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**2016/1436**

**Applicant:** Richard Waterhouse (BMBC)

**Description:** Erection of single storey classroom extensions to school and additional parking, bin store and siting of container and alterations to access road and footpaths.

**Site Address:** Milefield Primary School, Milefield Lane, Grimethorpe, S72 7BH

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### **Site Description**

Milefield Primary School is located on the Western outskirts of Grimethorpe, accessed off the Ferrymoor Roundabout along the A6195. The school is situated on a large plot which incorporates the main school building, playing fields and hard surface multi-use games area, with an area to the South of the site that houses a small number of farmyard animals.

The entire site is bordered by a palisade fence, with a landscaped and wooded bank along the North West boundary, with gated pedestrian access from both the North East and South East of the site and a secured vehicle access on the South West, which is used by staff and service vehicles. Along the Northern Boundary are approximately 10 no. detached bungalows on Stacey Crescent.

The school building itself is constructed in an industrial style, with buff and red brickwork with red aluminium windows and a grey sheet roof.

### **Planning History**

B/90/1736/HR – Erection of Junior and Infant School – Engine Lane, Grimethorpe  
B/95/0774/HR – Erection of 2.4 metres high palisade security perimeter fencing – Milefield Primary School, Engine Lane, Grimethorpe

### **Proposed Development**

The applicant is seeking approval for the erection of two, single storey extensions to the school, a timber screen around existing mechanical plant, erection of a permanent bin store and the creation of additional parking to increase capacity for a proposed increase in staff numbers. There will also be the creation of a new pedestrian footpath in the North West corner of the site.

The design and access statement provided with the application states that the main reason for the extensions is to meet the forecast for pupil demand in the Grimethorpe area. From the start of the 2016/17 academic year it is necessary to increase the school admissions number from 30 to 45. This will aid the school's long term aim to increase capacity from 210 to 315 pupils.

The proposed extensions will be located along the North West elevation of the school and will provide additional capacity to the school and associated children's' centre.

The school extension will have a sideways projection of 10.4m and a rearward projection of 15.8m and will form an 'L-Shape' extension to the school building. The proposed extension will have a flat roof with a height of 3.3m. The extension will be constructed out of red brick materials, with grey uPVC windows and green cladding panels on the entrance and corners of the extension. The extension will also provide ramped access to the main entrance.

The proposed extension to the children's centre will also be located on the North West elevation, but closer to the northern boundary of the site. The proposed extension will have a sideways projection of 8.35m and a rearward projection of 9.25m. This extension will also have a flat roof with a height of 3.2m. Red brick materials are proposed for its construction, with grey uPVC windows and pink cladding on the corner and upper part of the front elevation.

Currently, the bin storage area for the school is located where the proposed extension to the children's centre will be and so a new permanent location is proposed. The bin storage area will be re-located to the South West of the school building, in the corner of the service road to the site. The bin storage area will measure 4.7m by 6.5m and be bordered by a 1.8m high palisade fence with a gated entrance. At present, the proposed new bin storage area is occupied by two steel shipping containers, which will be relocated to the north west of the proposed storage area, closer to the boundary fence.

The proposed new parking area will be located at the top end of the service road, parallel with the rear elevation of the school extension and will consist of 5 standard parking spaces and 1 disabled parking space.

Located to the North of the proposed new parking area will be the new footpath and access in the North West corner of the site. The footpath will run through an area that currently has trees in situ; some of these will be removed and others will be cut back to make space for the footpath. The footpath will run along the side of the children's centre play area, before terminating at the North West corner of the site, where a new pedestrian access will be created in the fencing.

A Multi Use Games Area (MUGA) was originally included in the proposal however, as per the instructions of the client, the MUGA has been removed from the proposal and is therefore no longer under consideration.

## **Policy Context**

Planning decision should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

### Core Strategy

CSP29 – Design Matters – sets out the overarching design principles for the borough to ensure that development is appropriate to its context. The policy is applied to new development and to the extension and conversion of existing buildings.

CSP 25 – New Development and Sustainable Travel sets out the principles that will be applied in regards to transport and parking provision for new development within the borough

CSP 43 – Educational Facilities and Community Uses states that the Council will support the provision of schools, educational facilities and other community facilities.

### UDP Designation

UDP Existing Community Facility

## SPDs/SPGs

SPD – Parking supplements Core Strategy Policy CSP 25 New Development and Sustainable Travel and sets out the parking standards that the Council will apply to all new development.

## Publication Consultation Document

The Council has produced the Publication Consultation Document of the Local Plan. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although this is still limited by the need to consider any comments received during the consultation and with the knowledge that the Inspector can require changes to the plan.

The emergent policies of the Local Plan that are attributable to this development are GD1 and D1. In general they resonate with the requirements of Core Strategy Policy 29.

## NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

## **Consultations**

Drainage – No objections to proposal.

Forestry Officer – No objection to this proposal subject to a condition being attached regarding replacement tree planting.

Highways DC – No objections to proposal, subject to conditions regarding surfacing, travel and construction.

Pollution Control – No objections since proposed MUGA was removed from proposal.

Ward Councillors – No objections to proposal.

Yorkshire Water Services Ltd – No objection to proposal, subject to condition regarding discharge of surface water drainage.

## **Representations**

Neighbour notification letters were sent to surrounding properties and site notices were posted. No comments or representations were received.

## **Assessment**

### Principle of Development

This is an extension resulting in an increase in classrooms in order to provide for the anticipated increase in pupil numbers going forward and would not raise any issues of planning principle. Policy CSP43 Education Facilities and Community Uses would support the scheme.

### Residential Amenity

Along the Northern boundary of the site are approximately 10 no. dwellings situated on Stacey Crescent. There is potential for noise nuisance to occur from the new footpath and access along the Northern boundary, which lead onto Stacey Crescent however; the footpath and access will mainly be used for short periods in the morning and afternoon during term time. Therefore, a significantly detrimental effect on local residents is considered unlikely.

The two proposed extensions are both proposed to be single storey, are modest in size and will be located at least 40m from the nearest property. Therefore it is highly unlikely that there will be any detrimental effect in terms of overshadowing, overbearing or overlooking. The bin storage area and new parking area are located far away from any residential properties and it is unlikely that there will be any significant increase in levels of activity to what there currently is; and so there would be no detrimental effect on local residents. The proposals are therefore considered to be acceptable in this context.

### Visual Amenity

The school is set quite far back from Milefield Lane, which is the main vehicles access to the site and is partially screened by the boundary fence and willow trees within the school grounds. The extensions are proposed to be of a similar material construction to that of the main school building.

In terms of the cladding to both extensions; the design and access statement provided with the application states that:

'The cladding surfaces are to contrast, yet complement the existing building ... The aim of the extensions are to provide a more prominent entrance point for both the school and Children's Centre, which is currently unclear in their existing location ... The proposed glazed curtain wall connection between the existing building and the development are to create an unnoticeable transition between the old and the new'.

As the school is not highly visible from public vantage points and there are so few residential properties nearby, it is unlikely that the additions would have a detrimental effect upon the street scene and are not considered to be an unsightly addition to the building.

The fencing for the bin storage area is similar to the existing boundary fence and provides screening from the large refuse bins and so is considered acceptable. The timber screen around the existing plant will also provide adequate screening and given its position it would not be a prominent feature when compared to the overall school building.

The footpath and parking area are screened from public vantage points by the existing trees on the site and will not have a harmful visual impact and so are acceptable.

### Highway Safety

SPD – Parking states that schools should provide a maximum of 1 parking space per 3 staff members and that disabled parking provision should be on a scale of 4% of the total number of spaces; and at a distance of no more than 50m from an entrance to the building. The school anticipates an increase in staff numbers of 14 and so the provision of 5 additional spaces complies with guidance set out in SPD. The addition of one disabled parking bay that is within 50m of the proposed new entrance also complies with SPD and so the new parking area is considered acceptable.

The development will involve altering the existing access road to make space for the extensions. As such, Highways DC requested that provision be made for service vehicles to enter, manoeuvre and exit the site in a forward gear. Details were provided and considered satisfactory by Highways DC and so the proposal is considered acceptable in a Highways context.

Conditions will be attached regarding the surface materials to be used for the parking area, that alternative methods of transport (other than car) are promoted and that a Construction Method Statement is submitted prior to any work commencing; which will provide details of how vehicles will access the site, unload plant/machinery etc. and prevent debris from being deposited onto the highway.

### Conclusion

Overall, the proposal is modest in scale and enables Milefield Primary to help alleviate some of the shortfall in school places in the area. The extension will harmonise well with the existing building as well as provide a new focal point for entering the building. The new bin storage and parking area demonstrate that sufficient provision is being made for the construction of the extensions and an increase in staff numbers. The creation of the new footpath and access will make it easier for local parents to enter the site from Stacey Crescent and may help to encourage more to walk their children to school instead of using the car.

The proposal complies with the standards set out in both the Core Strategy and SPD and so is considered acceptable.

### **Recommendation**

**Approve** – subject to conditions:

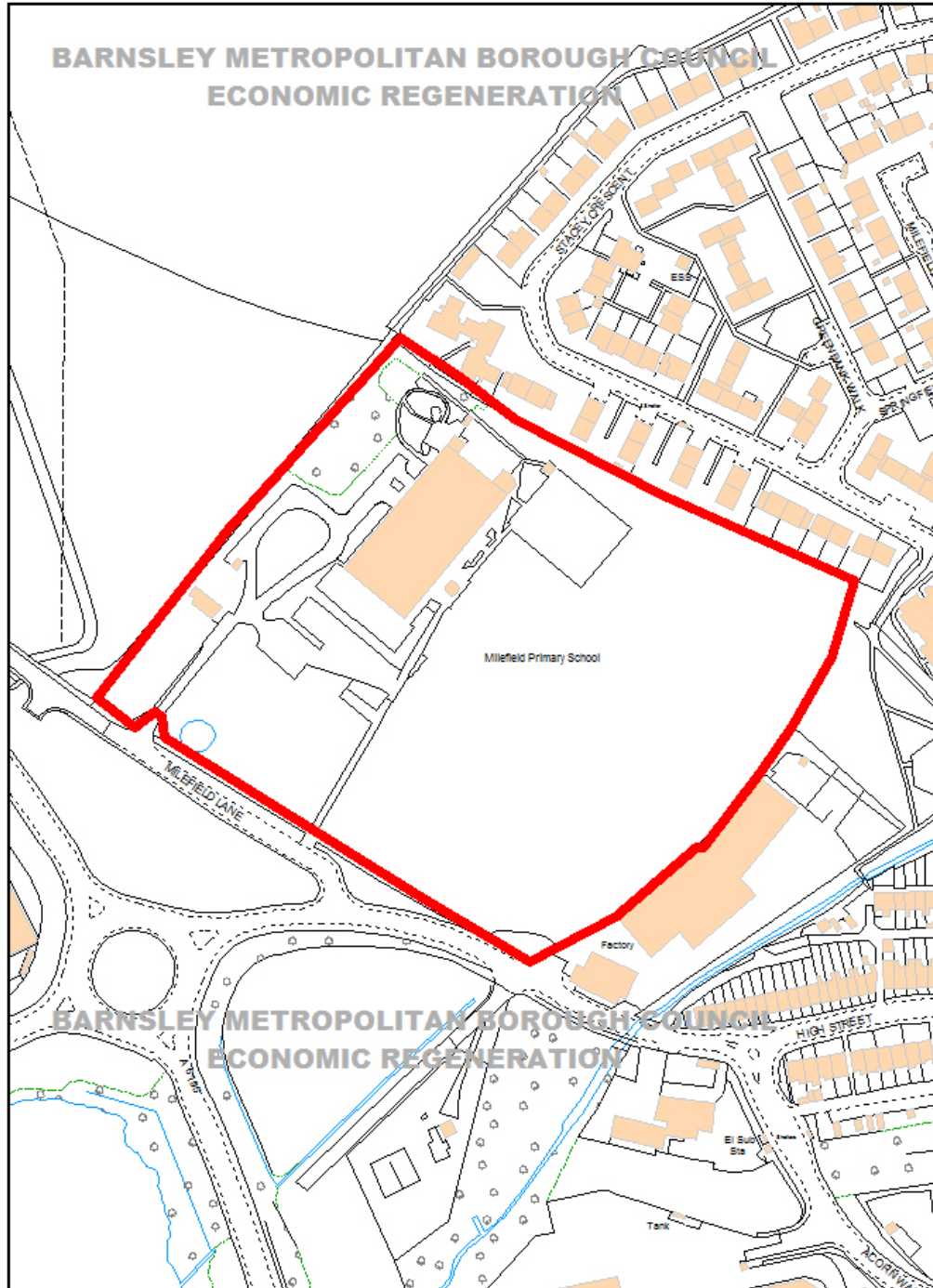
- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
**Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.**
  
- 2 The development hereby approved shall be carried out strictly in accordance with the plans (Drawing No. NPS-DR-A011 Rev. P3, Drawing No. NPS-DR-A012 Rev. P1, Drawing No. NPS-DR-A022 Rev. P3, Drawing No. NPS-DR-A030 Rev. P3, Drawing No. NPS-DR-A035 Rev. P3, Drawing No. NPS-DR-A105 Rev. P4, Drawing No. NPS-DR-A110 Rev. P3 and Drawing No. NPS-DR-A700 Rev. P2) and specifications as approved unless required by any other conditions in this permission.  
**Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.**
  
- 3 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).  
**Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.**

- 4 No development shall take place until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the local planning authority. There shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.  
**Reason: To ensure adequate control of surface water drainage in accordance with CSP4.**
- 5 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.  
**Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement.**
- 6 Prior to the occupation of the building a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes other than the private car, and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved shall be fully implemented, in the interests of sustainable development.  
**Reason: In the interests of highway safety in accordance with CSP26.**
- 7 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- The parking of vehicles of site operatives and visitors
  - Means of access for construction traffic
  - Loading and unloading of plant and materials
  - Storage of plant and materials used in constructing the development
  - Measures to prevent mud/debris being deposited on the public highway.
- Reason: In the interests of highway safety in accordance with CSP26.**
- 8 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species.  
**Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 36, Biodiversity and Geodiversity.**
- 9 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.  
**Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40, Pollution Control and Protection.**

PA reference :-

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