision
 Appendix 2: Standards for cycle parking provision

Emerging Planning Policies

- 4.4 A planning inspector is currently carrying out the examinations into a proposed South Cambridgeshire Local Plan covering the period up to 2031. The hearings have closed and the process is in its final stages. Although the draft plan does not yet form part of the adopted development plan, it is a material consideration, which needs to be taken into account. The following emerging South Cambridgeshire Local Plan policies are of relevance to this planning application (as affected by proposed modifications):

The South Cambridgeshire Local Plan 2013 (submission version):-

S/3 Presumption in Favour of Sustainable Development
 S/9 Minor Rural Centres – It is proposed to change Bassingbourn to a Minor Rural Centre
 HQ/1 Design Principles
 NH/4 Biodiversity
 NH/14 Heritage assets
 TI/2 Planning for Sustainable Travel
 TI/3 Parking Provision
 TI/9 Education Facilities

Village Inset Map 9 Bassingbourn is also relevant.

5.0 Consultations

5.1 **South Cambridgeshire District Council Planning**:- No response received.

5.2 **South Cambridgeshire District Council Environmental Health Officer (EHO)**:- No objections

5.3 **Bassingbourn cum Kneesworth Parish Council**:- No response received.

5.4 **CCC Archaeology**:- No response received.

5.5 **CCC Highways Development Management**:- No objections. In terms of the physical works required for the implementation of this proposal, no significant adverse effect upon the Public Highway should result from this proposal,

5.6 **CCC Road Safety Officer**:- Comments received (abbreviated)-
 The Primary School have a nationally accredited travel plan. In it they refer to the possibility of park and stride (distance parking) to help alleviate the possible impact of increased numbers driving to school, but I would hesitate to promote car sharing as there are a number of safety considerations to be taken into account. The travel plan is up to date and is accredited for another year. I have agreed to ensure that pupils at the school take part in the Road Safety Education Team's pedestrian training scheme. The school will also be taking part in the distance parking scheme run by the Road Safety Education team as part of their Modeshift STARS travel plan commitments. I will continue to work with the school to help them deal with any school journey issues that arise.

5.7 **CCC Transport Assessments Team** (summarised):- Initial comments dated 30 May 2017 holding objection as:-

- Further information was requested to fully understand the impacts of the development including to confirm what the impact of the anticipated 32 additional cars dropping off and picking up children will be on residential streets, in particular Brook Road.

- The applicant was requested to update the travel plan and to look further into measures to reduce private car trips from the Barracks including Park and Stride initiatives or consideration of a dedicated minibus for trips between the sites.
- The proposed increase in pupils resulting from this development has potential to further add to the accompanying disturbance and potential detriment to residential amenity and associated dropping off of children.
- There are concerns regarding pedestrians and cyclists travelling from Bassingbourn vicinity. This should be addressed through distribution of highway safety leaflets in addition to walking and cycle routes in the vicinity and through the promotion and education of road safety and education of road safety and cycle awareness in the school. The school would also benefit from the appointment of a crossing patrol officer at the problem crossing.

5.8 Revised comments 17 July 2017:-

- No additional car and cycle parking will be added. This is considered reasonable for staff parking as spare capacity is available for extra staff. Based on the proposed addition of 60 children and the future travel plan mode share target of a combined 12% for cycles and scooters, there would be demand for 50 spaces; 17 for cycles and 33 for scooters. The aims of the Travel Plan are to reduce car use by staff and pupils travelling to the site and although the County Council recognises that this is a temporary use, where possible, further cycle and scooter spaces should be provided to encourage cycle and scooter use amongst pupils to support the Travel Plan aims and targets. Additional information was requested on this.
- The proposed development when fully operational would generate an additional 35 vehicle trips in the AM and PM peak periods; 3 additional staff trips and 32 additional pupil trips. With 5 additional vehicle trips every 5 minutes within the half hour drop off period, the increase in vehicle trips will not have a substantial impact on the existing operation of the local network. The measures identified in the school travel plan to achieve the aim of reducing car travel to and from the school for pupils by 10% over 5 years would be effective in helping reduce this additional quantity of vehicle trips to the school.
- The travel plan recognises that the majority of additional pupils will originate from Bassingbourn Barracks, which is located 2 miles from the school. The proposal in the Travel plan should be continually monitored and reviewed in the Travel Plan particularly concerning vehicle movements from the Barracks.
- The application is not expected to have any substantial impact upon the local public highway network or highway safety. However the impending increase in pupils has potential to further add to the accompanying disturbance and potential detriment to residential amenity associated with collection and drop off within the locality. Further information, and provision of 10 two wheeled parking spaces requested.

5.9 Additional comments 11 August 2017:-

A holding objection was retained solely on the basis that 10 additional cycle and/scooter places should be provided on site. The applicant submitted a commitment that details of 10 two wheeled parking spaces shall be submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented within 12 months of the date of the decision. The holding objections can be removed subject to a condition to require the provision of 10 two wheeled spaces (as committed by the applicant).

- 5.10 **Sport England (summarised)**:- Initially submitted a holding objection requesting that further information be provided in respect of the existing and proposed sports pitch layouts for both summer and winter including safety run-offs. Following discussions between the applicant/agent and Sport England including an exchange of correspondence and the submission of a revised proposed playing pitch layout, Sport England confirmed it has no objections as follows:-

Given the situation with regard to the erection of the fence across the playing field, it is accepted that it is no longer possible to site an under 11/12 size football pitch on this playing field. It is accepted however that it is still possible to site two smaller mini-soccer pitches, one meeting SE guidelines for under 7/8 age group, and one slightly smaller than the recommended size for the under 9/10 age group. It is also noted that the school take part in competitive matches only on very rare occasions. It is therefore considered given the circumstances of the existing school boundary that the proposed classroom will not significantly affect sports pitch provision on this site, and that therefore the proposal is considered to meet exception E3 of our playing fields policy.

6.0 Publicity

- 6.1 A site notice has been posted and neighbours immediately adjoining the site have been notified.

7.0 Representations

- 7.1 Representations have been received from one household, which are summarised as follows:-
- Initial negative reaction for two reasons. Infrastructure namely Brook Road and High Street, which is already completely jammed up with traffic especially in mornings and secondly noise levels already child noise is high with seeming little control by staff (children are allowed to throw balls out of the playground. They often land on our garage roof).
 - Put your mobile in a more accessible and remote situation.
 - Seemingly it is not known if Basingbourn Barracks will reopen or be sold off.
 - Sir Michael thinks the sites will become areas of military expertise whatever that means- apparently the MOD have a poor record of selling land for homes.
 - Hegson's Travel Plan states the possibility of 90 extra children. Current capacity 350, and in October 2016 there were 287 pupils in residence. If 90 extra children

descend on the school that will mean a shortfall of only 27. I also hear more houses are to be built in Bassingbourn.

- Cutting to the chase the problem here is infrastructure. We do not have capacity for the extra traffic at peak times. There is only one road in and one road out. This is what the Council must do something about. My issue now is purely infrastructure.
- My immediate neighbours do not have a problem with the works even though the construction may devalue a property on the market.
- The road is insufficient for extra traffic.
- People are driving on pavements during the mornings.
- There is a lollipop man who further obstructs the free flow of traffic by allowing individuals to cross the road, rather than being sensible and amassing a group.
- The High Street and Brook Road are an absolute disaster as it is and you want to make it worse.
- Very obviously the issue of balls landing on garages and our part of the road is entirely unrelated to the proposed development. You managed a marvellous feat by informing the school about balls on top of residents garages. Perhaps you left a message with a workman or caretaker because the rest of the staff are not in during the summer holiday.

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 existing school has permanent capacity for 350 pupils with twelve permanent classrooms and provides for children aged 4 to 11. The proposed mobile classroom would provide an additional 60 spaces which would result in a total proposed maximum capacity of 410 pupil spaces up until 31 August 2022. In October 2016, there were 287 pupils on the roll forming 10 classes. It is stated in paragraph 1.2 of the Transport Statement that there are around 250 married quarters on the base which result in a potential to generate demand for 90 additional primary school pupil spaces. If this figure were to be added to the existing roll it would result in a total of 377 pupils. This would be less than the proposed maximum capacity of 410 spaces but this does not include any other increase in pupil numbers, which could occur within the local community this year or within the period up until 31 August 2022 during which the mobile classroom unit is proposed to be in place. The proposed mobile classroom unit is a double classroom unit and is currently located in Burwell where it has become surplus to current requirements.

- 8.3 With its current capacity for up to 350 pupils the school could not currently accommodate the maximum number of potential pupils that are anticipated following the reopening of the barracks. It was announced in November 2016 that the Barracks will reopen. Additionally, it is stated in the Planning Statement that there are currently no plans within the CFA Capital Programme for further expansions to the school and that the school will therefore require the temporary accommodation to meet the needs that would be generated by the potential reopening of the Barracks. Paragraph 72 of the NPPF requires 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 and provides that great weight should be given to the need to expand schools. It is considered for the above reasons that this proposal is supported by the requirements of the NPPF. Additionally Bassingbourn is designated in the 2007 Core Strategy (CS) as a Group Village and is proposed to be upgraded to a Minor Centre in the emerging Development Plan and this proposal would be in compliance with providing the necessary school places to support Policy ST/6 Group Villages of the 2007 CS and Policy S/9 of The South Cambridgeshire Local Plan 2013 (submission version).

Sustainable Development Location and Design

- 8.4 Bassingbourn Primary School is located outside of and adjacent to the Development Framework envelope for Bassingbourn Policy DP7 Development Frameworks of South Cambridgeshire District Council's DCP (2007) which provides that "Outside urban and 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 existing school site is outside of the settlement boundary and the additional proposed accommodation needs to be functionally located on the existing school site. It would be well located in relation to existing buildings and hard standing area. There are existing residential properties to the north and also trees along the boundary of the Brook providing some separation between the school site and the open countryside beyond. It is considered therefore that it would not result in an unacceptable intrusion into open countryside and that it would be compliant with the above mentioned policy DP7 for the above reasons.
- 8.5 The development is adjacent to the settlement boundary on the fringe of the village and would use the same access as the existing primary school. The proposal also involves the reuse of a building that is currently located elsewhere. The temporary building is functional in its design and is considered appropriate within which to provide potentially urgently required additional temporary pupil places in the proposed location. Given this it is considered that the proposal is acceptable in relation to these considerations and compliant with Policy DP/2 Design of New Development; Policy DP/3 Development Criteria; and Policy DP/7 Development Frameworks.

Traffic and Highway Safety

- 8.6 Concern has been received from a resident in relation to traffic concerns including that the road is insufficient to take extra traffic. There are no objections from the County Council's Highways Development Management team as the highway authority nor any remaining objection from the Council's Transport Assessment Team.
- 8.7 During the processing of the application both the Transport Statement and Travel Plans have been amended to include 10 proposed additional two wheeled (cycle or scooter) parking spaces. The Travel Plan submitted as part of the application has also been revised to take account of the latest School Travel Plan, which the Road Safety Officer has confirmed is up to date and is accredited for another year.
- 8.8 The proposed development would provide an additional 60 pupil spaces until 31 August 2022, in addition to the current maximum capacity of 350. The school currently employs 9 full time staff and 42 part-time members of staff. The staff are not all expected to be on site at the same time. The mobile classroom unit would result in a proposed increase from 25.5 full time equivalent staffing levels to a full time equivalent staffing level of 28.3 which is the full time equivalent employment increase of 2.8 expected to result from the proposal.
- 8.9 Bassingbourn Primary School currently has a high percentage of children who travel to school by car (53%) given the rural nature of the surrounding villages serving the school and that some pupils travel from Hertfordshire and Bedfordshire. The local road network is used by commuter traffic and the roads are already busy in the mornings and late afternoon. Brook Road, which connects the school to the village is served by narrow pavements on both sides and is lit. The A1198 from Royston is approximately 1 mile away from the school. There are no minor/residential roads in the immediate vicinity of the school. No parking spaces above the existing 20 bays, one of which is dedicated for use by disabled drivers, are proposed. The parking spaces are used for staff and visitor use. Parents currently use a carpark which is shared with the Village College. South Cambridgeshire District Council's DCP (2007) Appendix 1 car parking standards are maximum car parking standards of 1 space per 2 staff and 1.2 waiting spaces per classroom. The proposed development would generate a maximum cap of 29 spaces and the existing 20 spaces would not exceed this and also include a disability provision of 5%, which is existing. Many of the staff are part-time and it is unlikely that they would be all attending the school at the same time.
- 8.10 To meet South Cambridgeshire District Council's DCP (2007) Appendix 2, minimum cycle parking standards to secure cycle parking would be required at a rate of 30% for children over 5 and less than 12 years of age, which would generate a need of 123 cycle spaces in total if all children were over 5 years old, accepting that the school admits 4 year olds. There are currently 40 cycle parking spaces available for pupil use and an additional 10 spaces in total for

cycle and/or scooter use have been proposed following discussion with the County Council's Transport Assessment Team notwithstanding that this application seeks permission for a temporary period until 31 August 2022 given the mode share target proposed increase in the Travel Plan to 12% by 2012/2022. With the proposed increase in capacity and the Travel Plan Targets seeking to increase cycle use by 1% during the academic years of 2017/18, 2018/19 and subsequently by 0.5% per academic year or less, it is not projected that more than the existing 40 spaces would be needed until the beginning of the 2018/19 academic year. Nevertheless the agent has advised that the applicant intends the additional spaces would be installed as soon as possible after the beginning of the 2017/18 academic year. Although the cycle provision would not meet the minimum standards set within the policy for cycle parking, the proposals would, as amended, meet the predicated actual need in this location to be encouraged by the travel plan proposals, which is considered reasonable in these circumstances.

- 8.11 When fully operational the mobile classroom is expected to generate an additional 35 Vehicle trips in the AM and PM peak periods, 3 additional staff trips and 32 additional pupil trips. This is expected to generate 5 additional vehicle trips every 5 minutes (in the worst case scenario) and the Transport Assessment Team has advised that the proposed increase in trips that would be generated would not have a substantial impact on the street operation of the local road network. The school have an up to date Travel Plan and the Travel Plan submitted with the application has been revised to take this into account. The Travel Plan proposes that the School would liaise with the Ministry of Defence and the Local Education Authority in September 2017 with a view to ensuring partnership provision for pupils to get to school in a safe and sustainable way. Walking and park and stride are also being encouraged as sustainable modes of transport.
- 8.12 It is accepted that the Barracks is 2 miles from the school and that the conditions of the local road network include some stretches with a speed limit of 50 mph and a 30mph speed limit outside of the school. Careful consideration has been given to the application by the relevant highways consultees and it should be noted that there are no remaining objections from the County Council's Transport Assessment Team or Highways Development Management Team, subject to conditions being imposed to require the provision of 10 additional two wheeled parking spaces within 12 months of the date of the decision and in relation to the implementation of the travel plan. It is considered by officers that the proposal is not expected to result in an unacceptable significant increase in vehicle movements within the vicinity of the school or other highway safety issues that would be sufficient to outweigh the need to provide adequate school places. It is therefore considered that in this respect the proposal would be in accordance with aims of policies Policy TR/1 Planning for More Sustainable Travel; Policy TR/2 Car and Cycle Parking Standards; Policy TR/3 Mitigating Travel Impact and Policy TR/4 Non-motorised Modes South Cambridgeshire District Council's DCP

(2007); and the related policies of The South Cambridgeshire Local Plan 2013 (submission version) TI/2 Planning for Sustainable Travel and TI/3 Parking Provision, which also seek to ensure sustainable and safe transport.

School Sports Provision

- 8.13 The existing school playing fields are separated from the Village College by an existing fence along the southern boundary of the Primary School site. Sport England has given consideration to this and has confirmed that it does not object to the proposed double mobile classroom unit, which would be located adjacent to an existing hard play area on the edge of the playing field. Sport England has accepted that without the proposed mobile classroom unit, it is no longer possible to site an under 11/12 size football pitch on the playing field. But it is still possible to site two mini soccer pitches one meeting the guidelines for the under 7/8 age group and one slightly below the guidelines recommended size for the under 9/10 age group. Also competitive matches are only played on rare occasions at the school. Upon this basis it is considered that the proposed mobile classroom would not have any significant adverse impact upon sports provision at the school and would meet Sport England's exception policy E3. Accordingly is considered that the proposal is compliant with Policy SF/11 Open Space Standards of South Cambridgeshire District Council's DCP (2007).

Heritage Assets

- 8.14 The proposed mobile classroom unit would be situated well set back within and to the south western part of the school site and is separated both to the north and east by intervening buildings. Given this and the distance that would separate the proposed mobile classroom unit from the boundaries of the Bassingbourn Conservation Area, it is considered that the proposal would not affect the setting of the conservation area nor any listed building.
- 8.15 Archaeological interest and finds are located in close proximity to the application site as outlined in paragraph 1.2 above. The mobile classroom unit is proposed to be installed using a portable foundation stability system using jack pads, which sit on top of the ground, which together with the necessary services will result in minimal intrusion and disturbance including to the edge of the playing field. There are no objections from the Council's Historic Environment Team. It is considered for the above reasons that the proposal would not result in demonstrable harm to any heritage assets and that the proposal would therefore be compliant with Policy CH/2 Archaeological Sites and Policy CH/5 Conservation Areas of South Cambridgeshire District Council's DCP (2007).

Residential Amenity

- 8.16 The proposed mobile classroom unit would be sited more than 20 metres away from the nearest boundary to the garden of any residential property, on an existing school site, and situated with an end elevation facing towards the nearest residential properties. There is a fire exit door in the proposed end elevations only with the main entrance being to the front, east facing elevation,

which will face onto the hard play area. Concern has been expressed in relation to noise by one household of one of the properties to the north of the proposed location of the mobile classroom. South Cambridgeshire District Council's Environmental Health Officer has raised no objections to the proposal and no representations have been received from either of the two households which would be closest to the proposed development. The hours of opening stated on the application form are 08.40 to 15.15. It is considered that the proposed increase in pupils above the current maximum capacity that the school can currently accommodate or the proposed siting and use of the mobile class would be unlikely to result in any significant loss of exiting residential amenity currently enjoyed by the occupants of nearby properties including those to the north of the proposed siting. For these reasons it is considered that the proposal is compliant with policy DP3 of South Cambridgeshire District Council's DCP (2007).

8.17 Flood Risk and Drainage

The application site is within Flood Zone 1, with Flood Zone 2 located north to south adjacent to and outside of the western boundary of the school site in the vicinity of Bassingbourn Brook. Surface water is proposed to be discharged to soakaway. There is no proposal to dispose trade effluents or waste. The proposed use as a classroom is a more vulnerable use, which the Environment agency's standing advice states is an acceptable type of development within Flood Zone 1 having taken into account that the proposed floor space of the double mobile classroom unit is less than 250 Square metres. Therefore it is considered that the proposal would be compliant with Policy NE/11 Flood Risk of South Cambridgeshire District Council's DCP (2007).

8.18 Biodiversity

The playing field is not considered likely to contain any significant biodiversity interest that would be adversely affected by the proposal. Therefore it is considered that the proposal would be compliant with Policy NE/6 Biodiversity of South Cambridgeshire District Council's DCP (2007).

8.19 Conclusion

For the above reasons it is considered that with the recommended conditions, that the proposal is compliant with national and local planning policy and guidance and should be supported for the above reasons.

9.0 Recommendation

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

1. **Time Limit for 7-Bay Mobile Classroom Building**

The 7-bay mobile classroom hereby permitted shall be for a limited period and shall expire and the mobile classroom 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 classroom, the land shall be restored to its former condition i.e. grass.

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 DP/3 of the South Cambridgeshire District Council Development Control Policies Development Plan Document (July 2007).

2. **Approved Plans and Documents**

The retention of the 7-bay mobile classroom hereby permitted shall be carried out in accordance with the planning application dated 28 April 2017 and the following drawings documents and as amended by the documents listed below (received 28 April 2017 unless otherwise stated) and the following conditions:

Name/Number	Description
Mc77-LP-001-EX	Mobile Classroom Location Plan Existing dated Mar 17, received 5 May 17
Mc77-SP-00-PR	Mobile Classroom Site Plan Proposed dated Mar 17, received 5 May 17
Mb651p-01-000	7 bay Modular Classroom Building Number 651 Plan (Floor Plan) dated Mar 17
Mb651p-01-000	7 bay Modular Classroom Building Number 651 Plan (Elevations) dated Mar 17
Revised Documents:-	
Bassingbourn Primary School Transport Statement August 2017 Rev B	Received 11 Aug 17
Bassingbourn Primary School, Travel Plan August 2017 Rev C	Received 18 Aug 17

Reason: To define the site and protect the character and appearance of the locality in accordance with policies DP/1, DP/2 and DP/3 of the South Cambridgeshire District Council Development Control Policies Development Plan Document (July 2007).

3. **Travel plan implementation**

The mobile classroom hereby permitted shall not be used other than in accordance with the full implementation of the School Travel Plan August 2017 received 18 August 2017 and any subsequent amendments resulting from the monitoring and review process which shall have been previously submitted to and agreed in writing by the County Planning Authority.

Reason: *In the interests of highway safety, residential amenity and sustainability in accordance with Policies TR/1, TR/2 and TR/3 of the South Cambridgeshire District Council Development Control Policies Development Plan Document (July 2007).*

4. **Additional Cycle/Scooter Parking Provision**

Within 9 months of the date of this decision full details of the position and design of no less than 10 covered two wheeled parking spaces for cycle and /or scooters shall be submitted in writing to the County Planning Authority for its written approval. The approved two wheeled cycle and or scooter parking provision shall be implemented in its entirety in accordance with the approved details within 3 months of their approval in writing by the County Planning Authority and thereafter retained together with the 40 existing cycle parking spaces throughout the duration of this permission.

Reason: *In the interests of highway safety, residential amenity and sustainability in accordance with Policy TR/3 of the South Cambridgeshire District Council Development Control Policies Development Plan Document (July 2007).*

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 applicant, consultees and a representor to ensure that the proposed development is acceptable in planning terms. This has resulted in 10 additional two wheeled parking spaces being proposed and the withdrawal of a holding objection by the Transport Assessment Team, which has enabled the conditional grant of permission to be recommended.

Source Documents
<p>Link to the National Planning Policy Framework: https://www.gov.uk/government/publications/national-planning-policy-framework--2</p> <p>South Cambridgeshire District Council Local Plan and Neighbourhood Planning:- https://www.scambs.gov.uk/content/planning-policy</p>

South Cambridgeshire District Council – Adopted development Plan:-
<https://www.scambs.gov.uk/content/adopted-development-plan-overview-0>

South Cambridgeshire District Council – Emerging Local Plan
<https://www.scambs.gov.uk/services/emerging-local-plan>