

**NOTE OF REGULATORY COMMITTEE SITE VISIT**  
**19<sup>th</sup> FEBRUARY 2007**  
**NEW NORTH LEAMINGTON SCHOOL**

Councillors in Attendance: Mrs. Lea  
Doody  
Wells  
Smith

Officers in Attendance: Sue Broomhead (Senior Planner & Case Officer)  
Ian Grace (Principal Planner)  
Ian Marriott (Community & Environment Legal Services  
Manager)

The visit began at 8.30 a.m. in the Manor Hall Reception. The party was accompanied by Councillor Goode, whose constituency includes many nearby residential properties and who has made representations in relation to the application.

The party walked to Lillington Road and observed traffic near to the pedestrian crossing, arriving at about 8.35 a.m. Sue Broomhead related details of the proposal and summarised the representations received. The party observed that traffic was heavy and impeded by pupils using the crossing.

The party then crossed Lillington Road and walked to the roundabout at the junction of Lime Avenue, Lillington Road, Sandy Lane and Leicester Lane. The party stayed there for approximately 15 minutes until 8.55 a.m., and heard details of the Transport Statement and current and predicted (2018) levels of traffic as well as the representations received on the subject of traffic. The movement of traffic eased after about 8.45 a.m., when pupils were in School and had stopped using the crossing.

The party returned to the application site along the pedestrian access. The nearest floodlight of the MUGA was marked on the ground and the party viewed its relationship to the nearest residential properties (the completed Quest Nicholson homes). Ian Grace explained that light spillage would be effectively restricted so that it should not affect the nearby homes at all. However, the users of the MUGA and the all weather pitch might be audible to residents and the view of the residents over open space would be affected by a brightly lit area at night.

The officers summarised the amenity issues and reminded Members of the relevance of the impact of the development on the Green Belt and the need for it to be justified by very special circumstances outweighing any harm caused.

In response to questions, officers explained that the school would adopt a Green Travel Plan and that the Head Teacher anticipated that staff would car share. The school considered the car parking sufficient for its needs, with overspill parking to be reserved for occasional use perhaps six times a year, and Government guidance advised against encouraging applicants to provide more parking than they considered appropriate. Because very few pupils came from outside a local catchment area (meaning that there are no school bus services) the scope for reducing pupil journeys to school by car is very limited.

Mr. and Mrs. Wild, the occupiers of the nearest end house, arrived at this point and spoke with Sue Broomhead about the points that they wished to be drawn to the attention of the Members.

The party moved north-east along the eastern boundary of the application site to a point near the proposed location of the theatre, where adjacent houses are in the course of construction. Councillor Goode left the party at this point. The officers demonstrated the location of the nearest School buildings and gave details of their height.

The party moved to the access from Sandy Lane and were given details of the vehicle entry, drop off, parking and exit arrangements. The Members noted the speed of traffic in Sandy Lane but heard that the 30 mph speed limit would be extended along the whole of the frontage of the application site. Members also viewed the footway along the south-western side of Sandy Lane in light of the suggestion that it be used as the main pedestrian access to the School.

The site visit concluded at 9.55 a.m.

(This note was prepared by Ian Marriott)