

Erection of a mobile classroom building for a temporary period.

At: Gamlingay Village Primary School, Station Road, Gamlingay,  
Sandy, SG19 3HD

Applicant: Cambridgeshire County Council

Application Number: CCC/23/055/FUL

To: Planning Committee

Date: 6 September 2023

From: Head of Service, Planning and Sustainable Growth

Electoral division(s): Gamlingay

Purpose: To consider the above planning application

Recommendation: That permission is granted subject to the conditions set out in paragraph 11.1

Officer contact:

Name: Dallas Owen

Post: Development Management Officer (Strategic and Specialist)

Email: [Link to the email address for Dallas Owen](#)

Tel: 07721 819881

# 1. Introduction / Background

- 1.1 The application seeks permission for the installation of a 201.6 square metre modular building for use in association with Gamlingay Village Primary School for a temporary period, until 31 August 2028. The new modular building would contain two classrooms, toilets and storerooms, covered play deck, access ramp and stairs.
- 1.2 As a direct result of the first round of consultation on the application, which was carried out on the 15 June 2023, the applicant responded to the concerns raised by the parish council and neighbour representations about the position of the proposed mobile building and changed the proposal to rotate it by 90 degrees. A second round of consultation was carried out on 19 July 2023.
- 1.3 The decision on this application is being brought before members because the Council's scheme of authorisation states that where the application is recommended for approval, and householder responses have been received which raise complex issues for discussion that cannot be resolved through the imposition of appropriately worded condition, it must be decided by Planning Committee.

# 2. The Site and Surroundings

- 2.1 Gamlingay village is located 22 km southwest of Cambridge City Centre and is within South Cambridgeshire District Council's administrative area. Gamlingay village is classified as a 'minor rural centre' within policy S/9 of the South Cambridgeshire Local Plan (SCLP) meaning these have a lower level of services, facilities and employment than 'rural centres', but a greater level of amenities than most other villages in South Cambridgeshire and often perform a role in terms of providing services and facilities for the more rural areas in the locality. The B1040 cuts through the centre of Gamlingay village on a north-south axis. Gamlingay Village Primary school is situated on the eastern edge of Gamlingay village within the settlement 'development framework' (policy S/7 of the SCLP which supports appropriate development).
- 2.2 The Gamlingay Village Primary school site is owned by Cam Academy Trust. The primary school is 2 form entry with a capacity of 420 pupils (14 classrooms) although the application submission states that currently there are approx. 384 pupils. The current breakdown of staff at the primary school is 42 full-time school staff, 5 kitchen staff, and 27 part-time staff filling various roles equal to 12 full-time equivalent (FTE) members of staff, totalling 59 FTE members of staff.
- 2.3 Gamlingay Village primary school is served by one vehicular and one pedestrian access along the north boundary with Station Road. The vehicular access from Station Road leads to two car-parks, one to the north and one to the northeast of the existing school buildings providing 41 parking spaces plus 4 disability spaces. Within the wider school site there is also provision for 100 cycle spaces and 30 scooter spaces. There are playing fields to the east, a multi-use games area (MUGA) to the south and a caretakers dwelling to the west. Beyond the immediate surroundings of the existing school site, there are dwellings to the north with numbers 11, 15, 17 and 19 Station Road as the nearest residential properties with their southern elevations located approx. 31, 28,

15 and 28 metres respectively from the centre of the northern elevation of the proposed mobile building, there is a cemetery to the west and public playing fields and community centre to the south.

- 2.4 The proposed application site covers an area of 0.24 hectares and is located to the east of the pedestrian access into the wider school site and north of the existing school buildings. This area is grassed and there is a shallow mound (soil relocated as part of an earlier extension at the school) with a diameter of 4 metres, located 17 metres from the northern boundary. The mound currently serves no useful purpose, as it does little to visually enhance the area and is ineffective for screening as it is too shallow and is not used actively as a play area being located next to the entrance path where children pass on their way to and from school. A mature hedgerow in addition to the secure fencing defines the northern boundary. There are no trees within the site boundary.
- 2.5 The application site falls under Flood Zone 1. The site is not within but is in close proximity to the boundary of the Gamlingay Conservation Area which is on the opposite side of the road to the proposed site. No. 23 The Manor House Station Road (Listing Description Address: Merton Manor Farm), a Grade II Listed Building and its separately listed Dovecote are located approximately 70 metres to the northeast of the site, opposite the school and the proposed site. The site falls within the 'Protected Village Amenity Area as shown on Inset No. 37 Gamlingay map 2 of 2, adopted policies map (policy NH/11 of the South Cambridgeshire Local Plan).

### 3. The Proposed Development

- 3.1 This is a Regulation 3 planning application for the erection of a new modular building to be used as a pre-school on a temporary basis until 31 August 2028. The dimensions of the temporary building are 21 metres by 9.6 metres and the height of the flat roof will be 3.8 metres above ground level. The proposed building will be mushroom coloured flat sheet metal textured cladding, the windows will be white PVC-u frames, and the external doors will be mid-grey with white frames.
- 3.2 Pedestrian access to the building will be on the west elevation via the enclosed parent drop-off / pick up area to the south of the building that leads to a ramp which will have a stained timber skirting. On the east elevation a door from each classroom will open out onto the raised play deck which will protrude from the east elevation by 3 metres and will be covered by a canopy which will protrude from the east elevation by 3.5 metres with a maximum height of 3.5 metres lowering to 3.2 metres. Access to the existing grassed area of land to be used as an outdoor grassed play area, located east of the proposed mobile building, raised deck and canopy, will be via two sets of steps (one set of steps per classroom).
- 3.3 There is currently no pre-school provision at the school. The proposed pre-school will have a maximum of 52 children (two classrooms of 26 children) and 6 full-time equivalent (FTE) staff. On the Gamlingay Village Primary school website, the pre-school provision is being offered as two sessions: 9am-12 noon, and 12 noon – 3pm. No vehicular access or parking will be available to parents within the school site to drop-off or collect their children. They will access the site using the pedestrian access

into the school site via Station Road and walking a short distance of 38 metres to the drop-off / collection waiting area.

- 3.4 The submitted Detail Plan shows an enclosed gated pedestrian parent drop-off / pick-up waiting area of 59.5 square metres and enclosed grassed play area of 770 square metres. Details of the gates and fencing have not been included with the application as this is something that can be carried out at a school as permitted development under the Town and Country Planning (General Permitted Development)(England) Order 2015 as amended, Schedule 2, Part 2 that allows for the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure not exceeding 2 metres in height above ground level.
- 3.5 An existing earth mound that serves no purpose (see paragraph 2.4 above) is in the area where the proposed mobile building would be sited and will be removed to facilitate the siting of the proposed mobile building.

## 4. Planning History

- 4.1 The following paragraphs set out the most relevant planning history determined by the County Council for the wider school site:

S/0249/17/CC - Demolition of part of the school building (143 square metres) to facilitate the erection of extensions (639 square metres) and a new canopy shelter to the existing school; new footpath/cycle path entrance and revised internal pedestrian routes; new internal access to hard play area; internal refurbishment; and associated landscaping, including new cycle and scooter shelters and remarking of existing car park; to enable the Village College to change from a middle school for up to 240 pupils (aged 9 to 13) to a primary school for up to 420 pupils (aged 4 to 11). Approved 12/02/2018.

S/00602/91/CC - Erection of one 3-Bay, and retention of a 5-Bay and two 3-bay mobile classrooms. Approved 25/09/1991.

S/00883/90/CC - Retention of three mobile classrooms. Approved 12/07/1990.

S/01025/89/CC - Temporary siting of portakabin during construction of administration extension. Approved 27/06/1989.

S/00476/89/CC – Extension. Approved 02/05/1989.

S/00599/87/CC - Retention of one 5-Bay and two 3-Bay mobile classrooms. Approved 30/04/1987.

S/00587/81/CC - Extension to provide additional changing rooms & showers. Approved 01/06/1981.

S/01111/77/CC -Erection of 2 x 3-Bay “Elliot” mobile classrooms for educational purposes. Approved 01/09/1977.

S/00458/74/CC - Erection of temporary mobile classroom. Approved 13/08/1974.

- 4.2 The following applications were determined by South Cambridgeshire District Council for the wider school site:

S/0375/09/F – Extension. Approved 03/06/2009.

S/2007/08/F - Extension to fitness suite and creation of external all weather sports facility (MUGA). Approved 15/01/2009.

S/0750/93/F - Extension to form sports and changing facilities. Approved 12/08/1993.

S/0493/93/F - Extension to form four classroom blocks. Approved 10/05/1993.

## 5. Publicity

- 5.1 The application was advertised in accordance with Article 15 (5) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 5.2 A site notice was posted on the 21 June 2023 on a pole located to the west of the school access gate on Station Road, and consultation letters to statutory consultees and notification letters were sent to adjacent properties on 15 June 2023.
- 5.3 As the application site is not owned by Cambridgeshire County Council, the applicant served notice on Cam Academy Trust as the landowner on 14 June 2023.

## 6. Consultation responses

- 6.1 The following paragraphs provide a summary of the consultation responses received, and have been separated out to show the comments received as part of the initial consultation followed by any received on submission of the rotation of the mobile building by 90°.
- 6.2 South Cambridgeshire District Council (SCDC) Planning: No objection, subject to a condition requiring the mobile to be removed at the end of the temporary period.
- 6.3 SCDC Environmental Health: No objection, as there won't be a significant risk of nuisance to nearby receptors. The new plans show the AC unit and drop-off / pick-up area shielded by the structure. and the structure is oriented so that any classroom noise is not directed to nearby receptors. A condition restricting the construction phase working hours is recommended.
- 6.4 Cambridgeshire County Council (CCC) Public Health: No objection.
- 6.5 CCC Highways Development Management: No objection, as no significant adverse effect upon the Public Highway should result from this proposal. Although there will be an increase in traffic, the potential for conflict will not be severe.
- 6.6 CCC Safer Routes to School: No comments.

- 6.7 CCC Transport Assessment: No objection, given the scale and temporary nature of the proposal.
- 6.8 CCC Ecology: Objection until further details can be provided to show how the scheme can deliver a net gain in biodiversity value.

Following discussions with Aidan Van de Weyer (Senior Planner, Lanpro) and his letter dated 16 August 2023 regarding "Erection of a mobile classroom building for a temporary period – Reference CCC/23/055/FUL", we are satisfied that the scheme will off-set impacts to biodiversity / provided biodiversity enhancement through the provision of land available for biodiversity (shown in magenta on Figure 1) and therefore we remove our holding objection. Conditions securing further details of the proposed biodiversity enhancement and its management are recommended.

- 6.9 CCC Climate change and energy services (CCES): No objection - observations only relating to the carbon impact of the proposal in terms of embodied carbon in the materials used in the construction, and those used in energy consumption and carbon emissions.

CCES on reviewing the revised plans cannot see anything that changes the previous response, so no further comments.

- 6.10 Cambs Fire and Rescue Service: No objection - observations only relating to distances for fire service vehicle access, suitable surface for fire service access, and distance that a mobile classroom should be sited from existing buildings and structures on the same site and the boundary.
- 6.11 Crime Prevention Design Team: No comment or objection and support the application.
- 6.12 Sport England: No objection. The proposal relates to the siting of a temporary classroom on a small area of grassland that cannot site a sports pitch, the proposal does not impact on the school's playing field.
- 6.13 Active Travel England: No comments as the application is below the thresholds to trigger a response.

## 7. Representations

- 7.1 A summary of the representations that have been received is set out in the sections below and a copy of the full representations will be shared with members of Planning Committee one week before the meeting.
- 7.2 Gamlingay Parish Council: object for the following reasons:
- the repositioned mobile unit by 90 degrees now side on to the nearby residential properties, is now 5 metres closer to residents.
  - parking deficit issue on site for new staff (does not comply with SCDC Local Plan (2018) parking requirements -T1/3 (Figure 11)
  - the school site already has a deficit of parking spaces.

- significant highway access congestion issues already exist, and this proposal is a new facility with new requirements for a younger age group, with additional vehicular movements at the beginning and end of the day, and new traffic generation at midday (session changes).
- Travel to School mode assessment has not been adequately assessed in the Travel Plan.
- Pedestrian access is not identified- only vehicular access shown on the plan.
- No contribution (by way of a Section.106 legal agreement) to GAM8 (Gamlingay Neighbourhood Plan) referred to or offered (improving footpath cycleway provision through new developments).

7.3 There have been five neighbour representations received in total (from two properties) following two rounds of consultation, these are summarised as:

- out of character and does not respect the Gamlingay Conservation Area;
- change of use from class F.1(a) education to Class E (f) creche/day nursery;
- increase in noise without a Noise Impact Assessment;
- light nuisance from security lighting;
- highways issues and off-site parking;
- errors in documentation;
- that the classroom will not be in place for a temporary period; and
- fire risk.

7.4 One neighbour representation has been received neither objecting to nor supporting the application. Whilst supportive of the need for more pre-school provision in the village, queries have been raised regarding the situation beyond August/September 2028. Queries have also been raised regarding the 20mph speed limit on Station Road, parking congestion at drop off and pick up, and suggestion of parental parking on the eco hub on Stocks Land. .

## 8. Planning Policy

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. The relevant development plan policies are set out in paragraphs 8.4 to 8.5 below. The National Planning Policy Framework updated in July 2021 is also a material consideration as is the Government's Planning Practice Guidance.

8.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision taking this means:

- approving development proposals that accord with an up to date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:

- i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.

8.3 In addition to paragraph 11 above, the following paragraphs within the NPPF are considered to be relevant to this application:

- Paragraph 7 - Achieving Sustainable Development - The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.
- Paragraph 8 - Achieving Sustainable Development – Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
  - an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
  - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
  - an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- Paragraph 9 - These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- Paragraph 12 - The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning



authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

- Paragraph 38 – Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Paragraph 39 - Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.
- Paragraph 47 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- Paragraph 92 - Promoting Healthy and Safe Communities - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
- Paragraph 93 - Promoting Healthy and Safe Communities - To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; d) ensure that established shops, facilities and services are able to develop and

modernise, and are retained for the benefit of the community; and e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

- Paragraph 95 - Promoting Healthy and Safe Communities – It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
- Paragraph 104 - Promoting Sustainable Transport - Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed; b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated; c) opportunities to promote walking, cycling and public transport use are identified and pursued; d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- Paragraph 108 – Promoting Sustainable Transport - Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- Paragraph 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- Paragraph 112 - Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and

design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- Paragraph 113 - All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- Paragraph 126 - Achieving Well Designed Places - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.
- Paragraph 130 – Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- Paragraph 152 - Meeting the Challenge of Climate Change, Flooding and Coastal Change - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- Paragraph 154 – Planning for climate change - New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the

sustainability of buildings should reflect the Government's policy for national technical standards.

- Paragraph 159 - Planning and Flood Risk - Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- Paragraph 168 – Applications for some minor development and changes of use should not be subject to sequential or exception tests but should still meet the requirements for site specific flood risk assessments set out in footnote 55. Footnote 55 – A site specific flood risk assessment should be provided for all developments in flood zones 2 and 3. In flood zone 1, an assessment should accompany all proposals involving sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.
- Paragraph 174 - Conserving and Enhancing the Natural Environment - Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate; d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- Paragraph 180 - Habitats and Biodiversity - When determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special

scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest; c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

- Paragraph 183 - Ground Conditions and Pollution – Planning policies and decisions should ensure that: a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation); b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.
- Paragraph 194 – Proposals affecting heritage assets - In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- Paragraph 199 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- Paragraph 202 - Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

#### 8.4 South Cambridgeshire Local Plan to 2031, adopted 2018 (SCLP)

- S/2: Objectives of the Local Plan
- S/3: Presumption in favour of sustainable development
- S/7: Development frameworks
- S/9: Minor rural centres (includes Gamlingay)

- CC/1: Mitigation and Adaptation to Climate Change
- CC/4: Water Efficiency
- CC/6: Construction Methods
- CC/9: Managing flood risk
- SC/4: Meeting community needs
- SC/9: Lighting proposals
- SC/10: Noise pollution
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/11: Protected village amenity areas
- NH/14: Heritage Assets
- TI/2: Planning for sustainable travel
- TI/3: Parking provision
- TI/9: Education Facilities

- Inset No. 37 Gamlingay map 2 of 2, adopted policies map

#### 8.5 Gamlingay Neighbourhood Plan, November 2022 (GNP)

- GAM3 – Local Character
- GAM9 – Landscape and natural environment

#### 8.6 Gamlingay Village Design Guide, Supplementary Planning Document, January 2020

- Chapter 4. Landscape setting – the school site is located within the area defined as ‘publicly accessible green space’.
- Chapter 6. Landscape, routes and connections – the school site is located within the area defined as ‘publicly accessible green space’.

## 9. Planning Considerations

- 9.1 The main planning considerations in relation to this proposal are, the justification of need, traffic and transport matters, residential amenity: including lighting and noise, visual amenity, ecology and biodiversity, flood risk, heritage assets and the conservation area and climate change. Each of these matters are addressed in the sections below.

### Justification of need

- 9.2 Paragraph 95 of the NPPF - Promoting Healthy and Safe Communities states that “It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted”.

- 9.3 Policy TI/9 of the South Cambridgeshire Local Plan states that “local circumstances, including increasing pressure on provision of places, must be taken into account when assessing proposals for education facilities in order to achieve the most sustainable development. In addition, new or enhanced education facilities should: a. Improve the scale, range, quality and accessibility of education provision; b. Be appropriately located to the community they serve; c. Mitigate the impact of any associated residential development; and d. Comply with the strategic objectives of Cambridgeshire County Council, the local Children’s Services Authority, and/or the ambition of the community they serve”. Policy TI/9 also states that “planning permission will be granted for new education facilities in locations accessible by walking, cycling and public transport, where this will meet an existing deficiency or support regeneration or new development”. Policy SC/4 specifies the types of development to meet the needs of a community which includes schools and childcare nurseries.
- 9.4 As stated in the updated Justification of Need letter dated 18 August 2023, submitted in support of the application: “The situation with reference to early years providers in the village has changed. There is now only one early years provider: the Children’s Montessori Nursery. Gamlingay Rainbow Pre-school closed in summer 2023. Therefore, there is a need to re-provide the 24 places lost by the closure of Rainbow Pre-School in addition to meeting the existing small shortfall. On August 2022, there were 201 children aged 0-4 living in the village, which suggests a demand for approximately 80 funded places. At present, the Children’s Montessori provides 55 places, leaving an identified shortfall of early years places in the village. In addition, a new housing development in the village of 90 homes was granted planning permission in 2016 and is underway. This and other smaller developments coming forward in the village will increase the pre-school population and the demand for funded places is forecast to increase by approximately 20. The Government announced in the April 2023 budget, plans to extend the entitlement for funded places to working families aged 9 months and over from September 2025. This measure will further increase the demand for local childcare places because more children will become eligible for free places”.
- 9.5 It is considered that the proposed development will provide a much-needed facility in the village that will overcome the immediate shortfall of 24 places following the recent closure of the Rainbow pre-school and will also meet the needs of the anticipated forecast of at least 20 places from the housing development currently under construction. The remaining places will allow for other eventualities that might occur eg places taken by children living in nearby settlements, and additional demand from September 2025 when the eligibility for free childcare places is increased. As such the proposal does not conflict the policies TI/9 and SC/4 of the South Cambridgeshire Local Plan (SCLP) and is supported by paragraph 95 of the NPPF.

#### Traffic and transport matters

- 9.6 The access to the pre-school is pedestrian only, pupils and parents will enter a secure waiting area. The pedestrian access from Station Road has been included within the red line of the site. The vehicular access from Station Road has also been included within the red line of the site as that is where the vehicles will access the site during the installation of the mobile building. The concerns of Gamlingay Parish Council and

representations are noted in relation to parking issues, the parking deficit for new staff, the conflict with SCDC Local Plan (2018) parking requirements and highway access congestion issues. Policy TI/2 of the SCLP states that “development must be located and designed to reduce the need to travel, particularly by car and promote sustainable travel appropriate to its location” and “planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport”. Policy TI/3 establishes the maximum vehicle and minimum cycle parking requirements for the district. The table below is an extract from Figure 11: parking provision of the South Cambridgeshire Local Plan (planning practitioners at South Cambs District Council have advised that indicative car parking provision for primary and secondary schools is an either/or calculation, not both).

Use Class/ Nature of activity	Indicative Car Parking Provision (Gross Floor Area)	Minimum Cycle Parking Provision (Gross Floor Area)
D1: Non-residential institutions (pre-schools, creches and nurseries)	1.5 spaces per 2 staff	1 space per 2 staff working at the same time
D1: Non-residential institutions (primary & secondary schools)	1 space per 2 staff plus waiting facilities / 1.5 spaces per classroom	A rate of 30% for pupils over 5 and 60% for pupils over 12 years

- 9.7 The applicant has submitted a Transport Statement (TS) which is supported by travel survey data and highway safety data (section 3). The TS findings at paragraphs 7.1.3 and 7.1.4 are that this development will not have a significant impact on the local transport network. The majority of trips are likely to be redistributed on the network from existing pre-school settings rather than being newly generated trips. Local trips can therefore be made by sustainable methods of transport. The application submission confirms that the school and partners will continue to promote sustainable methods of transport. At paragraph 7.2 of the TS it concludes that “based on the assessment conducted in this TS that the impact of the proposed development is not severe and there should be no reason on transport grounds why the development should be prevented or refused”. CCC Highways agreed with this conclusion.
- 9.8 The submitted TS, at table 4.1 has calculated that the primary school’s existing 59 FTE staff **and** 14 classrooms would equate to 50.5 car parking spaces and that the proposed pre-school with 6 FTE staff would require 3 car parking spaces. On the basis that there are 45 car parking spaces on the school site, this shows a deficit of -8.5 car parking spaces. Within the same table it is calculated that the primary school of 420 pupils would require 126 cycle spaces and that the proposed pre-school would require 3 cycle spaces. On the basis that there are 100 cycle spaces and 30 scooter spaces on the school site, this shows that there are enough spaces provided (the parking standards in the SCLP were adopted in 2018 and only referred to cycles – as scooters have become more popular it is accepted that scooters are included within the cycle provision). However, on the basis that planning practitioners at SCDC calculate the parking for primary schools as ‘either/or’ not ‘and’ it would mean that the primary school existing 59 FTE staff would equate to 29.5 car spaces **or** 14 classrooms would



equate to 21 car parking spaces and that the proposed pre-school with 6 FTE staff would require 3 car parking spaces. Therefore, taking the highest calculation of 29.5 car spaces for the existing primary school staff plus 3 for the proposed pre-school staff would show a surplus of +12.5 spaces.

- 9.9 Notwithstanding the above, the supporting text for policy TI/3 at paragraph 10.21 of the SCLP (at page 229) states that “Car and cycle parking can be used as a comprehensive approach to encouraging use of more sustainable modes of travel”, paragraph 10.22 of the SCLP (at page 230) states that “a balance needs to be struck to ensure sufficient parking is provided in the right locations whilst not creating excessive provision which will undermine sustainability objectives to reduce travel by car”, and paragraph 10.24 of the SCLP states that “car parking standards in Figure 11 are indicative, providing a guide to developers as part of design-led approach whereby car parking is tailored to reflect the specific development in terms of its location’. The location of the proposed pre-school allows for sustainable forms of transport, and it is noted that there is likely to be families with children attending both settings which means that the new pre-school provision would not necessarily equate to additional trips on the highway network.
- 9.10 As noted above, CCC Transport Assessment Team did not object to the proposal given its scale and temporary nature. In addition, CCC Highways have not objected to the proposal stating that “... no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of planning permission”. CCC Highways did note that “there will be an increase in the level of traffic accessing the site but given the existing layout of the entrances and surrounding streets, any potential for increased conflict is unlikely to be severe”. As the local highway authority, as the relevant statutory consultee, has not raised any objections to the proposal on the grounds of unacceptable impact on highway safety or any residual cumulative impacts on the road, it is considered that the proposed development should not be prevented or refused on highways grounds, in accordance with paragraph 111 of the NPPF. As such the proposed development accords with paragraph 111 of the NPPF and policies TI/2 and TI/3 of the SCLP.

Residential amenity: including lighting and noise

- 9.11 Lighting: The proposed mobile building will be located within the context of the existing buildings on the school site. Additional information submitted in support of the application states that “the proposed design includes only three bulkhead lights on the exterior of the building. The lights will be turned off outside of the hours of operation of the building”. One light is above the entrance door on the west elevation, and the other two are above the doors on the east elevation, one from each classroom, that provides access onto the raised deck. A lighting condition can be applied to ensure that details of any external lighting are submitted and agreed prior to installation to ensure that sensitive receptors can be fully considered and protected.
- 9.12 Noise: Additional information submitted in support of the application states that “The type of heating unit proposed has been installed on other similar mobile classroom and experience has shown that the noise emitted is negligible”. For clarification purposes there is only one air conditioning unit proposed and is to be used for cooling and heating of the proposed mobile building. Whilst it is noted by the Parish Council

that the building will now be located 5m closer to residential properties on Station Road than the original submission, there is the separation afforded by the boundary treatment, and public highway. Numbers 11, 15, 17 and 19 Station Road are the nearest residential properties, and their southern elevations are located approx. 31, 28, 15 and 28 metres respectively from the centre of the northern elevation of the proposed mobile building. The proposed air conditioning unit (which will be used to provide cooling and heating) will be located on the southern elevation of the proposed building ensuring an additional distance of 21 metres between it and the nearest residential properties. There is a mature hedgerow along the northern boundary of the school site which provides a barrier and an element of screening between the school and the residential properties along Station Road. A condition can be applied to ensure that details and specification of the air conditioning unit are submitted and agreed prior to installation to ensure that sensitive receptors can be fully considered and protected.

- 9.13 Although residents have raised concerns about the possible impact of the development on their amenity, the SCDC Environmental Health Officer (EHO) did not raise any objections to the proposed development or see any significant risk of nuisance to nearby receptors. The EHO noted that the revised orientation of the mobile building shows the air conditioning unit mounted away from nearby receptors (on the southern elevation), shielded by the structure itself. The proposed pick-up area (south of the proposed mobile building) is also shielded by the structure, and the structure is proposed to be oriented so that any classroom noise, which is not anticipated to be significant, is not directed to nearby receptors as the classrooms face eastwards. It is therefore considered, on balance, with conditions requiring details to be submitted and agreed for the external lighting and air conditioning unit that the impact on neighbouring residents will be fully considered, mitigated and protected. On this basis the proposed development is considered to comply with policies HQ/1, SC/9 and SC/10 of the SCDC Local Plan.

#### Visual amenity

- 9.14 Policy NH/11 Protected Village Amenity Areas of the SCLP prohibits development within or adjacent to these areas if it would have an adverse impact on the character, amenity, tranquillity or function of the village. The proposed single storey mobile building (at a maximum height of 3.8 metres) with the raised play area and canopy would be located north of the existing school buildings on an area of grassed land which falls within a Protected Village Amenity Area. A mature hedgerow that is approximately 1.8m high, in conjunction with the existing secure fencing, defines the northern boundary of the site and will in part soften and screen the proposed mobile building from the public highway. As such, it is considered that the proposed mobile building with its materials and soft muted colour scheme, scale, form, and design will be compatible in the context of the wider school complex and whilst there will be some visual impact it will not be adversely detrimental to the visual amenity of the area. Therefore, the proposed development will comply with policies NH/11 and HQ/1 of the SCLP, GAM3 and GAM9 of the GNP.

## Ecology and biodiversity

- 9.15 The proposed installation of the mobile building will take place on an area of amenity grassland located north of the existing school buildings. There are no trees within the proposed application site. The County Ecologist considers that the proposed scheme “will have no adverse impact on wildlife sites, protected species or priority habitats / species”. Following discussions with the applicant the County Ecologist is now satisfied that the scheme will provide biodiversity enhancement through the provision of land available for biodiversity and therefore removes the holding objection, subject to securing further details of the proposed biodiversity enhancement and its management through draft conditions 5 and 6. As such the proposed development accords with paragraph 180(d) of the NPPF, policies NH/4 of the SCLP and GAM9 of the GNP.

## Flood risk

- 9.16 The application site is located within Flood Zone 1 which indicates a low risk of flooding. The location of the modular classroom building for use as a pre-school, which is a more vulnerable use, is indicated to be appropriate development within flood zone 1 in accordance with the Environment Agency’s Flood Risk Vulnerability and Flood Zone Compatibility table. The finished floor level of the proposed building is above the adjacent ground level as the mobile classroom is accessed by steps and a ramp. The proposed development encompasses a small temporary structure which will result in little to no impact to surface water drainage both on site and externally, as such the proposal will therefore be compliant with paragraph 168 of the NPPF and policy CC/9 of the SCLP.

## Heritage assets and the conservation area

- 9.17 As mentioned earlier in the report, the nearest listed building is a Grade II listed dwelling and separately listed dovecote at Merton Manor Farm, Station Road, which is situated approximately 70 metres to the north-east of the application site. Gamlingay Conservation Area is on the opposite side of Station Road to the proposed site. Paragraph 202 of the NPPF (July 2021) states that where development will lead to less than substantial harm to the significance of the designated heritage asset that this harm should be weighed against the public benefits of the proposal. SCLP policy NH/14 also supports this. As there is a justification of need for the development and as it (is only proposed on a temporary basis, will be well screened and will not be sited within or adjacent to the heritage assets, the harm to the heritage assets is considered to be less than substantial. As such, the proposal accords with policies HQ/1, NH/14 of the SCLP and paragraphs 194, 199 and 202 of the NPPF.

## Climate change

- 9.18 Cambridgeshire County Council declared a climate change emergency in May 2019 and the Council’s Climate Change and Environment Strategy 2022 sets the Council on a pathway to securing a sustainable future for the County and its residents. The Climate Change and Energy Services team have provided comments in relation to the carbon impact of the proposal. These comments from the Climate Change and Energy

Services team are noted, however the legal duty to provide education provision needs to be balanced against the climate change issues raised. The local education authority owns a number of modular buildings that are regularly transferred from school to school to meet changing demographic and accommodation needs and the long-life span and suitability for re-use of this mobile unit in the future will preserve the embodied energy used in the original building manufacture. The mobile unit has the benefit of PVC-u double glazed windows. The application is accompanied by a Planning Statement which includes a section on sustainability that is proportionate to the scale and nature of the proposed development. On balance, it is considered that the need to provide this facility for education outweighs the need for further detailed information relating to climate matters and energy consumption. As such, the proposal is compliant with paragraph 152 of the NPPF and policies CC/1 and TI/9 of the SCLP.

#### Other issues

- 9.19 The observations of the Cambridgeshire Fire & Rescue Service (who are a non-statutory consultee) relating to the distance of within 50 metres for the fire service vehicle to access the proposed building are noted, as is that the access to the mobile classroom can be via non-tarmac and designed to be able to safely carry the load of a fire appliance, and that mobile classrooms should be sited a minimum of 6 metres away from any existing buildings and other temporary structures on the same site as well as the site boundary. The siting of the proposed mobile building will be nearer the public highway than the existing school buildings and the existing access will be used. The proposed mobile classrooms will also be sited 6 metres away from existing buildings and there are no other temporary structures within the same site. Whilst the northern elevation of the proposed mobile building is within 6 metres of the site boundary, this is as a direct result of rotating the building 90° to balance neighbour amenity concerns regarding noise and maintaining safeguarding requirements for users of the pre-school including walking distances to the proposed mobile building from the public highway, whilst also not encroaching onto the school playing field to the east.
- 9.20 The proposed location for the temporary mobile building is the only realistic location within the wider school site that can accommodate the building needed for the pre-school education shortfall provision. The location of the proposed building needs to be balanced against the concerns about neighbour amenity and highways issues that have been raised. Despite the proposed mobile building being sited within 6 metres of the site boundary, there are no other buildings within close proximity to it on the southern side of Station Road that are likely to be affected in the event of a fire. In addition, the highway separates the proposed mobile building from the residential properties on the north side of Station Road and there is easy access for fire service vehicles. Therefore, it is considered that the need for the education provision outweighs the observation made by the Cambridgeshire Fire & Rescue Service (as a non-statutory consultee) in this regard.
- 9.21 The comments of the Parish Council that no Section 106 (S106) financial contributions have been made or offered in respect of policy GAM8 (GNP) (improving footpath cycleway provision through new developments) are noted. Policy GAM8 (GNP) states that “proposals for the development of new or improved walking cycling and horse-riding routes will be supported. The implementation of the package of measures as

shown on Map 12 will be particularly supported. As appropriate to their scale nature and location, new residential and business units should mitigate their impact on the local road network by their design and layout and contributing towards the provision and maintenance of new paths for cycling, walking and horse riding between the village, hamlets, employment sites and neighbouring villages". However, as this is a Regulation 3 application for education provision, it does not fall within the types of development e.g. new residential and business units as stated in policy GAM8 and therefore this application does not trigger the need to contribute to improving footpath and cycleway provision.

- 9.22 One of the representations received queried whether the 20mph speed limit would be extended further along Station Road to cover the second entrance to the site and questioned what else can be done to support the parking congestion at drop off and pick up. Speed limits are outside of the planning remit and whilst the extension of the 20mph speed limit along Station Road was not referenced in the CCC Highways consultation response, this could be done within the local highways authority remit if it is considered appropriate to do so. The monitoring and management of parking on the public highway, is not within the planning remit but falls under other legislation.
- 9.23 One of the representations has raised an issue that there appears to be a change of use from class F.1(a) education to Class E (f) creche/day nursery. Within the submitted Design and Access Statement it states that "In autumn 2020, Cam Academy Trust, which runs Gamlingay Village Primary School Academy, consulted on changing the school's age range from 4-11 to 3-11. Following the consultation, this proposal was approved by the Trust and this enables the school to run an early years provision. After discussion with the school and Cam Academy Trust it was agreed to provide the early years places in a mobile classroom at the front of the school". Officers consider that a pre-school usually only operates during term time and school hours, aligning with the school terms and opening hours, whereas a creche or day nursery usually operate all year round with longer operating hours. In addition, the Cam Academy Trust has changed the school's age range from 4-11 to 3-11 years, as such it is considered that a change of use will not occur. Notwithstanding, draft conditions 1 and 3 are recommended requiring the mobile to be removed after the temporary consent expires and that the mobile building shall be used as a pre-school only, ancillary to the use of Gamlingay Village Primary school.

## 10. Public Sector Equality Duties (PSED).

- 10.1 Section 149 of the Equalities Act 2010 places a statutory duty on all public bodies to consider the needs of all individuals in their day-to-day work, including those with protected characteristics. The protected characteristics under PSED are: disability, gender reassignment, pregnancy, maternity/ paternity, race, religion or belief (including non-belief), sex and sexual orientation. In May 2023, elected members of the Council agreed that those leaving care (care leavers) must be treated as having a protected characteristic. The Council, in the exercise of the planning functions, must have due regard to the need to the following aims in their decision-making: eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act; foster good relations between people who share a relevant protected characteristic and those who do not share it; and advance equality of

opportunity between people who share a relevant protected characteristic and people who do not share it. Furthermore, consideration must be given to removing or minimising disadvantages suffered by people due to their protected characteristics; meeting the needs of people with protected characteristics; and encouraging people with protected characteristics to participate in public life or in other activities where their participation is low.

- 10.2 The proposed development is to provide pre-school places for 3- and 4-year-old children, and for the duration of the temporary building there is likely to be children on role and members of staff with additional needs. It is considered unlikely therefore that this particular development would have any negative impact on those with protected characteristics and there would be no known implications of the proposal in relation to the council's PSED duties under the 2010 Act.

## 11. Conclusion

- 11.1 For the reasons that are fully set out in sections 9 and 10 above, the proposed development accords with national and local policy in respect of the justification of need, traffic and transport matters, residential amenity, ecology and biodiversity, flood risk, visual amenity, heritage assets and the conservation area, climate change and is therefore sustainable development that should be supported.
- 11.2 Although the Parish Council and neighbouring properties have raised objections in respect of highways impacts, parking and noise, when this is balanced against the justification for the need of the development and policy considerations, including ensuring that the shortfall in pre-school places is available to meet the needs of the community, the proposal would provide a significant social benefit and this is afforded significant weight in the planning balance. In terms of economic benefit, the proposed development would create jobs during the installation/construction phase and during the operation of the pre-school and therefore is a positive benefit.
- 11.3 The proposed development is supported by statutory consultees and suitably worded conditions are suggested to support the mitigation of any harm from the development. On balance, the proposal is considered acceptable in policy terms, along with the fact that the proposal is for a mobile building which would only be for a temporary period, and for these reasons it is recommended that the application is approved.

## 12. Recommendation

- 12.1 It is recommended that planning permission is granted subject to the following conditions:

### Time limit

1. The permission hereby granted is a temporary and shall expire on 31 August 2028 or when the modular building is no longer used as a pre-school, ancillary to the use of Gamlingay Village Primary School, whichever is the sooner. The mobile building shall be removed within one month of cessation of its use or by 31 August 2028, whichever

is the sooner. Any biodiversity enhancements made to the site during the time limit of the permission will not be required to be removed when the temporary permission expires on the 31 August 2028.

Reason: To define the permission and to ensure satisfactory restoration of the in accordance with policy HQ/1 of the South Cambridgeshire Local Plan 2018.

#### Approved plans and documents

2. The development hereby permitted shall only remain in accordance with the application dated 8 June 2023 and the following plans and documents (received 8 June 2023, unless otherwise stated); amended plans and documents:
  - Mobile pre-school Location Plan – Proposed, Mc107-LP-001-P, dated Jul 23, (received 13.07.2023);
  - Mobile pre-school Site Plan – Proposed, Mc107-SP-001, dated Jul 23 (received 13.07.2023);
  - Mobile pre-school Detail Plan – Proposed, Mc107-DP-001, dated Jul 23 (received 13.07.2023);
  - 7 bay modular classroom building number 682 Proposed elevations, Mb682e-00-000, dated Jan 23; and
  - 7 bay modular classroom building number 682 Proposed floor plan, Mb682p-00-000, dated Jan 23.

Reason: To ensure the appropriate development of the site, protect the character and appearance of the locality in accordance with policies HQ/1 of the South Cambridgeshire Local Plan 2018 and GAM3 and GAM9 of the Gamlingay Neighbourhood Plan.

#### Use restriction

3. Notwithstanding the provisions of the Town and Country Planning Use Classes Order 1987 (as amended), or any future amendments to it, the hereby permitted modular building shall be used as a pre-school, ancillary to the use of Gamlingay Village Primary school.

Reason: To limit the use of the temporary building to that applied for and to limit potential traffic impacts to those assessed, in accordance with policies TI/9 and HQ/1 of the South Cambridgeshire Local Plan 2018, and paragraph 111 of the NPPF.

#### Construction works

4. No construction or demolition work shall be carried out and no plant or power operated machinery shall take place except between the following hours:
  - 0800 hours and 1800 hours Mondays to Fridays.
  - 0800 hours and 1300 hours on Saturdays.
  - No works are permitted at any time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

#### Soft and Hard Landscape and Biodiversity Enhancement Scheme

5. Prior to the next planting season (September 2024), full details of both hard and soft landscape works and biodiversity enhancement scheme have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.
  - (a) Soft landscape works shall include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment) schedules of plants noting species, plant sizes and proposed numbers and densities where appropriate.
  - (b) All trees, shrubs and hedge plants supplied shall comply with the requirements of British Standard 3936, Specification for Nursery Stock. All preplanting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).
  - (c) All new tree plantings shall be positioned in accordance with the requirements of Table 3 of British Standard BS5837: 2005, Trees in relation to construction – Recommendations.
  - (d) Details of biodiversity enhancement should provide adequate compensation for loss of amenity grassland. Native species and/or ornamental species of biodiversity value should be used in the landscape scheme; as well as enhancement for species.

Reason: To ensure the protection and enhancement of net biodiversity gain in accordance with policy NH/4 of the South Cambridgeshire Local Plan 2018.

#### Landscape and Ecological Management Plan

6. Prior to the next planting season (September 2024), a landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the local planning authority. The content of the LEMP shall include the following.
  - a) Description and evaluation of features to be managed.
  - b) Ecological trends and constraints on site that might influence management.
  - c) Aims and objectives of management.
  - d) Appropriate management options for achieving aims and objectives
  - e) Prescriptions for management actions
  - f) Preparation of the work schedule (including an annual work plan capable of being rolled forward over a 30 year period)
  - g) Details of the body or organisation responsible for implementation of the plan
  - h) Ongoing monitoring and remedial measures

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the development with the management body(ies) responsible for its delivery.



The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

A 5 yearly report shall be submitted to the LPA confirming the progress of the LEMP and results of any monitoring work.

Reason: To ensure the protection and enhancement of net biodiversity gain in accordance with policy NH/4 of the South Cambridgeshire Local Plan 2018.

#### External lighting

7. Prior to the installation of any external lighting, a lighting scheme for the development shall be submitted to and approved in writing by the County Planning Authority. The lighting scheme shall include details of the height, type, position, lux levels, and angle of glare of the proposed lighting, including horizontal and vertical isolux contours and shall include zero light spill beyond the site, so that all sensitive receptors can be considered and protected.

Reason: In order to safeguard the amenity of all sensitive receptors, in respect of possible adverse effects of lighting glare from any external lighting provision in accordance with policies HQ/1 and SC/9 of the South Cambridgeshire Local Plan 2018.

#### Air conditioning unit

8. Prior to the installation of the air conditioning unit, full details and specification for the position, size, type, and noise levels of the unit to be installed shall be submitted to and approved in writing by the County Planning Authority so that all sensitive receptors can be considered and protected.

Reason: In order to safeguard the amenity of all sensitive receptors, in respect of possible adverse effects of noise from the air conditioning unit in accordance with policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

### Compliance with paragraph 38 of the National Planning Policy Framework

The applicant did seek pre-application advice. The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full

consideration, which resulted in overall support for the development proposal from statutory consultees.

## Source Documents

[Link to south-cambridgeshire-adopted-local-plan-2018.pdf](#)