

Regulatory Committee – 03 September 2019

Construction of standalone classroom block to rear of site to allow for the expansion of High Meadow Infant School into a full primary, High Meadow Infant School, Norton Road, Coleshill, B46 1ES.

NWB/19CC006

Application No.: NWB/19CC006

Advertised date: 16 May 2019

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Registered by: The Strategic Director for Communities on 13 May 2019

Proposal: Construction of standalone Classroom Block to rear of site to allow for the expansion of High Meadow Infant School into a full Primary.

Site & location: High Meadow Infant School, Norton Road, Coleshill, B46 1ES. [Grid ref: 419679.289877].

See plan in Appendix A

Recommendation

That the Regulatory Committee authorises the grant of planning permission for the construction of standalone classroom block to rear of site to allow for the expansion of High Meadow Infant School into a full primary school at High Meadow Infant School, Norton Road, Coleshill subject to the conditions and for the reasons contained within Appendix B of the report of the Strategic Director for Communities.

Key Issues

1. Application details

- 1.1 The High Meadow School is currently a single form entry Infant School. The school has been approved by Cabinet to be converted to a Primary School from September 2019, making provision for both infant and junior school aged pupils. The proposed development is required to accommodate the additional pupil numbers.
- 1.2 The development would comprise a single storey detached building positioned to the south-west of the existing buildings on the school site. The footprint area of the building is a gentle arc in shape, with the northern side measuring approximately 33 metres in length and the southern side measuring some 44 metres. The depth of the building would be approximately 10 metres with a central area to almost 14 metres in depth. The four classrooms would each be 56 m² linked by a glazed corridor on the northern side of the building which faces onto the soft play area. The central area would provide a quiet area, cloakroom area and unisex toilet area.
- 1.3 The building is designed with a shallow mono-pitch roof with an eaves height of approximately 4 metres on the south facing elevation and 5.7 metres on the northern elevation. The central quiet room area has an elevated roof section to a maximum height of 7 metres on the northern elevation. The roof over the classroom areas of the building would have dark grey coloured Kingzip standing seam insulated roof panels. The central roof area would be a green roof with insulated roofing planted with drought tolerant succulents such as sedum.
- 1.4 The classroom development would have windows on the southern elevation to serve each of the four classrooms. The central section of the building which projects 4 metres beyond the southern wall of the classroom would be clad in vertical red stained cedar cladding with no window openings.

- 1.5 The corridor element on the northern elevation of the building would be glazed with vertical red stained cedar cladding between windows. Below the eaves of the main roof on the north elevation and above the low pitched roof over the corridor link would be Clerestory windows, designed to allow light into the Quiet Room and to increase the light levels to the classrooms.
- 1.6 The building would be constructed with a limited palette of materials with blue drag-wire facing bricks, ivory coloured acrylic render and with dark grey powder coated aluminium doors and windows.
- 1.7 The location of the proposed classroom building would require the removal of a large Black Poplar and two Norway Maples from the south-western slope. The planting of large semi-mature native trees, including Maple, Hornbeam and Sweet Chestnut is proposed to provide screening of the site for neighbouring houses in Rose Road and to increase biodiversity on the site.
- 1.8 The application also proposes the refurbishment of sections of the existing school building to reconfigure the main entrance to the school to provide a new reception office, Head Teachers office and a SEN room.
- 1.9 Alterations are also proposed in the car park to provide 8 additional car spaces with the result that there would be a total of 17 parking spaces on the school site after completion of the proposed development.
- 1.10 There are currently 4 full time and 20 part-time members of staff at the school (including cleaning and kitchen staff). This equates to approximately 14 Full Time Equivalent (FTE) staff members employed at the school. The proposed expansion of the school would result in an increase in staff by 8 FTE.
- 1.11 The current capacity of the school is 90 infant school pupils with 24 nursery pupils (with 24 nursery pupil places in the morning and 24 pupil places in the afternoon). The proposed change to a primary school would result in 120 additional pupils, giving a total pupil number 210 attending the primary school.

2. Consultation

- 2.1 **North Warwickshire Borough Council – Planning:** No objection. There are existing significant highway and parking issues at the site. This extends not only to the immediate neighbouring roads but also to the Norton Road and Station Road junction. No planning permission should be granted until there are measures in place to properly mitigate the increased pressure that will inevitably arise from the current proposals. These measures could include staggered starting times.

- 2.2 **North Warwickshire Borough Council - Environmental Health:** No comments received.
- 2.3 **Coleshill Town Council:** Expressed considerable concern regarding the effects on residential neighbours, i.e. loss of privacy, overshadowing, overlooking, loss of amenity, disturbance and noise. The members support and recognise the need for an increase in educational use, but would suggest a condition that no clear glass is used on windows facing the neighbouring houses. It was noted that the height of the classrooms may well be above residential rooms due to the higher land. A further concern was with the increase of school classes, the safety of both pupils and residents at the times of dropping off and picking up. It was suggested that Safer Routes to School looked at road safety matters and in particular access arrangements and car parking affecting residents both near and in the surrounding roads to the site. The construction process would also offer problems to both pupils and neighbours and a condition suggested that no construction access would be allowed at the beginning and end of the school day (eg 08:00 – 09:30 am and 02:30 – 04:00 pm).
- 2.4 **Councillor David Reilly:** Objection. On behalf of the local residents the objection is based on two grounds:

1. Impact upon Amenity

The amenity impact of the classroom development on residents living on Rose Road whose amenity and privacy will be directly impacted as the elevated position of the extension will overlook the rear room and back gardens of their properties and be on a corresponding height level to see directly into the rear bedrooms and bathrooms. It is hoped that it is capable of being mitigated by design preferably the re-siting of the extension in the site. There is concern expressed by Rose Road residents that they will experience a loss of daylight from the proposed building. Again, this impact may be mitigated by better design or re-location of the new building on the school site where there is space.

2. Road Safety Impact

Residents believe there are errors within the evidence base of both the published Transport Assessment and Travel Plan which at the current time do not satisfactorily demonstrate that there is not a road safety risk to pupils, staff and residents or that the identified risks are capable of being mitigated under current proposals.

The risks that are identified relate to the actions of parents who drive pupils to and from the school and who park their cars outside the school.

The fundamental problem is that Norton Road and Ennersdale Road are not of sufficient width to facilitate the safe parking of vehicles in the roadway. With the current pupil base of 90 pupils this currently causes significant problems of unlawful parking on the pavement, hence forcing pupils to walk in the road, and also anti-social behaviour directed to residents who are directly impacted upon by having their driveways blocked and indeed even parked on by parents dropping pupils off.

In addition there is an evidenced incident of a fire engine being obstructed by parent parking. Resident's concerns are that there are current and ongoing problems with parking with a pupil base of 90 pupils, they are concerned that these will be exponentially exacerbated with the growth of pupil numbers to over 200 pupils that the new classrooms will facilitate.

3. Impact of Construction Traffic

Residents are also concerned about construction vehicle movements to and from the building site. Construction access is proposed to be along Rose Road, Ennersdale Road and Norton Road. There is a concern that construction vehicle movements will take place during school drop off and pick up times and that the existing built entrance onto the school site is not of sufficient width to enable the safe movement of vehicles. There was an incident two weeks ago concerning contractor vehicle movements that highlighted these risks. It is hoped that construction routes and delivery times can be conditioned to ensure safety of pupils, staff and residents.

- 2.5 **Western Power Distribution:** No comments received
- 2.6 **National Grid – Cadent (Electricity):** The application has not come out as high risk for our overhead lines as they are approximately 370 metres away from the application boundary. I note that you may be referring to the overhead lines running directly over the boundary, however these belong to Western Power Distribution so if you haven't already you would need to notify them. (Western Power contacted but made no comment).
- 2.7 **National Grid – Cadent (Gas):** Cadent have identified operational gas apparatus within the application site and as a result requested that if the application is approved, informative notes should be attached to the Decision Notice advising the Applicant of their responsibilities to contact Cadent.
- 2.8 **WCC Flood Risk and Water Management:** No objection subject to conditions 8 and 9 as recommended.

2.9 **WCC Highways:** Initial comments:

Inadequate information on the pupil catchment area

Concern was raised as to where existing and future pupils live. Currently a significant proportion of pupils live outside the catchment area. This could continue or increase. If people are coming from further afield then the percentage of people walking to school could reduce.

The statistics used to predict future pupil movements include the pre-school clubs and total pupils which it should show the whole picture. There appears to be an overlap with the pupils and the children from Coleshill Church of England Primary School. It would help if these figures were separated.

No parking survey appears to have been carried out to support the claims of the Transport Assessment (Section 6.5.15) that there is 'ample capacity within the surrounding highway network to accommodate'.

Parking by part-time staff has been rounded to full-time equivalent. This is wrong when it comes to parking. The part-time staff may arrive after peak and leave before peak, so may have no effect on pupil drop-off and collection. Or, they could affect both drop-off and collection. It needs to be shown where they park and when they park there.

Summary of the inadequacy of traffic information

1. The Highway Authority does not consider the Transport Assessment to be a robust predictor of the potential impact of the proposed development on the highway network.
2. It has not been demonstrated that the largest vehicle to be used as part of the construction works can enter the site using a forward gear, turn around on site and then re-enter the public highway using a forward gear.

In response to the Technical Note submitted on 24 July 2019 the Highway Authority made further comments and maintained the objection:

According to the information provided currently 39.3% of the pupils live within the catchment area, a further 38.4% live within Coleshill and 22.3% live elsewhere. According to Section 2.1.4 of the note 77.7% live within a 'safe' walking distance of the school. Unless route studies have been undertaken then the word 'safe' should not be used.

The proposal is to have three time bands when pupils can be dropped-off and school will finish at three different times. According to the note this should result in each space having a turnover factor of 1.5.

However, as with most schools, parents turn up very early to collect their children, and if parents have to drop-off or pick-up more than one child then spaces will not become available.

The details of the parking survey are queried.

A safe zone is being processed currently which will prevent parking for a distance of 43 metres either side the vehicular access to the school on both sides of the carriageway. That is large number of parking spaces which could be lost for parents to use.

With the witnessed on-street parking, plus the amount of spaces required for the extra pupils being collected by car (figures based on the same percentage as existing) and the removal of spaces lost by the no parking zone there may not be enough on-street parking available.

Those looking for parking spaces will not be able to go to the same spot every day, and they will be driving around looking for spaces, potentially as close to the school as possible. So the risk of conflict between drivers will increase around the school.

The Aldi and community centre parking arrangements cannot be conditioned. The application has to be able to stand alone on its own merits.

The swept path of the vehicles associated with the construction of the development raises some concerns:

- No vehicles will be able to park in front of or close to the access to the school within the public highway. On every site visit cars have been parked where the construction vehicles will need to manoeuvre in and out of the site.
- The swept path shows the large vehicle backing into the area where the temporary classroom has already been delivered. A revised swept path may be required.
- Where are the staff and construction workers going to park? The swept path of the large vehicle requires the areas where people can park to manoeuvre.

The Highway Authority objection remains for the following reason:

1. It has not been shown that there is sufficient parking provision for parents within a reasonable distance from the school. In addition, the assessment for parking is based on the same ratio of pupils attending the school rather than those predicted to attend the school. There could be more children from further away.

2. It has not been demonstrated that the works within the site will not have a detrimental impact on the public highway network. The swept path of a large vehicle requires the space where the temporary classroom is located (which apparently has already been delivered) and requires this space to manoeuvre.

2.10 **WCC Archaeology:** No objection subject to condition 7 as recommended.

2.11 **WCC Ecology:** No objection subject to recommended conditions relating to biodiversity enhancements; lighting; nesting bird timings and notes relating to bats and hedgehogs as protected species and a note advising on trenches.

2.12 **WCC Fire and Rescue Service:** No objection subject to the inclusion of an advisory note drawing the applicant's attention to the need for the development to comply with Approved Document B, Volume 2, Section B5 – Access and Facilities for the Fire Service.

Please also note The Warwickshire County Council Guide 2001, Transport and Roads for Developments, Section 5.18; Access for Emergency Vehicles. It would appear from the plans that compliance cannot currently be met, therefore please provide details of alternative measures you intend to put in place.

2.13 **WCC Equality and Diversity:** When starting a new build, schools could consider creating gender neutral toilet provision – ideally toilets would be a mixed model with some single sex toilets and other floor to ceiling cubicles simply labelled 'toilets'. This will address the concerns of transgender people who face intimidation and harassment in gender segregated facilities when they are perceived by others to be in the 'wrong' one.

2.14 **WCC Arborist:** While an evaluation of the 3 trees affected by the development on the southern boundary does identify them as worthy of protection, a good replanting plan could justify their removal. The trees are very prominent in the wider landscape view and will be providing a good screen across the Coleshill area. The trees should not be removed unless we can provide a good screen.

2.15 Site notices posted – 16 May 2019

2.16 Press notice posted on - 16 May 2019

2.17 42 nearest residential properties individually notified on 16 May 2019 and an additional 11 properties notified by post sent 17 May 2019

3. Representations

3.1 Correspondence in support of the proposed expansion of the school has been received from 47 individuals stating:

- My son goes to the school and it's outstanding and would be of such a benefit to be able to stay there. The forest school and the forward thinking ecological approach to expansion shows how considerate the school are and how this is really needed for the future generation and the community. I know there are a few immediate residents worried about parking but this is just a few minutes each school day and can be worked around. Surely this is the only tiny consideration and nowhere near outweighs the benefits. I also live a few streets away yet I'm totally supportive and can see the wider benefits.
- The school is outstanding. Local residents who complain about parking need to realise it causes a minor issue for less than 10 minutes twice a day. It has never caused me a problem in the 7 years I've lived here (Norton Road resident)
- The design is forward thinking and supports the growing community.
- It will benefit so many children's lives
- The school is an important part of our local community and by offering a full primary allows my child to stay in one setting up until the age of 11.
- The design of the building is forward thinking embracing as many eco-features as possible.
- I understand there may be some objections to parking. Please consider that these are only for 39 weeks of the year and for 20 mins in the morning and 20 mins in the afternoon, Monday to Friday.

3.2 An email supporting the application and responding to issues was received from the Head Teacher and 3 local residents who are: Governor/Parent of Year 1 pupil, Teaching Assistant/Parent of Year 2 pupil and a parent of a reception child making the following points:

- Residents who object to the build have stated on correspondence that 'together they represent the views of local neighbouring residents who live on Norton Road, Rose Road and Bateman Drive'. This simply is not true. They do not represent the views of everyone on those streets as some of the High Meadow staff and families who support the build also live on those streets and wish to have their voices heard too.
- Parking outside the school at drop off and pick up can be challenging. We recognise that more considerate parking by our school community would alleviate some of the challenges. However, we would like you to consider the following:
- Not all cars parked on the road during these times are school community cars.

- Local residents state that there will be an extra 30 cars each year to accommodate with the expansion of the school. This assumption is incorrect as many families have 2 or more children so there will not be a one child, one car ratio. In the TP (page 18) it states that 32% of children walk to school and 1% travelled by scooter. As the school age range increases many more children may travel by bike to school too. Some of our children (up to 25) are dropped off between 7.30am and 8.30am to take advantage of the morning club on offer. Some of our children also stay in after school club too, mitigating the volume of cars arriving to collect children from school at 3.00pm.
- Local residents have reported delivery vehicles arriving at the same time as drop off and pick up. This has happened on one occasion when a lorry had to deliver fencing to secure the boundary fencing, as a matter of urgency, due to safeguarding requirements.
- Local residents have reported anti-social behaviour from members of the school community when challenging parking. There is evidence too of local residents raising their voices and being abusive. We all need to work together in harmony to arrive at a solution where nobody feels threatened or unsafe. We do believe that this can be resolved and would not be a reason for objecting to the build.
- We have all had sight of the school travel plan and will endeavour to encourage and support as many members of the school community to Walk to school, Bike to school, Scooter to school, Park and walk from Aldi's, Park and walk from the community centre, Car share, the staggering of the start and end times (see page 12 of the TP) will also help will the volume of traffic.
- The increase in the volume of traffic is only for approx.15 minutes in the morning and 15 minutes in the afternoon. A total of approx. 30 minutes in a 24 hour period, 5 days a week, 39 weeks of the year. This equates to a total of 97 hours 'disruption' a year. This is not an ongoing, all day, all week issue and therefore we recommend a more considered approach to the impact of the potential increase in the volume of cars.
- We would wholeheartedly support the introduction of a one-way system around Norton Road and we would work with residents and the school community to help support and encourage this.
- In closing, it is important to state that our school community recognise the impact that increased traffic due to the expansion of High Meadow may affect local residents however we consider that some of the objections are simply exaggerated or not true. Our school community will continue to work with local residents to help mitigate any trafficking challenges and will continue to explore ways in which to develop safer routes to school.

- High Meadow is an outstanding school with outstanding teachers and is the only local school in Coleshill North. The significant improvement of facilities at the school site will benefit the current and future local children and families.

3.3 Objections have been received from 5 local residents in response to the proposed development, making the following points:

- During our time living at Norton Road it has been of great annoyance that parents dropping and picking up their children from High Meadow School choose to park across our driveway preventing us from using it.
- Norton Road becomes virtually gridlocked as demonstrated recently when the fire service recently was unable to continue through Norton Road until several parents cars were removed from the roadside.
- The proposed expansion will double the amount of children; therefore double the amount of parents making an already bad situation intolerable for local residents.
- Objecting on grounds of highway safety, parking and traffic issues.
- There are plans to use a local supermarket. This will not work as very few parents will be willing to walk their children this far. I have known several parents who live as close or closer to the school as the supermarket but they still drive to school.
- Growing problems with parking of vehicles in Norton Road occurring each morning and afternoon as the aggressive attitude of parents who insist on parking as close to the school as possible irrespective of the obstructions they are causing.
- If nothing is done the problem will extend later into the day as the closing time for Juniors will be later than the 3:00pm for Infants.
- Norton Road residents are denied access to the emergency services as ambulances or fire engines are unable to get through the parking maze.
- Perhaps the answer could be a resident's only parking permit similar to the ones in operation around the Coventry and Warwickshire University Hospital. However if it is to work any such control would have to be strictly enforced.
- As it stands without a solution to the parking problem the site at High Meadow simply is not suitable for any kind of extension to its current size. It really should be a case of solve this on-going problem once and for all or find an alternative site for the school.

- My household is one of three on Ennersdale Road with children who are disabled and require transport to Woodlands School in Packington Lane. The County bus needs to be able to set down outside my house between 8:40 and 8:55 am. At this time cars regularly park on the footpath directly outside and on the opposite side of the road, blocking the bus. There have been several instances where cars have beeped their horns causing distress to the children inside the bus. The driver and residents have received verbal abuse and the threat of being punched. If parents were responsible and the County Council would put in traffic calming measures and restricts parking in Ennersdale Road and Norton Road during the morning rush hour between 8am and 9am.
- Disappointed to see no indication in this planning application for the mitigation for the future increase in traffic around High Meadow School. We had been assured that various proposals were being looked at including using 'park and walk' spaces at Aldi and 'road markings' along nearby streets.
- Our house and garden back onto the playground where you propose to erect them, which is very close to our personal space as the gardens are very small.
- We will suffer dust and noise from contractors and parent's vehicles as we believe there will be a turning circle directly behind our garden which will create huge disturbance to us and we will not be able to have windows and doors open or sit in the garden.
- Some children are dropped off by their parents early in the morning and picked up late at night so it won't be just in school hours.
- We are also concerned about the loss of light we will suffer to our property if these classrooms are erected.
- Information from the Land Registry regarding the parcel of land on which High Meadow School and surrounding houses are situated, consisting of the newest parts of Rose Road and Ennersdale Road, Norton Road, Bateman Road and Arden Croft which states: No act or thing should be done or permitted on the land thereby conveyed or on any building thereon which might be or become or might grow to be a nuisance or annoyance to the vendors or their tenants or to the neighbourhood or which might tend to deteriorate the value of any adjoining or neighbouring property or lessen the convenience and amenities thereof.

4. Previous Planning History

- 4.1 The school was constructed during the late 1960s using a timber modular construction. There have been no extensions to the school and there is no planning history relevant to this application.

- 4.2 A planning application (Ref: NWB/19CC007) is currently under consideration for a temporary classroom at the school to accommodate Year 3 pupils during the construction period of the permanent extension. The temporary classroom has been installed on the site prior to the application being determined. At the meeting of the Regulatory Committee on 6 August 2019 the application was deferred in order to establish whether or not it would be possible to re-site the temporary classroom in order to reduce the impact of the building on residents in Rose Road.

5. Assessment and Observations

Site and Surroundings

- 5.1 The application site is located in the Grimstock Hill area in the northern area of Coleshill. The school site is positioned north-east of the roundabout on the A446 junction with the B4117, Gilson Road and Lichfield Road.
- 5.2 The school site is not within a Conservation Area and is not within the Green Belt. The Green Belt boundary runs along the western edge of the school site and east of the A446.
- 5.3 The school is built on a hill with ground levels rising steeply by some 16 metres across the application site from the lowest point close to the A446 rising to the highest point at the northern boundary where the grounds are wooded.
- 5.4 The school site is surrounded by residential properties to the north, east and south. To the northwest of the school are the grounds of Grimscote Manor Hotel. The existing school buildings are positioned on the eastern side of the application site in an elevated position in relation to the residential properties in Rose Road and Lichfield Road located to the south and south-east. The houses to the north of the school are at a ground level higher than the school buildings.
- 5.5 The small area of woodland at the northern area of the application site is used as a woodland school. There are a number of trees on the hillside on the western side of the site.
- 5.6 There is an overhead electricity powerlines which run south-west to north-east across the across the northern area of the school site, restricting the area of the application site that is available for potential development.
- 5.7 Vehicular access to the school is via Norton Road with a security gate across the entrance. The width of the access is restricted to a single vehicle with an adjacent pedestrian access gate.

Planning Policy

- 5.8 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:
- (c) proposals which accord with an up-to-date development plan should be approved without delay; and
 - (d) 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:
 - i. 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
 - ii. 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 (d) applies, it is often referred to as the “tilted balance” in favour of the application.

- 5.9 **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.
- 5.10 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 ‘saved’ policies of the North Warwickshire Local Plan 2006 and the Local Plan for North Warwickshire – Core Strategy adopted October 2014 and Coleshill Neighbourhood Plan 2015 - 2030.

National Planning Policy

- 5.11 The NPPF February 2019 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.
- 5.12 **Paragraph 91** 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.
- 5.13 **Paragraph 94** 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.
- 5.14 **Paragraph 108** states that in assessing specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.15 **Paragraph 109** states the 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.
- 5.16 **Paragraph 111** states that all development 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.

- 5.17 **Paragraph 127** 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.
- 5.18 **Paragraph 163** states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 5.19 **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.

North Warwickshire Local Plan Core Strategy – Adopted Oct 2014

- 5.20 **NW2 Settlement Hierarchy:** Defines Coleshill as a Green Belt Market Town where development will be permitted within the development boundary.
- 5.21 **NW10 - Development Considerations:** States that development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life to that the present generation aspires to. Development should:
- encourage sustainable forms of transport focussing on pedestrian access and provision of bike facilities; and,
 - provide for proper vehicular access, sufficient parking and manoeuvring for vehicles in accordance with adopted standards; and,
 - avoid and address unacceptable impacts upon neighbouring amenities through overlooking, overshadowing, noise, light, fumes or other pollution.
- 5.22 **NW11 – Renewable Energy and Energy Efficiency:** states that new development will be expected to be energy efficient in terms of its fabric and use. Major developments will be required to provide a minimum of 10% of its operational energy requirements from a renewable energy source subject to viability.
- 5.23 **NW12 - Quality of Development:** states that all development proposals must demonstrate a high quality of sustainable design that positively improves the individual settlement's character; appearance and environmental quality of an area.
- 5.24 **NW14 – Historic Environment:** states that the Council recognises the importance of the historic environment to the Borough's local character and distinctiveness. The quality, character, diversity and local distinctiveness of the historic environment will be conserved and enhanced, including Listed Buildings.

North Warwickshire Borough Local Plan 2006

- 5.25 The following saved policies of the North Warwickshire Local Plan are considered to be relevant in the assessment of the proposed development.
- 5.26 **ENV11 - Neighbour Amenity:** seeks to protect the amenities of neighbouring occupiers from significant loss of amenity, including overlooking, loss of privacy or disturbance due to traffic, offensive smells, noise, light, dust or fumes.
- 5.27 **ENV12 - Urban Design:** states that development will only be permitted if all elements of the proposal are well related to each other and harmonise with both the immediate setting and wider surroundings to present a visually attractive environment.
- 5.28 **ENV13 - Building Design:** seeks to secure satisfactory standards of design and external appearance requiring that materials and detailing used respect and enhance local distinctiveness
- 5.29 **ENV14 - Access Design:** requires safe and convenient access arrangements.
- 5.30 **ENV16 – Listed Buildings, Non-Listed Buildings of Local Historic Value and Sites of Archaeological Importance:** states that development that would detract from the character, appearance or historic value of a Listed Building in terms of historic form and layout or its setting, will not be permitted.
- 5.31 **TPT3 – Access and Sustainable Travel and Transport:** requires the provision of safe and convenient pedestrian and vehicular access and circulation.
- 5.32 **TPT6 – Vehicle Parking:** On-site parking provision in connection with development proposals are required not to exceed the maximum standards set out in the car parking standards at Appendix 4 of the Local Plan.
- 5.33 **Appendix 4 – Parking Standards - D1 Schools and Colleges:** Requires the maximum provision of 1 car space per classroom or teaching area. In addition the standard requires the minimum provision of 1 cycle space per 10 staff and 1 space per 5 students.

Coleshill Neighbourhood Plan 2015 - 2030

- 5.34 **Policy ENP2 – Existing green open spaces set out in the schedule will be preserved. All current school fields will be protected from development.**

Amenity and Environmental Issues

Design and Appearance and Impact on Local Amenity

- 5.35 The proposed classroom block has been individually designed for the proposed location within the school grounds. The school site is a difficult one to develop, with restrictions imposed by the significant change in levels across the site; the location of the overhead powerlines and their adjacent safe working zone and the proximity of the houses to the south and their position at a lower level on this sloping site.
- 5.36 The single storey structure has been designed to minimise the bulk and mass of the building particularly when viewed for the south. The roof of the block is in three sections, the central section of which is a green roof. The curved footprint of the block follows the contour line of the hillside and directs a significant proportion of the outlook from the classroom windows on the rear elevation to the southwest and away from the houses further down the slope to the south.
- 5.37 The design of the building and the limited palette of materials proposed for the classroom block using stained cedar cladding and a green sedum roof for the central section and an ivory coloured rendered finish with a grey coloured roof for the two adjoining sections would present a high quality building in this prominent hillside location. The 1.8 metre wide area of timber decking to the rear of each of the classrooms with ivy screen fencing to a height of 1.2 metres would further soften and screen the development from views from the south and west.
- 5.38 The high standard of the design of the building and the choice of materials is considered to be acceptable and to accord with the requirements of the NPPF and the development plan.
- 5.39 The south facing section of the existing school building is elevated above the houses in Rose Road and at its closest point is a distance of 22 metres from the rear of the numbers 13 and 17 Rose Road.
- 5.40 The proposed classroom block to the west of the existing building is positioned at the top of the slope overlooking the houses in Rose Road. The curve of the building ensures that the western section of the building is facing south-west away from the houses in Rose Road/Lichfield Road and is considered to have no adverse impact in terms of overlooking or overshadowing.

- 5.41 The central section of the building projects 4 metres further south/south-west than the adjoining classrooms. There are no windows in this central section. There is a separation distance of 35 metres between the rear wall of this section of the block and the rear of the closest house, 86 Lichfield Road. The relationship between the two buildings would be an oblique view and the impact of this section of the building in terms of both overlooking and overshadowing is not considered to be detrimental to a degree that would warrant a recommendation of refusal.
- 5.42 The two classrooms at the eastern section of the classroom block are positioned 27 metres from the rear elevation of the closest house, number 7 Rose Road. There is a door and window on the rear/south facing elevation of the building which is positioned 30 metres from the rear of number 5 Rose Road. There is a significant difference of ground level between the two buildings with the ground level of the proposed classroom block indicated on the 'Proposed Site Levels' plan at a height above sea level of 90 metres and the eaves height of the houses in Rose Road indicated on the 'Existing Site Topographical Survey' plan indicated to be 91.3 metres above sea level. The ground floor windows of the classrooms would therefore be at a similar or slightly greater height than the first floor bedroom windows of the houses in Rose Road. The school site is positioned to the north of the houses in Rose Road and as a consequence it is not considered that there would be an overshadowing or loss of light to the neighbouring houses as a result of the development. However, there is the potential for a degree of overlooking between the two.
- 5.43 While there is no adopted standard separation distance in the North Warwickshire Development Plan, it is the case that elements of the existing school building are already at a closer distance than the 27 metres distance between the existing houses and the proposed extension. A separation distance of 22 metres between main elevations of two storey buildings is widely used in the British planning system as a minimum distance between developments. At no point does the distance between existing houses and the proposed extension fall below this 22 metre "standard". While it is acknowledged that there would be some adverse impact on the amenity of the neighbouring houses in Rose Road in terms of overlooking as a result of this section of the development, it could on balance be regarded as not detrimental to an extent that would warrant a recommendation of refusal.

- 5.44 Although the distances between the existing houses and the proposed extension are sufficient to meet the usually applied planning space standards the concerns expressed by local residents about mutual overlook are understandable. However intervening planting in the space between the buildings would significantly reduce the degree of mutual overlook. Given the height of the buildings proposed (low single storey) such planting would not have to be particularly tall to achieve a significant screening effect. Condition 11 is recommended to secure this screen planting.

Need and Pupil Numbers

- 5.45 High Meadow School is currently a single form entry infant school with pupils in Nursery, Reception, Year 1 and Year 2. There are 90 infant school pupils and 24 nursery pupils on the school roll at present with consent from the Education Authority to accommodate 90 school and 30 nursery pupils, therefore the school is operating close to capacity.
- 5.46 Pupils at the school have previously left at the end of Year 2 and generally have moved on to the Coleshill C of E Primary School. It is understood that Coleshill Primary School previously had one form entry (1FE) for years Reception, Year 1 and Year 2 and had a two form entry (2FE) for years 3, 4, 5 and 6 and accepted pupils from High Meadow Infant School as the feeder school. Coleshill School is now 2FE through all years and is no longer able to accept pupils from High Meadow.
- 5.47 The Education Authority has identified the need for additional school places in the Coleshill area and Cabinet approved the increase of High Meadow from an Infant School to a Primary School in 2017. The expansion would result in adding four additional year groups; Years 3 to 6. The consented capacity of the school would increase by an additional 120 pupils to a total of 210. This figure does not include the nursery pupils at the school. The increase in primary pupil numbers would be staggered with an additional 30 pupils per academic year until the four new junior classes would all be occupied by September 2022.

5.48 The expansion of the school by the erection of the proposed classroom block is required to accommodate the additional 4 year groups as there are no longer junior school places available at the local Primary schools in Coleshill for infant pupils to progress to. An alternative solution suggested by one objector to the proposed development is for the school to be moved to an alternative site. If that solution were taken, the existing school grounds could be redeveloped for residential, but those houses would also require school places creating a larger demand than currently exists. There is no alternative site available within Coleshill on which to develop a new school therefore a more distant possibly a greenfield site would be the alternative. Such an alternative site would require the majority if not all pupils to be transported to school by vehicle so exacerbating the traffic issues in the wider area. While High Meadow School makes a provision for pupils from the rural areas within the catchment and to other pupils whose parents choose High Meadow including some that come from beyond Warwickshire, the majority of pupils come from the local population of Coleshill for whom the move to an alternative school site would not be ideal or even sustainable. The NPPF requires that sufficient choice of school places is available to meet the needs of a community and that great weight should be given to the need to expand or alter schools to meet this need. It is considered that the expansion of the existing school is in accordance with this requirement of the NPPF.

Car Parking and Highways Issues

- 5.49 High Meadow School is located in a residential area. The residential roads surrounding the school are narrow and the area experiences traffic congestion at peak times as is the case for schools generally across Warwickshire and indeed across the country. As a result of parents dropping off and picking up pupils there is an increase in parked vehicles for a period of time at the beginning and end of the school day.
- 5.50 There is a single entrance to the school from Norton Road via a gated entrance with a single carriageway for vehicles and an adjacent pedestrian gate. The access is positioned between 29 and 41 Norton Road with a pinch point between the two houses of only 9.3 metres. As a result there is no scope to increase the width of the access to enable two vehicles to pass.

School staff car park

- 5.51 The school currently have 8 parking spaces designated within the site, including one disabled space. In addition vehicles double park, park on the grass or on parts of the playground area close to the vehicular entrance. The planning application proposes the expansion of the existing staff/visitor parking area within the school to 17 on completion. The first phase of the proposed development would provide 6 new car parking spaces within the school grounds to the south of the existing staff spaces. The existing car spaces would be removed during the implementation of the development to allow access for construction vehicles and would be re-instated on completion of the works. The level of parking provision proposed complies with the North Warwickshire Borough Council parking standard of one car space per classroom or teaching area.

Staggered start times

- 5.52 There is currently some staggering of the arrival and departure of pupils. The school runs before and after school clubs, with a breakfast club available to pupils between 07:30 and 08:50. School commences at 08:50 and finishes at 15:00. After school clubs are run from 15:00 with each extra-curricular activity accommodating some 15 pupils. The latest after school club finishes at 16:00.
- 5.53 In addition to its own pupils, pupils from other schools are registered to use the before and after school clubs. At the time of the Officer's site visit, the Head Teacher explained that while there are 40 children in total registered for the clubs approximately 7 of these attend Coleshill C of E Primary School. These are mainly children who have previously been pupils of High Meadow who have moved on to Coleshill Primary to complete their junior schooling. Pupils arrive at the school from 07:30 for the breakfast club. The school gates are open and it is currently possible for pupils to be dropped off in the playground between 07:30 and 08:30. The gates are locked at 08:30. At 08:30 a privately contracted minibus transports pupils from High Meadow to Coleshill School. In the afternoon, the same minibus drops off pupils from Coleshill School to attend the after school club. Several of these children have siblings who still attend High Meadow School. The Head Teacher explained that if the permanent expansion of the school is approved, the attendance of the clubs by pupils from elsewhere would reduce over 4 years as pupils would continue their education on the one school site with siblings staying on the same site for their Primary education. The Technical Note submitted on 24 July reiterates this point, stating that from September 2019 the Coleshill C of E Primary School spaces at the before and after school clubs would be removed and first priority booking would be given to High Meadow pupils.

- 5.54 The Technical Note informs that the school is to introduce mandatory staggered departure times in order to reduce the impact of vehicular traffic during the afternoon pick-up period. It is suggested that Nursery depart at 15:15; Reception Years 1 and 2 leave at 15:00 and Years 3 to 6 depart at 15:10. The Highway Authority has not accepted this as a solution to reduce the parking problem and maintained an objection. Parents are often arriving much earlier than the end of the school day in order to secure a parking place. Also parents collecting pupils from more than one year group would wait to collect all their children, so occupying a parking space for a longer time. While it may be possible for pupils from one family to leave at the same time, such arrangements could result in it becoming increasingly complex for the school to manage.

On street parking

- 5.55 There are currently problems with on-street parking at drop-off and pick-up times. The objections raised by local residents cite anti-social behaviour, poor and illegal parking and the inability of emergency vehicles on occasions being able to access the road as a result of parked cars.
- 5.56 The travel survey carried out showed that 64% of the pupils travel by car. Based on that figure 69 parking spaces are needed on-street to accommodate the children currently on the school roll being collected from the school. The Technical Note surveyed roads around the application site and concluded that there is capacity to accommodate 170 vehicles. Given that 69 of these spaces are used as parking when pupils are collected from school at present this would leave an on street capacity of 102 spaces. The school expansion is stated to result in an additional 56 vehicles which could therefore be accommodated in the vicinity of the school.
- 5.57 Highways are not satisfied that the assessment showed there to be sufficient parking within a reasonable distance of the school. In addition they advised that on-street parking spaces would be reduced as a result from the 'School Keep Clear' lines to be painted on both sides of the Norton Road to a distance of 43 metres either side from the centre line of the school access. The proposed line painting work is to be undertaken by and funded by Safer Routes to School and does not form part of the current planning application. The Highway objection has not been resolved.

- 5.58 The road network around the school is in effect a loop. Once cars enter in search of a parking space they may be causing congestion whether they are able to park or not. The ideal would be for cars not to enter Ennersdale Close but to park at a greater distance from the school and walk. A suggestion has been put forward that a voluntary one-way system could operate around Norton Road and Ennersdale Road. This solution is not one that could be formalised and drivers not knowing or unwilling to use the unsigned direction of travel would prevent such a system working.
- 5.59 A working party for the school development, consisting of school representatives, local residents, local Councillor and Safer Routes to School have discussed the setting up of a 'Park and Stride' facility. Parents would park at the Aldi car park on the eastern side of Station Road. It has been indicated that there would be room for some 27 parent's vehicles to park while pupils were walked to school. In addition the use of the Coleshill Community Centre car park has also been mentioned in the Technical Note as a facility for parents to park and walk their children to school. The Town Council have advised that there has been no formal discussion with or request to the Town Council for the use of its car park.
- 5.60 The use of the Aldi and the Community Centre car parks as a Park and Stride facility could not be required as part of a planning condition for this application. However, the Travel Plan for the school could include the suggested Park and Stride or the school could facilitate a 'walking bus' which would enable parents to drop children at the Aldi car park, to be met by teachers who would escort pupils to school. This facility would require considerable staff commitment to operate and would need to be supported by the Head Teacher and Governors at the school as a means of resolving some of the parking issues. While a Travel Plan was submitted with the planning application, a condition is recommended for a revised version to be submitted within 3 months of the completion of the proposed development in order that such details may be included (condition 13 as recommended).
- 5.61 Suggestions have been made for the creation of additional parking areas within the vicinity of the school, including the use of the wide landscaped verges located between the residential access road to the west of Station Road and the main section of Station Road and for use of part of the park between the River Cole and Lichfield Road to the south of the school. However, the park is within the Conservation Area and the wide landscaped strip of land is part of the Green Open Space designated in the Coleshill Neighbourhood Plan. Neither area is within the applicant's control. Such development to provide car parking in these areas is considered to be contrary to the development plan and again cannot be made the subject of planning conditions imposed upon this consent.

- 5.62 Parking problems in this area of Coleshill are not solely the result of parking for drop-off and pick-up of pupils or local residents. The industrial area to the north and east of the residential area generates significant volumes of vehicles which are not accommodated within the industrial estate. Cars arrive early in the morning, before the start of school to park in residential streets nearby. The result is a reduction in the number of parking spaces available on street in the area between the school and the industrial area. The creation of alternative car parking facilities in the local area could be used by cars generated by the industrial area rather than making a provision for pupils to be dropped off or collected from school.

Accessibility

- 5.63 Within the proposed new building floors would be flush and level and doorways between spaces provided with step free thresholds. In the area surrounding the buildings a gradient of 1:40 would ensure that water falls away from the building but not be so steep as to present a challenge to those with mobility issues. The design of the building would comply with Part M of the Building Regulations for access and in respect of the requirements for visibility, surface textures, lighting and acoustics.
- 5.64 Provision would be made for an accessible toilet and for the remainder of the toilet facilities to be unisex as recommended by WCC Equality and Diversity.

Ecology

- 5.65 The planning application was supported by an Ecological Appraisal, Tree Survey and Arboricultural Impact Assessment.
- 5.66 The proposed development would result in the loss of an area of semi-improved grassland and amenity grassland and an area of garden. In addition several trees would be required to be felled to accommodate the standalone classroom building. The Design and Access Statement outlines that a new two tier planting of large semi-mature native trees would be provided to mitigate for the trees lost. Maple, Hornbeam and Sweet Chestnut are proposed to provide instant screening for the residents of Rose Road and to enhance the biodiversity of the site.
- 5.67 A small area of garden/allotment is also proposed at the southwestern end of the classroom block. The allotment and the areas of decking to the south of the classroom block would be enclosed by 1.2 metre high ivy screen which would prevent access to the slopes from the decking and provide screening and softening of the building.

- 5.68 WCC Ecology commented that the development would result in a small loss of biodiversity which would be predominantly mitigated by the proposed tree planting. In order to ensure a biodiversity gain in accordance with the requirements of the NPPF, Ecology have recommended further enhancements on the school site such as installing bat and bird boxes on trees that are to be retained (condition 4 as recommended).
- 5.69 Ecology recommended a condition for the submission of the details of all lighting to be submitted. While details have been submitted for the proposed external lighting layout around the standalone classroom block, details would also be required for the extension to the building to the east of the existing school building and for the northern boundary of the site. A condition requiring the submission of a lighting scheme to provide details for all extended and altered areas of the school site is therefore recommended (condition 6 as recommended).
- 5.70 WCC Arboricultural Officer commented on the proposed removal of three trees on the site of the standalone classroom. It was advised that the trees would be worthy of protection as they are prominent in the wider landscape view however a good replanting scheme could justify their removal. While the landscape masterplan submitted with the application gives an indication of the landscaping scheme for the proposed development it is considered that a landscaping condition be imposed to ensure the submission of details for the planting, implementation and maintenance.

Flood Risk and Drainage

- 5.71 High Meadow School site slopes generally down towards the south with levels across the site falling by almost 16 metres from the highest area at the north-western corner of the site to the lowest point at the south-western corner. The River Cole is located some 200 metres to the south. The whole application site is located in Flood Zone 1 and is not at risk of fluvial flooding.
- 5.72 The Drainage Strategy submitted with the application detailed that the surface water system for the standalone classroom block would be drained by two separate systems. The majority of the roof would run-off to rainwater downpipes connected to the existing below ground drainage system. The middle section of the block with a green roof would collect rainwater to attenuate some of the run-off. The outflows from this section of roof are proposed to be discharged to the adjacent rainwater garden to the rear of the block to allow surface water to be infiltrated and absorbed.
- 5.73 The foul water drainage system for the new classroom block is proposed to be a new drainage run with a new set of pipes and inspection chambers linking the development to the school existing foul drainage system.

- 5.74 WCC as the Lead Local Flood Authority advised that based on the information submitted they had no objection to the proposed development subject to a condition for submission of a detailed surface water drainage scheme for the site and for the submission of a detailed maintenance plan (conditions 8 and 9 as recommended).

Fire Safety

- 5.75 The Fire Officer indicated that compliance cannot be met for the access for emergency vehicles and required alternative measures to be put in place. Additional details were provided by the applicant to advise that a new dedicated fire hydrant would be installed to bring it within the required 70 metre distance of the new building. In addition, the temporary access proposed to be created to the rear of the school to enable construction access for the development is now proposed to be a permanent access with a minimum width of 3 metres in order to allow access to the rear of the school site in the case of an emergency. This emergency provision to the rear of the existing buildings has not been previously available and would represent a considerable benefit to the school.
- 5.76 The Fire Officer's comment had not been received at the time of report writing and will be reported verbally at the meeting.

Sustainable Design

- 5.77 The Sustainable Design Statement submitted with the application details the two stage analysis undertaken to assess the technologies appropriate to achieve the 10% renewable energy contribution required to comply with the North Warwickshire Borough Council Policy NW11.
- 5.78 As there is limited natural gas to the school site, the primary heating strategy for the building would be via Air Source Heat Pumps (ASHP). The use of ASHP together with the energy efficient design and specification for the fabric of the building would ensure the policy requirement of 10% is met.
- 5.79 The plans for the proposed classroom building indicate the ASHP to be positioned in two locations on the northern elevation of the building, one at each corner of the building. The plant would be enclosed by the building on two sides and by 2 metre high timber fencing on the other two sides. The ASHP plant on the northern side of the building would be over 35 metres from the houses on Rose Road and Lichfield Road. A condition is proposed to ensure that noise arising from the ASHP does not exceed a reasonable level (condition 10 as recommended).

Heritage

- 5.80 Coles Bridge, the road bridge of the Lichfield Road (B4117) where it crosses the River Cole, located 400 metres to the south-east of the school site is a grade II listed structure and also a Scheduled Monument. The school is not seen in the same setting as the listed bridge and is considered to have no visual impact.
- 5.81 The Coleshill Conservation Area is located 75 metres to the south of the application site. There are limited views from the northern most tip of the Conservation Area towards the school site, although the school grounds themselves are largely screened by the houses on the junction of Lichfield Road and Rose Road. The top of tallest tree within the school grounds that is to be felled is seen from the edge of the Conservation Area, but against a backdrop of other trees within and beyond the site. This tree is to be replaced in a planting scheme. It is considered that the proposed development would not have a significant impact on the Coleshill Conservation Area.
- 5.82 The proposed development site lies in an area of significant archaeological potential in the wider vicinity of an area of known Roman settlement (Warwickshire Historic Environment Record MWA 10263). There is also the potential for other, as yet unidentified, archaeological remains to survive across this area. The County Archaeologist raised no objection to the development but did consider that some archaeological work should be required if planning consent is forthcoming. Such work would take a phased approach, the first phase being an archaeological evaluation. A planning condition is recommended (condition 7 as recommended).

Restrictive Covenants

- 5.83 Local residents have made reference to restrictive covenants which relate to the school site. These covenants are private legal matters and are not relevant to the consideration of this planning application. Thus they are not relevant to the consideration of this application.

6. Conclusions

- 6.1 The High Meadow School site is a tight site with significant land level differences, and limited access routes to the site. Notwithstanding these constraints the applicant's architects have produced an attractive high quality design solution which meets the school's requirements and respects its surroundings.
- 6.2 The proposed classroom block is well designed and provides a modern classroom facility of the highest standard. The design sits well in this elevated position and is considered to accord with the provisions of the NPPF and the development plan.

- 6.3 Although the Highways objection has not been overcome for this development there is no clear solution. It is acknowledged that there are conflicts between the needs and amenity of local residents and the needs of the school resulting from on street car parking primarily involving the delivering and collecting pupils from school.
- 6.4 National planning policy (Paragraphs 108 and 109 of the NPPF) states that new developments should only be prevented on highway safety grounds when the impact on the road network would be severe and cannot be mitigated to an acceptable degree.
- 6.5 In this context it is particularly relevant to acknowledge that the congestion issues caused are for a limited time period twice each day, Monday to Friday and only during term times. These impacts last for about 20 – 30 minutes during each daily peak period during term times (39 weeks out of any average calendar year). Out of peak periods the problem greatly eases.
- 6.6 Given this fact it could be concluded that the impacts on the local highway network are not severe as defined by the NPPF and that an objection could not therefore be justified on planning grounds.
- 6.7 Furthermore the imposition of condition 13 requiring the production and implementation of a Travel Plan means that the provisions of paragraph 108 (c) of the NPPF apply in as much as the adverse impacts can be mitigated to an acceptable degree (although it is accepted that this is an essentially subjective assessment and thus could be subject to legitimate challenge).
- 6.8 The proposal seeks to expand the school to change it from an infant school to a primary school. This would provide a sustainable facility specifically intended to serve the wider community. The expansion of the school on the High Meadow School is required to provide school places for pupils within the catchment area and this demand must be accommodated somewhere in the catchment area and this provision must be made rapidly.
- 6.9 Paragraph 94 of the NPPF states that the expansion of schools should be given great weight. This statement must be weighed against any adverse impacts upon the locality which are also recognised as material planning considerations by the NPPF.
- 6.10 It is concluded that the term great weight means that school expansion should be supported unless the impacts which would result from that expansion are wholly and demonstrably unacceptable. It is concluded that this is not the case in this instance and therefore this application should receive support from the planning authority.

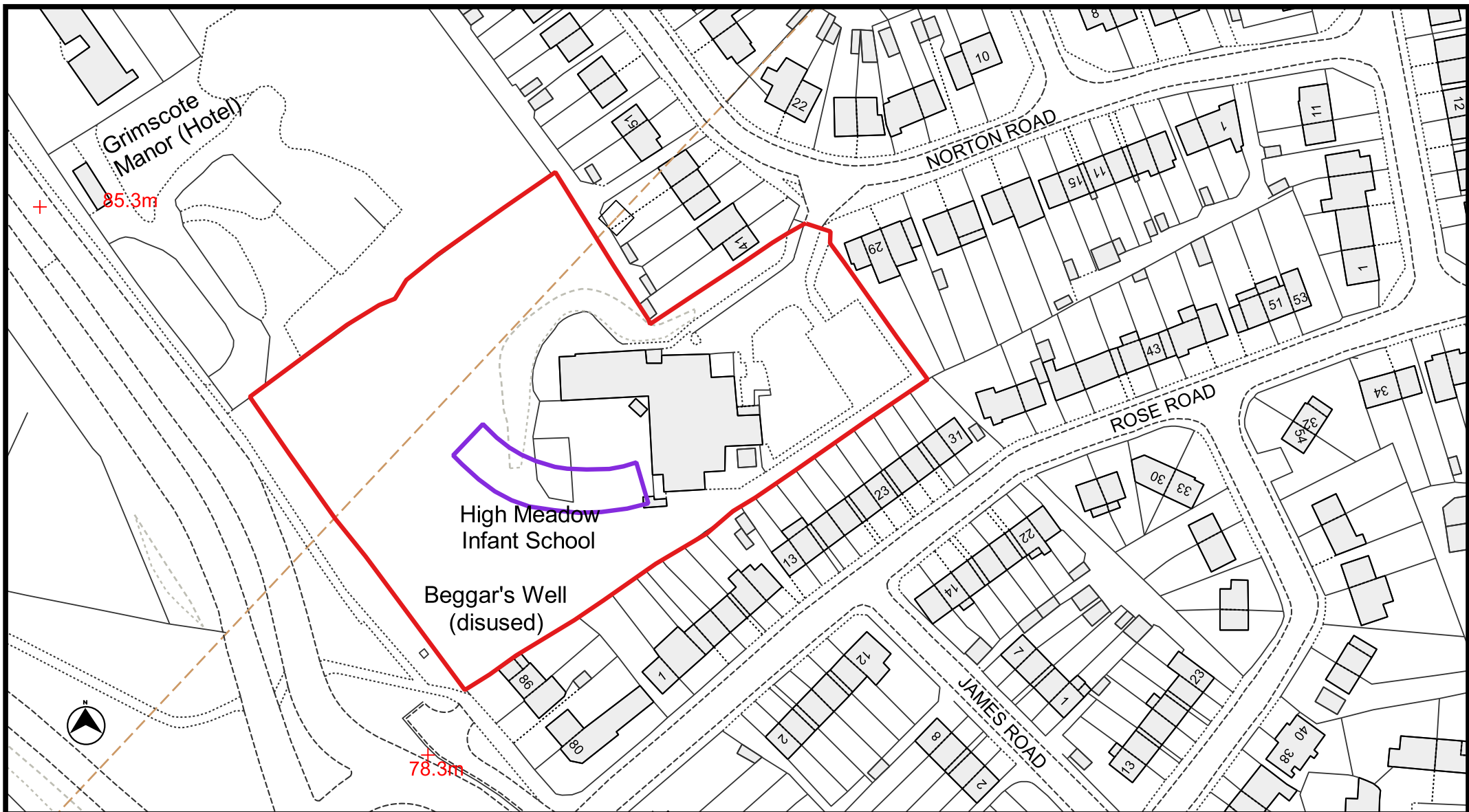
7. Supporting Documents

7.1 Submitted Planning Application – Planning reference NWB/19CC006

7.2 Appendix A – Map of site and location.

7.3 Appendix B – Planning Conditions.

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Application No: NWB/19CC006
High Meadow Infant School, Norton Road, Coleshill, B46 1ES
Construction of standalone classroom block rear of site to allow
for the expansion of school from Infant to Primary.

Regulatory Committee 03 Sept 2019
 Scale 1:1250 Drawn by: SP Dept: Communities

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Appendix B.

Construction of standalone classroom block to rear of site to allow for the expansion of High Meadow Infant School into a full primary, High Meadow Infant School, Norton Road, Coleshill, B46 1ES.

NWB/19CC006

Planning Conditions.

1. The development hereby approved shall be commenced no later than 3 years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

2. The development hereby approved shall be implemented in accordance with the plans and documents numbered :
 - WAR7-PEV-XX-ZZ-A-PL02 - Existing GA Site Plan
 - WAR7-PEV-XX-ZZ-A-PL06 - Proposed GA Site Plan
 - WAR7-PEV-XX-ZZ-A-PL07 - Proposed Phasing Plan
 - WAR7-PEV-XX-ZZ-A-PL08 - Proposed GA Ground Floor Plan
 - WAR7-PEV-XX-ZZ-A-PL09 - Proposed GA Elevations
 - WAR7-PEV-XX-XX-DR-E-0800_P01 - Proposed External Lighting Layout
 - WAR07-PEV-XX-00-DR-L-0201 - Landscaping Details
 - WAR07-PEV-XX-ZZ-DR-C-0500 Rev P01 - Proposed Surface Foul Water Drainage Layout
 - Flood Risk Assessment 'High Meadow Infant School' (ref. MC/EST/180960/17.2/R001 Rev. 01) by Pick Everard, dated 19/03/2019
 - Drainage Strategy 'High Meadow Infant School' (ref. MC/MPC/JGW/181305/17-2/R001 Rev. 01) by Pick Everard, dated 29/03/2019.

and any samples or details approved in accordance with the conditions attached to this permission, except to the extent that any modification is required or allowed by or pursuant to these conditions.

Reason: To define the permission and to ensure that the permission is implemented in all respects in accordance with the submitted details.

3. No development shall take place until a construction management scheme providing details of the Construction Phase Health and Safety Plan and Contractor's Traffic Management Plan, to include routeing; hours of access for construction vehicles and measures to reduce mud deposition off site from vehicles leaving the site, has been submitted to and approved in writing by the County Planning Authority. The construction works shall be carried out in accordance with the approved scheme.

Reason: In the interests of safety of pupils and staff and to minimise the impact of the construction upon local residents, the school, users of the highway and the local environment.

4. No part of the development hereby permitted shall be commenced until a scheme for the provision of bat and bird boxes to be erected on trees/buildings within the site, has been submitted to and approved in writing by the County Planning Authority. The scheme to include details of box type, location and timing of works. Thereafter, the boxes shall be installed and maintained in perpetuity.

Reason: In accordance with NPPF, ODPM Circular 2005/06

5. The development hereby permitted shall either:

- a) Be timetabled and carried out to avoid the bird breeding season (March to September inclusive) to prevent possible disturbance to nesting birds.

- b) Not commence until a qualified ecologist has been appointed by the applicant to inspect the building/vegetation to be cleared on site for evidence of nesting birds immediately prior to works. If evidence of nesting birds is found works may not proceed in that area until outside of the nesting bird season (March to September inclusive) or until after the young have fledged, as advised by ecologist.

Reason: To ensure that protected species are not harmed by the development.

6. No development shall take place until details of all external light fittings and external light columns have been submitted to and approved by the County Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. In discharging this condition the County Planning Authority expects lighting to be restricted at the north-west and west parts of the site and to be kept to a minimum at night across the whole site in order to minimise impact on nocturnal animals.
- Narrow spectrum lighting should be used to avoid the blue-white wavelengths
 - Lighting should be directed away from vegetated areas
 - Lighting should be shielded to avoid spillage onto vegetated areas
 - The brightness of lights should be as low as legally possible;
 - Lighting should be timed to provide some dark periods;
 - Connections to areas important for foraging should contain unlit stretches.

Reason: In accordance with NPPF, ODPM Circular 2005/06

7. No development shall take place until:
- a) A Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work has been submitted to and approved in writing by the Local Planning Authority.
 - b) The programme of archaeological evaluative fieldwork and associated post-excavation analysis and report production detailed within the approved WSI has been undertaken. A report detailing the results of this fieldwork, and confirmation of the arrangements for the deposition of the archaeological archive, has been submitted to the planning authority.
 - c) An Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed) has been submitted to and approved in writing by the County Planning Authority. This should detail a strategy to mitigate the archaeological impact of the proposed development and should be informed by the results of the archaeological evaluation.

The development, and any archaeological fieldwork, post-excavation analysis, publication of results and archive deposition detailed in the approved documents shall be undertaken in accordance with those documents.

Reason: To ensure adequate opportunity is provided for archaeological research on this site and to comply with the requirements of the NPPF and Policy NW14 of the North Warwickshire Local Plan Core Strategy.

8. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the County Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme to be submitted shall include the following information:

- Provide Ground Investigation details and infiltration testing in accordance with the BRE 365 guidance to establish the feasibility of using infiltration to manage the surface water runoff from the site. Where infiltration is feasible this should be used as a primary means of outfall from the development site.
- Demonstrate that the surface water drainage system(s) are designed in accordance with 'The SuDS Manual', CIRIA Report C753 through the submission of plans and cross sections of all SuDS features.
- Limit the discharge rate generated by all rainfall events up to and including the 100 year plus 30% (allowance for climate change) critical rain storm to greenfield runoff rate.
- Demonstrate the provisions of surface water run-off attenuation storage are provided in accordance with the requirements specified in 'Science Report SC030219 Rainfall Management for Developments'.
- Demonstrate detailed design (plans, network details and calculations) of the surface water drainage scheme including details of all attenuation and outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year and 1 in 100 year plus climate change return periods. The calculations should be supported by a plan of the drainage network with all manholes and pipes labelled accordingly.
- Provide plans and details showing the allowance for exceedance flow and overland flow routing. Water must not be directed toward properties nor flow onto third party land. Overland flow routing should look to reduce the impact of an exceedance event.
- Provide evidence to show an agreement from Severn Trent Water to connect to the existing surface water network (if applicable).

Reason: To prevent the increased risk of flooding; to improve and protect water quality; and to improve habitat and amenity.

9. No occupation and subsequent use of the development shall take place until a detailed maintenance plan, written in accordance with CIRIA C753, is implemented and provided to the County Planning Authority giving details on how surface water systems shall be maintained and managed for the lifetime of the development. The name of the party responsible, including contact name and details, shall be provided to the County Planning Authority and Local Lead Flood Authority within the maintenance plan.

Reason: To ensure the future maintenance of the sustainable drainage structures

10. Noise arising from the air source heat pumps permitted, when measured one metre from the façade of any noise sensitive premises, shall not exceed the background noise level by more than 3 dB (A) measured as LAeq (5 minutes). If the noise in question involves sounds containing a distinguishable, discrete, continuous tone (whine, screech, hiss, hum etc.) or if the noise is irregular enough to attract attention, 5dB(A) shall be added to the measured level.

Reason: To protect the amenities of the occupiers of nearby properties in the locality.

11. Notwithstanding the details submitted with the planning application, within 3 months of the commencement of the development hereby permitted, a suitable landscaping scheme shall be submitted to and approved in writing by the County Planning Authority. The submitted landscaping scheme shall include a planting plan showing proposed new planting, written specifications, and schedules of plants/trees noting plant/tree locations, species, sizes, proposed numbers and densities.

Reason: In the interest of biodiversity.

12. The landscaping scheme pursuant to condition 11 shall be implemented in the first planting season following the first occupation of the classroom development, unless otherwise agreed in writing by the County Planning Authority. Should any plants or trees planted as part of the landscaping scheme die, or be removed or become damaged or seriously diseased within five years of the initial planting, then they shall be replaced in the next planting season with others of a similar size and species.

Reason: To ensure the establishment of the landscaping scheme.

13. Within 3 months of the first occupation of the approved classroom block a Green Travel Plan to promote sustainable transport choices for people travelling to and from the site shall have been submitted to and approved in writing by the County Planning Authority. The measures (and any variations) so approved shall continue to be implemented at all times. The Plan shall:

- specify targets for the proportion of pupils, employees and visitors travelling to and from the site by foot, cycle, public transport, shared vehicles and other modes of transport which reduce emissions and the use of non-renewable fuels;
- set out measures designed to achieve those targets together with timescales and arrangements for monitoring, review and continuous improvement;
- provide for a review of the provision of car parking spaces and cycle parking spaces on the school site to determine whether additional spaces are required and the provision of additional spaces if recommended by that review;
- identify a senior manager at the school with overall responsibility for the plan and a scheme for involving staff, pupils and visitors of the school in its implementation and development.

Reason: In order to minimise traffic congestion and potential parking issues in and around the school site and to preserve highway safety.

14. Prior to commencement of development, the applicant is required enter into an agreement with the Highway Authority under Section 59 of the Highways Act 1980. Prior to works taking place on site and following completion of the development, a survey shall be undertaken and agreed with the County's Locality Officer to agree the condition of the public highway. Should the public highway be damaged or affected as a consequence of the works being undertaken during the development of the site, work will be required to remediate this damage as agreed with the Locality Officer.

Reason: In the interests of highway safety.

NOTES

Bat note

Bats can be found in many buildings, even those that initially appear to be unsuitable or have been subject to a bat survey and found no evidence. Therefore if any evidence of bats is found on site, work should stop while a bat survey is carried out by an experienced bat worker, and any recommendations made following the survey are undertaken. It should also be noted that as bats are a mobile species and can move into a property with potential access at any time. Bats and their roost sites are protected under the Wildlife and Countryside Act 1981 (as amended) and the Countryside and Rights of Way Act 2000, and are also deemed European Protected Species.

Hedgehog note

In view of the nearby hedgehog record and suitable habitat, care should be taken when clearing the ground prior to development. If any hedgehogs are found, these should be moved carefully to a suitable adjacent habitat. Hedgehogs are of high conservation concern and are a Species of Principal Importance under section 41 of the NERC Act. Habitat enhancement for hedgehogs can easily be incorporated into development schemes, for example through provision of purpose-built hedgehog shelters. More details can be provided by the WCC Ecological Services if required.

General trench note

Applicants are advised to pay particular attention to foundation ditches, which can be hazardous to badgers and hedgehogs. Sloping boards or steps should be provided to allow animals to escape from such ditches should they become trapped. Failure to consider this matter, leading to the death of individuals, may leave the developer liable for prosecution. Further information about species licensing and legislation can be obtained from the Species Licensing Service on 02080 261089.

Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays. If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required. All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to. Email: plantprotection@cadentgas.com Tel: 0800 688 588

Development Plan Policies Relevant to the Decision.

North Warwickshire Local Plan Core Strategy – Adopted Oct 2014

NW2 Settlement Hierarchy

NW10 - Development Considerations

NW11 – Renewable Energy and Energy Efficiency

NW12 - Quality of Development

NW14 – Historic Environment

North Warwickshire Borough Local Plan 2006

ENV11 - Neighbour Amenity

ENV12 - Urban Design

ENV13 - Building Design

ENV14 - Access Design

ENV16 – Listed Buildings, Non-Listed Buildings of Local Historic Value and Sites of Archaeological Importance

TPT3 – Access and Sustainable Travel and Transport

TPT6 – Vehicle Parking

Appendix 4 – Parking Standards - D1 Schools and Colleges

Coleshill Neighbourhood Plan 2015 - 2030

Policy ENP2 – Green open spaces

Compliance with the Town and Country Planning (Development Management Procedure) (England) Order 2015

In considering this application the County Council has complied with paragraph 38 contained in the National Planning Policy Framework 201