

## **Regulatory Committee - 2 February 2021**

**Proposed erection of modular classroom to replace existing modular building; car parking and associated works**

**Henley-in-Arden C of E Primary School,  
Arden Road, Henley-in-Arden, B95 5FT.**

**SDC/20CC009**

Application No.: SDC/20CC009

Advertised date: 04 December 2020

Applicant: Mr Craig Cusack  
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Registered by: The Strategic Director for Communities on 19 November 2020

Proposal: Proposed erection of modular classroom to replace existing modular building; additional car parking and associated works.

Site & location: Henley-In-Arden Cof E Primary School,  
Arden Road,  
Henley-In-Arden. [Grid ref: 415561.265917].

**See plan in Appendix A**

## **Recommendation**

That the Regulatory Committee authorises the grant of planning permission for the proposed erection of a modular classroom to replace the existing modular building, the provision of car parking and associated works, subject to the conditions and for the reasons contained within Appendix B of the report of the Strategic Director for Communities.

### **1. Application details**

- 1.1 The application seeks approval for the removal of an existing temporary classroom at Henley-in-Arden Primary School and the erection of a larger modular building in the same location for use as a Special Educational Needs and Disabilities (SEND) Unit.
- 1.2 The proposed building would be a single storey flat roof classroom with a footprint area of 22.8 m by 9.3 m (212 m<sup>2</sup>); larger than the existing building which has a footprint area of 15 m by 8 m (120m<sup>2</sup>). The building would be clad with vertical timber cladding panels on all elevations of the building, with white powder coated aluminium fascia and white doors and window frames.
- 1.3 Internally the building would provide two classrooms, each 42 m<sup>2</sup> in area, one for Key Stage 1 pupils and the other for Key Stage 2. In addition, the building would provide a 10m<sup>2</sup> staff room, a small group teaching room 10 m<sup>2</sup>, kitchen, calm room, 5 toilets including one disabled toilet, a therapeutic area, storage space and circulation space.
- 1.4 The building would be separated from the remainder of the school site by a 1.2 m high palisade fence. An external play area to the east of the building would be included within the fence area, separating it from the school playing field to the east.
- 1.5 The proposed SEND unit would accommodate a total of 14 pupils with one teacher and three teaching assistants.
- 1.6 The number of staff at the school would remain the same as the present requirement of 20. There would be an overall decrease in pupil numbers at the school from the current 143 down to 141 pupils.
- 1.7 Two trees, a bird cherry and an alder, growing in the playground area immediately to the north of the existing building would be required to be removed to accommodate the larger classroom building.
- 1.8 An area of grass to the east of the entrance gates is proposed to be removed to create an additional area of hardstanding to accommodate 5 car parking spaces including one disabled space. The greater area of hardstanding would increase the circulation area for vehicular and pedestrian traffic at the front of the school building.

## **2. Consultation**

- 2.1 **Stratford on Avon District Council - Planning:** No comments received.
- 2.2 **Stratford On Avon District Council - Environmental Health:** No comments received.
- 2.3 **Beaudesert & Henley-in-Arden Joint Parish Council:** No comments received.
- 2.4 **Councillor John Horner:** No comments received by 22 January 2021.
- 2.5 **WCC Equality and Diversity Team:** No comments to make on this application.
- 2.6 **WCC Highways:** No objection.
- 2.7 **WCC Archaeology:** No archaeological comments to make on this application.
- 2.8 **WCC Ecology:** No objection raised. It is recommended that informative notes relating to protected species be attached to any permission granted.
- 2.9 **WCC Fire and Rescue Service:** No comments received.
- 2.10 A site notice was displayed at the entrance to the school site on 02 December 2020.
- 2.11 The 25 nearest residential properties were individually notified on 04 December 2020.

## **3. Representations**

- 3.1 Two responses received from neighbouring residents stating the following concerns and objections.
  - Concern at overlooking as their back garden and bedroom window look right onto the proposed classroom.
  - The proposed building is double the size of the existing, not 'of a similar dimensions and scale' as described in the application. The building will be detrimental to the environment.
  - The development is unjustified when the school is currently only used at 75% of its design capacity.

- Two mature trees, a wild cherry and an alder will require cutting down – they are healthy and support local wildlife including a refuge for the scarce and diminishing bat population.
- The fact that 6 sapling trees are to be planted is scant consolation as they will not become mature for many years.
- Object to the proposal to tarmac over pleasant greenery to provide 5 car parking spaces.
- Object to any increase in parking given the highly dangerous access via Arden Road.
- The school gate is only just wide enough for single vehicle access and does not allow vehicles to pass during access. The developers' proposal of allowing parents to drop off children within the school boundary would result in total gridlock and would be extremely hazardous to the safety of children and parents alike.
- The developer has acknowledged that parents will be allowed to traverse the already extremely hazardous and over congested stretch of Arden Road between Castle Road and the single vehicle width school entrance gate to drop their children off within the school despite the lack of a safe drop off area. They will then turn around within the school boundary and drive out at the same time the 13 or so other parents are attempting to drop their children off. The developers claim that this will not be a problem as the traffic flow has not increased. This is simply absurd and would create a disaster with 14 parents' vehicles (28 traverses in the morning and 28 in the afternoon, a total of 56) per day.
- The old chestnut that this won't ever be a problem as these parent movements will take place during 'off peak periods' is also rolled out. This densely congested stretch of Arden Rd simply does not have an off-peak period between 0830 to 1530. It is even later than that with the advent of after school clubs at the adjoining St. Mary's primary school. Waste disposal trucks, school meal vehicle delivery trucks, Laundry trucks, parcel delivery vans, etc consistently traverse the entrance gates throughout the day. With or without the SEND unit it is claimed the 2 schools are planning to stagger start and finish times anyway!
- I would strongly urge the planning department to reject these proposals for the benefit of the local environment, appearance of the school, the conservation of local wildlife and most importantly the health and safety of local children.
- Whilst provisioning of a SEND unit along the lines proposed may be a prestigious facility for the School and of benefit to its pupils sadly the installation of such a facility given the limitations of the access

infrastructure and the existing environment leads me to passionately believe that an alternative School site should be sought. To do otherwise will indeed present a most serious threat to children's safety.

#### **4. Previous Planning History**

- 4.1 There have been a number of planning applications for extensions to the school buildings, determined by both the County Council and the District Council. The most recent application for a single storey flat roofed extension in 2013 was approved by Stratford-on-Avon District Council (Ref: 13/01121/FUL). The temporary building to be removed and replaced by the proposed SEND unit was approved by Stratford District in 2000 (Ref: 00/01592/FUL)

#### **5. Assessment and Observations**

##### **Location**

- 5.1 Henley-in-Arden Church of England School is located in Arden Road, on the north-eastern edge of the settlement, in a predominantly residential area over 400 metres to the east of the High Street (A3400). To the north of and adjacent to the school grounds is Henley Mount / Beaudesert Castle, a hill and the site of a former motte and bailey. A public footpath (SD207) runs along the boundary of the school grounds, giving access onto the hillside and affording views into the school grounds from this public viewpoint.
- 5.2 The school is accessed from the single vehicular and pedestrian entrance from Arden Road. The road at this point is a no-through road, serving both Henley in Arden Primary School and the neighbouring St Mary's Catholic Primary School. Henley School has a car park area to the west and south of the main school buildings. The school's playing field is positioned to the east of the school buildings. The houses and bungalows in Castle Road and Castle Close have rear gardens and rear elevations facing towards the school playing field, the school buildings and the application site. The school's tarmac playground area is located to the north of the school buildings and to the west of the playing field.

##### **Planning Policy**

- 5.3 Paragraph 11 of the National Planning Policy Framework (NPPF) February 2019 explains that there is a presumption in favour of sustainable development and what that means. What the presumption means in relation to a planning application is that:
- (a) proposals which accord with an up-to-date development plan should be approved without delay; and

- (b) where there are no relevant development plan policies or the policies most important for determining the application are out-of-date, then permission should be granted unless:
- the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Where the presumption in (b) applies, it is often referred to as the “tilted balance” in favour of the application.

- 5.4 **Paragraph 12** goes on to explain that 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.
- 5.5 **Paragraph 48** explains that authorities may give weight to relevant policies in emerging development plans according to: a) the stage of preparation of the emerging plan; b) the extent to which there are unresolved objections to relevant policies; and c) the degree of consistency of the relevant policies in the emerging plan to this Framework.
- 5.6 In this case, there is a development plan in place which has relevant policies that are considered to be up to date so far as they relate to this proposal. Therefore, the application should be determined (as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004) in accordance with those policies unless material considerations indicate otherwise. The Development Plan relevant to the proposal consists of the Stratford-on-Avon District Council Core Strategy (Adopted July 2016). The Beaudesert and Henley-in-Arden Neighbourhood Development Plan is emerging policy, currently in Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 (as amended), having reached pre-consultation stage, but is not yet a part of the Development Plan for the application site.

## **National Planning Policy**

- 5.7 The NPPF states that the planning system has three overarching objectives; economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways. 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.
- 5.8 **Paragraph 91** of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction; are safe and accessible, so that crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion.
- 5.9 **Paragraph 94** of the NPPF 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.
- 5.10 **Paragraph 109** of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.11 **Paragraph 127** of the NPPF states that planning decisions should ensure that developments function well and add to the overall quality of the area; are visually attractive, sympathetic to local character and create places that are safe, inclusive and accessible.
- 5.12 **Paragraph 170** states that planning decisions should contribute to and enhance the natural and local environment by means including minimising impacts on and providing net gains for biodiversity.

## **Stratford-on-Avon District Council Core Strategy (Adopted July 2016)**

- 5.13 **Policy CS1 Sustainable Development:** states that the Council supports and will apply the principle that planning to secure a high-quality environment, managed economic growth and social equity are of equal importance. All development proposals should contribute towards the character and quality of the District and to the well-being of those who live and work in and visit the District. Development should

be located and designed so that it contributes towards the maintenance of sustainable communities within the District.

- 5.14 **Policy CS2 Climate Change and Sustainable Construction - B. Sustainability Standards in Buildings:** states that the Council will encourage high standards of sustainability to ensure that development minimises its impact on the environment. The Council will promote an 'energy hierarchy' in seeking to achieve carbon dioxide emissions reduction.
- Non-Residential Development:** All non-residential development should be compliant with BREEAM 'Good' standard until such time as this is superseded by the equivalent standards in the Building Regulations. Developers should seek to exceed these standards where it is viable to do so.
- 5.15 **Policy CS.4 Water Environment and Flood Risk** – states that all development proposals will take into account, dependent on their scale, use and location, the predicted impact of climate change on the District's water environment. Measures will include sustainable use of water resources, minimising water consumption, protecting and improving water quality, and minimising flood risk from all sources, as set out in the most up-to-date Strategic Flood Risk Assessment (SFRA).

B. Surface Water Runoff and Sustainable Urban Drainage Systems – states that all development proposals should ensure there is no increase in the rate of surface water runoff from the site as a result of development and, where possible, should seek to reduce the rate of surface water runoff generated from the development to the equivalent Greenfield runoff rates.

Sustainable Urban Drainage Systems (SUDS) will be proportionately incorporated in all scales of development, supported by a groundwater risk assessment. Infiltration SUDS will be promoted where it is practical. Where evidence is supplied to demonstrate that infiltration SUDS are not applicable, the SUDS hierarchy will be followed. Where SUDS are proposed, arrangements will be put in place for their whole life management and maintenance. Making space for water should be incorporated into the design layout to allow for a full range of SUDS measures.

- 5.16 **Policy CS.6 Natural Environment:**

**A. Biodiversity** states that proposals will be expected to minimise impacts on biodiversity and, where possible, secure a net gain in biodiversity by safeguarding and, where possible, enhancing existing habitats.



Where a development will have a negative impact on a biodiversity asset, mitigation will be sought in line with the mitigation hierarchy. Impacts should be avoided and if this is not possible mitigated. Where there would be a residual impact on a habitat or species and mitigation cannot be provided on site in an effective manner, developers will be required to offset the loss by contributing to appropriate biodiversity projects elsewhere in the area. Where an impact cannot be fully mitigated or, as a last resort, compensated for, then planning permission will be refused.

**5.17 Policy CS.8 Historic Environment:**

**A. Protection and Enhancement** – states that the District’s historic environment will be protected and enhanced for its inherent value and for the enjoyment of present and future residents and visitors.

Priority will be given to protecting and enhancing the wide range of historic and cultural assets that contribute to the character and identity of the District, including designated heritage assets such as Listed Buildings and Conservation Areas.

**5.18 Policy CS.9 Design and Distinctiveness:**

**B. Ensuring High Quality Design** – states that high quality design will be achieved by ensuring that all development is:

1. Attractive: Proposals will be of a high-quality architectural design and include appropriate landscaping.
2. Sensitive: Proposals, including layout and orientation, will be sensitive to the setting, existing built form, neighbouring uses, landscape character and topography of the site and locality.
5. Environmentally Sustainable: Proposals will respond to climate change. Measures should include energy efficiency technologies, low carbon and renewable energy sources, the use of local materials where possible, effective water management and flood protection, and appropriate landscaping.
8. Healthy: Proposals will ensure a good standard of space and amenity for occupiers. Occupants of new and neighbouring buildings will be protected from unacceptable levels of noise, contamination and pollution, loss of daylight and privacy, and adverse surroundings.

**5.19 Policy AS.4 Henley-in-Arden:** The Council will apply the following principles in considering development proposals and other initiatives relating to the Henley-in-Arden area. It will assess the extent to which each of these principles is applicable to an individual development proposal. Developers will be expected to contribute to the achievement of these principles where it is appropriate and reasonable for them to do so, taking into account the provisions of the Infrastructure Delivery Plan.

## A. Environmental

1. Protect the historic character and appearance of the town and the open spaces within it.
2. Improve the appearance of and access to Henley railway station.
3. Enhance the biodiversity value of the disused railway line to the north of the town.
4. Protect existing woodland and reverse fragmentation through new planting and restoration of connections between woodland.
5. Strengthen connections to nearby green infrastructure assets such as the Stratford-upon-Avon Canal, Austy Wood and Bannam's Wood.
6. Investigate the removal of weirs and/or the provision of fish passes on the River Alne through the town.

## B. Social

1. Improve public transport services in the area, including bus services to Redditch and Warwick.
2. Improve facilities at the railway station, including additional car parking and a pedestrian bridge.
3. Manage Beaudesert Mount sensitively as a popular recreational attraction.
4. Provide additional parks, gardens and amenity greenspace given the shortfall against the standard set out in Policy CS.25 Healthy Communities.
5. Provide additional play spaces for children and young people given the shortfall against the standard set out in Policy CS.25 Healthy Communities.
6. Provide additional allotments/community orchards given the shortfall against the standard set out in Policy CS.25 Healthy Communities.

## C. Economic

1. Provide scope for employment uses in the town, including small workspace units, to support local job opportunities.
2. Encourage the provision of further shops in the town centre.
3. Promote the town as a visitor attraction, including for coach tours.
4. Support the reinstatement of Henley Market on an appropriate site.

## **Need**

- 5.20 Henley-in-Arden Primary School is a single form entry primary school with a PAN of 30, which equates to a capacity of 210 pupils. The school also has nursery places for children, with 9 nursery age children currently attending the school. Henley-in-Arden is a settlement surrounded by Green Belt with no large areas of new housing development. As a result, the numbers of Primary age children in the school catchment area is not increasing but has decreased over the last few years.

- 5.21 In 2016 there were 198 pupils attending the school, in 7 classes. By September 2020 the school roll had fallen to 136 children, not including nursery pupils. There are currently 25 pupils in each of Year 5 and Year 6; too many pupils to combine into a single class (maximum of 30 pupils), as a result there are currently 5 classes at the school. When the current pupils in years 5 and 6 have left to go to Secondary School, the number of classes will reduce to 4, combining Nursery and Reception; Years 1 and 2; Years 3 and 4 and Years 5 and 6. There is capacity within the main school buildings to accommodate the number of students on the school roll.
- 5.22 The existing temporary classroom which is currently surplus to the school's needs is being used for the next few months by a class of pupils from the neighbouring St Mary's Catholic Primary School.
- 5.23 The proposed Special Educational Needs and Disabilities (SEND) unit would be a new and additional facility on the primary school site. The unit would provide school places for 14 pupils with the appropriate surroundings and facilities to meet their special educational needs. The unit would be staffed by 1 teacher and 3 teaching assistants.
- 5.24 The future reduction in the number of classes at the primary school would result in a reduction in teacher numbers. The proposed development would not therefore result in an increase in overall staff or pupil numbers on the school site, above the current level.

### **Amenity Issues**

- 5.25 The proposed SEND unit would be located to the east of the main school buildings replacing the existing temporary classroom. The building would be viewed from the rear elevations and rear gardens of houses and bungalows of Castle Road and Castle Close. The closest properties are houses numbered 3 and 4 Castle Road. There is currently a separation distance of some 37 metres between the rear elevation of the dwellings and the side elevation of the existing building. The proposed building has a larger footprint area, with the result that the southern / side elevation of the new building would be approximately 7 metres closer to the houses in Castle Road with a separation distance of some 30 metres.
- 5.26 There are currently two high level windows and the entrance door in the south elevation of the existing modular building facing towards Castle Road. Two windows, each serving a classroom are proposed in the south facing elevation of the SEND unit. A comment was received expressing concern at overlooking between the classroom and the residential properties. Stratford-on-Avon District Council's Development Requirements Supplementary Planning Document (SPD) states that the back-to-back separation distance between two residential buildings of either 1.5 or 2 storeys high are required to be a minimum of 21 metres and where dwellings are 2.5 or 3 storeys in height a separation

distance of 27 metres is required. While this guidance is for residential rather than non-residential development, it has been used in this context to provide a benchmark to indicate a separation distance that is considered acceptable to avoid overlooking of neighbouring premises. Given that the distance between the rear elevation of the closest residential dwelling and the classroom is 30 metres there is not considered to be overlooking to a degree that would warrant a recommendation of refusal or a recommendation for a condition requiring the classroom windows to be obscured glazed. There is no loss of light to neighbouring dwellings as a result of the development. Replacement trees are proposed to be planted in the area between the southern elevation of the SEND unit and the rear gardens of Castle Road, which would provide increasing screening between the properties over time.

- 5.27 While the replacement building is larger than the existing temporary classroom, it is considered that the scale of the building, the proposed design and the use of timber cladding as a finish for the building is acceptable and would make a positive contribution to the appearance of the school site from nearby public viewpoints. The development is considered to comply with policy CS.9 of the Core Strategy.
- 5.28 The proposed extended car park area would be to the east of the school entrance gate and adjacent to the school's southern boundary. The site is currently an area of grass. An electricity substation is located to the south of the school grounds. Two detached dwellings have recently been constructed following approval by Stratford District Council on the site of a former Council garage court which previously occupied the land around the substation. The rear elevations of these new properties face towards the school. The property on the junction of Castle Road and Arden Road is separated from the school grounds by the substation. The second new house has a rear garden that extends to the school boundary which is marked by both a 1.8 m high close boarded fence and the school's 2 m high green wire mesh security fencing.
- 5.29 Amended plans were submitted indicating the position of the 5 car spaces moved a distance to the east by a sufficient degree to ensure that construction of the hardstanding area would not have an adverse impact on the root protection area of the multi-stemmed sycamore tree growing next to the entrance gates.
- 5.30 The impact of the development and use of the additional area of hardstanding on the adjoining dwellings is not considered to be significantly greater than the use of the existing hardstanding area for parking and would not result in a detrimental impact to a degree that would warrant a recommendation to refuse the application.

## **Environmental Issues**

## Ecology

- 5.31 The school site is characterised by buildings, hardstanding areas, scattered trees with the playing field providing a large area of grass. To the north of the school is the Local Wildlife Site of Beaudesert Mount which is characterised by woodland, scrub and grassland.
- 5.32 The proposed development requires the removal of two trees on the northern side of the existing temporary building, a bird cherry tree and an alder. A local resident objected on the grounds that the loss of the two trees would have an impact on bat activity and wildlife in general. The Preliminary Ecological Appraisal (PEA) submitted with the application states that bats might use the tree line along the northern boundary for foraging and navigation and that bat activity would be expected within the Local Wildlife Site to the north of the school site, however, the report advises that no impact on bats is expected as a result of the development. Similarly, in relation to nesting birds the PEA concludes that no impact on birds is anticipated.
- 5.33 The Tree Survey Report submitted with the application indicates that a total of 6 trees would be planted to compensate for the loss of the two trees to be removed; to replace two other trees recently felled within the grounds and to provide a net gain in canopy cover on the school site. The location of the additional trees in an area to the south of the proposed building would have the benefit of providing in time a vegetation screen between the school buildings and the neighbouring gardens and residential properties. A condition is recommended to ensure the provision and maintenance of the new tree planting in accordance with the detail set out in the Tree Protection Plan and in Table 2 of the Tree Survey Report (Condition 5).
- 5.34 The County Ecologist recommended that the proposed works are carried out outside the bird nesting season. If that is not possible, then the site must be checked for nesting birds by a qualified ecologist immediately prior to work commencing. While the PEA concludes that protected species are unlikely to be impacted by the proposals, it is recommended that informative notes relating to bats and hedgehogs are attached to any permission granted.
- 5.35 The amended plan indicates the proposed car park spaces moved slightly to the east, in order to reduce any impact on the sycamore tree growing next to the entrance gates. An objection was received from a local resident on the loss of the area of grass in order to create the additional hardstanding for the 5 car spaces. No objection was made by the Ecologist to the removal of the area of grass. It is considered that the measures recommended in the PEA including the enhancement of biodiversity by the changes to grass cutting regimes elsewhere on the school site and the installation of habitat boxes would overcome the ecological impact of the removal of this area of grass.

The proposed development is considered to accord with the requirements of Policy CS.6.

### **Highway Issues**

- 5.36 The residential roads surrounding the school are narrow and as is the case for schools generally across Warwickshire and indeed across the country, the area experiences traffic congestion at peak times. Arden Road is a no-through road in the section to the north of the junction with Castle Road. There is yellow lining on the road surface with 'School Keep Clear' zigzags which run some 50 metres along the western length of the road to the junction with Mount Road to avoid vehicles parking in this area close to the school entrance. Access for vehicles and pedestrians to the school is via the entrance gate on Arden Road. No alteration to the access is proposed as part of the proposals.
- 5.37 The enlargement of the area of hardstanding to the south of the school buildings and the location of 5 car parking spaces adjacent to the southern boundary of the school site is intended to make it easier for the flow of pedestrian and vehicular traffic in this area of the site.
- 5.38 The Design and Access Statement informs that the proposed development would not result in an increase in staff or pupil numbers attending the school site.
- 5.39 As stated above traffic congestion associated with the school is primarily at peak times when parents are delivering or collecting children from school. A local resident comments that this stretch of Arden Road does not have an 'off peak' period between 08:30 and 15:30 as a result of the deliveries to the school, including waste collection, laundry trucks etc and that the after-school clubs at the neighbouring St Mary's Primary further extend the peak period. While it is acknowledged that there are deliveries and vehicle movements associated with the schools throughout the school day, they do not represent a 'peak'. The school are proposing to stagger the start /drop-off times in order to reduce the levels of traffic at peak times. The benefit of having differing start and finish times for various classes or age groups and the operation of after-school clubs is to avoid vehicles arriving / departing at the same time, thereby spreading the traffic over a greater time period in order to reduce the peak levels of activity with the benefit of improving traffic flow and safety.
- 5.40 In response to an objection received from a neighbouring resident, the applicant advised that parents of pupils attending the SEND unit would be able use the extended hardstanding area within the school grounds to drop their children off during off-peak hours. The start times for the SEND unit would differ from the main school, with pupils attending the unit arriving at staggered times. The circulation area afforded by the increased hardstanding area is considered acceptable to enable

vehicles delivering pupils to park safely and to manoeuvre and leave the premises without conflict. A condition is recommended for a School Travel Plan outlining details to promote sustainable transport choices including the use of the staggered school times, to be submitted within 6 months of occupation of the SEND unit (condition 7).

- 5.41 The County Highway Authority have commented that they have no objection to the proposed development. It is noted that there is a current planning application with Stratford-on-Avon District Council for the erection of a replacement modular classroom at the neighbouring St Mary's School. If the two planning applications are approved it would be possible that both developments could be under construction at the same time. A condition is recommended for a Construction Management Plan to ensure the safety of users of the school site, local residents and highway safety during the implementation of the development (condition 4).

### **Flood Risk and Drainage**

- 5.42 The school lies within Flood Zone 1 where there is considered to be no risk of fluvial flooding.
- 5.43 Surface water and foul drainage exists on site serving the existing building. The replacement building would be linked to that existing main drainage.

### **Accessibility**

- 5.44 The Design and Access Statement advises that the development would meet the requirements of Part M of the Building Regulations and the requirements of the Disability Discrimination Act. There would be level access thresholds throughout the building.

### **Sustainable Design**

- 5.45 The building would be constructed to meet current Building Regulations that satisfy the requirements of Policy CS.2 for Non-Residential Development.

### **Heritage**

- 5.46 The Henley-in-Arden Conservation Area runs along the northern boundary of the school site. The Conservation Area includes Beaudesert Castle, site of a motte and bailey castle and fishponds, an Historic England Scheduled Monument site located immediately to the north of the school grounds. The raised ground of the Monument site affords views into the school from a footpath that runs along the top of the hill in addition to a public footpath that runs beside the school boundary fence. The views into the school grounds are however

significantly screened by the vegetation on the slopes of the hill and around the boundary of the school.

- 5.47 There are a large number of listed buildings on the High Street of Henley-in-Arden and two located closer to the school, in Beaudesert Lane to the north-west of the school. The Grade I listed mid-12<sup>th</sup> Century Church of St Nicholas, and Grade II listed Manor House are located over 290 metres and neither of the Listed properties are seen in the context of the school site.
- 5.48 The proposed classroom is to replace an existing temporary building. While the footprint area of the new building would be larger than the existing, it would be located in the same area as the existing and would not significantly alter the appearance of the school site when viewed from the neighbouring Conservation Area and Scheduled Monument. The County Archaeologist stated that there were no archaeological comments to make. The proposed development is not considered to have an adverse impact on the setting of the designated heritage assets in the area and to accord with Policy CS.8 of the Core Strategy.

## **6. Conclusions**

- 6.1 There are views into the school site from the adjacent public footpath which marks the Conservation Area boundary and from the footpath that runs along the top of scheduled monument of Beaudesert Castle. However, the views are screened to a degree by vegetation and the replacement building would be seen in association with the main buildings on the school site. It is considered that the development would result in no material harm to the significance of the nearby heritage assets and to accord with Policy CS.8.
- 6.2 The design of the building and choice of materials are considered to be acceptable. The impact on the visual amenity of neighbouring residential properties in terms of appearance and overlooking is not considered to be to a degree that would warrant a recommendation of refusal and to accord with Policy CS.9.
- 6.3 It is considered that the proposed development complies with the requirements of the development plan and that there are no other material considerations that would justify refusal. It is therefore recommended that the application be approved subject to the conditions in Appendix B below.

## **7. Supporting Documents**

- 7.1 Submitted Planning Application – Planning reference SDC/20CC009
- 7.2 Appendix A – Map of site and location.
- 7.3 Appendix B – Planning Conditions.



	<b>Name</b>	<b>Contact Information</b>
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