

## Item No. 15

<b>APPLICATION NUMBER</b>	<b>CB/16/01781/REG3</b>
<b>LOCATION</b>	<b>Slip End Lower School, Ross Way, Slip End, Luton, LU1 4DD</b>
<b>PROPOSAL</b>	<b>Proposed single storey infill extensions to the front and rear of the school</b>
<b>PARISH</b>	<b>Slip End</b>
<b>WARD</b>	<b>Caddington</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Collins &amp; Stay</b>
<b>CASE OFFICER</b>	<b>Debbie Willcox</b>
<b>DATE REGISTERED</b>	<b>03 May 2016</b>
<b>EXPIRY DATE</b>	<b>28 June 2016</b>
<b>APPLICANT</b>	<b>Mr D Anderson</b>
<b>AGENT</b>	<b>-</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>The application is for the Council's land and an objection has been received that cannot be resolved by conditions.</b>
<b>RECOMMENDED DECISION</b>	<b>Regulation 3 - Recommended for Approval</b>

### **Summary of Recommendation**

The proposed extensions to the school would not constitute inappropriate development within the Green Belt and would not harm the openness of the Green Belt. The proposal would not have a material impact on the character and appearance of the area or the residential amenity of neighbouring occupiers. The limited impact on the highway network would be mitigated by the imposition of conditions requiring an additional on-site parking space and the preparation and implementation of a School Travel Plan. The proposal is therefore considered to be in accordance with Sections 4, 7, 8 & 9 of the National Planning Policy Framework, Policy BE8 of the South Bedfordshire Local Plan Review and the Central Bedfordshire Design Guide.

### **Site Location:**

The application site comprises Slip End Lower School, located at the southern end of the village of Slip End and accessed from Ross Way. The village of Slip End is inset from the South Bedfordshire Green Belt, but the site is located just outside the inset boundary and is therefore in the Green Belt.

The school is accommodated within a single storey building with a pitched roof. Parts of the building are recessed below the pitched roof, creating small open areas, with the roof acting as a canopy, on both the north and south elevations of the building.

The site also comprises a staff bungalow, a swimming pool, staff parking, playing fields and playgrounds.

The school currently accommodates 164 children, including the nursery.

### **The Application:**

The application seeks planning permission to infill the two recessed areas on the north and south elevations. The area on the north elevation would be infilled to create an improved entrance area to the school. The area on the south elevation would be infilled to allow the extension of an existing classroom, making provision for a net additional 12 pupils.

The extensions would be constructed with facing brickwork and aluminium windows and doors; the existing roof would be utilised.

### **RELEVANT POLICIES:**

#### **National Planning Policy Framework (2012)**

Section 4: Promoting sustainable transport

Section 7: Requiring good design

Section 8: Promoting healthy communities

Section 9: Protecting Green Belt land

#### **South Bedfordshire Local Plan Review Policies**

BE8 Design Considerations

T10 Parking - New Development

*(Having regard to the National Planning Policy Framework, the age of the plan and the general consistency with the NPPF, policy BE8 is still given significant weight. Policy T10 is afforded less weight).*

#### **Development Strategy for Central Bedfordshire (June 2014)**

*At the meeting of Full Council on 19th November it was resolved to withdraw the Development Strategy. Preparation of the Central Bedfordshire Local Plan has begun. A substantial volume of evidence gathered over a number of years will help support this document. These technical papers are consistent with the spirit of the NPPF and therefore will remain on our web site as material considerations which may inform further development management decisions.*

#### **Supplementary Planning Guidance**

Central Bedfordshire Design Guide: A Guide for Development, 2014

#### **Relevant Planning History:**

Application Number	SB/75/00347/REG3
Description	Replacement Lower School
Decision	Planning permission granted
Decision Date	29/08/1975

Application Number	SB/75/00347A/REG3
Description	40 Place Nursery Unit
Decision	Planning permission granted
Decision Date	29/08/1975

#### **Consultees:**

Slip End Parish Council	The Parish Council have no objection to this development. However, we wish the school should take steps to accommodate car drop off and pick ups within their grounds. Would Planning please ask Highways to report on severe parking problems affecting residents in
-------------------------	---

Ross Way and St. Andrews Close during drop off and pick up times!

Highways Officer

This application is for the single storey infill extensions to provide an improved school entrance and an additional classroom, part of which already exists. In other words the additional classroom area is approximately 33m<sup>2</sup> which would represent approximately 50% of the total area of the classroom therefore one could argue that it also represents an increase of 50% of the pupils, more specifically 12 pupils.

In terms of the parking standards I would expect one additional off-street parking space to be provided this may be conditioned. I would also suggest a School Travel Plan is submitted which would help reduce car trips and promote sustainable transport.

I suggest the supplied conditions be imposed.

Travel Plan Officer

Requests condition for an updated Travel Plan.

Pollution Team

No objections

**Other Representations:**

Neighbours (25 St Andrew's Close)

Object to the proposals as it would result in an increase in pupil numbers, which will increase the number of cars and congestion. There are already existing parking problems in the area caused by parents parking inconsiderately and any increase in the number of children would exacerbate the problem. Parking for parents should be provided on-site.

**Determining Issues:**

The main considerations of the application are;

1. Principle of Development
2. Impact on the Character and Appearance of the Area
3. Neighbouring Amenity
4. Highway Considerations
5. Other Considerations

**Considerations**

**1. Principle of Development**

- 1.1 The application site is located in the Green Belt and therefore Section 9 of the National Planning Policy Framework (NPPF) is a key consideration in the determination of this application. Section 9 does permit the extension of buildings within the Green Belt, as long as they are cumulatively modest and proportionate to the original building. The planning history indicates that the building has not previously been extended and the extensions would be modest and proportionate in scale to the existing building. Furthermore, as infill

extensions, there would be no impact on the openness of the Green Belt. As such, the proposal is considered to be in accordance with Section 9 of the NPPF.

- 1.2 The proposal is also in accordance with Section 8 of the NPPF, which requires Local Planning Authorities to give great weight to the need to create, expand or alter schools.

## **2. Impact on the Character and Appearance of the Area**

- 2.1 As the proposal would merely constitute the infilling of two small areas below the existing roof of the building, and the infilling would be done using materials that would match the existing building, it is considered that the proposal would have no impact upon the character and appearance of the area. The proposal is therefore considered to be in conformity with Section 7 of the NPPF, policy BE8 of the South Bedfordshire Local Plan Review and the Central Bedfordshire Design Guide.

## **3. Neighbouring Amenity**

- 3.1 There would be no material impact on the residential amenity of neighbouring occupiers in terms of loss of light or privacy as a result of the limited extent and nature of the building proposals.
- 3.2 The proposal would allow an increase in the capacity of the school by 12 pupils. It is not considered that this would result in a material increase in the levels of noise and disturbance at the site. The proposal is therefore considered to adhere to the policies detailed above.

## **4. Highways Considerations**

- 4.1 It is understood that the area currently suffers from existing congestion during school pick-up and drop-off times. The proposal would allow an increase in the capacity of the school by 12 additional children. The Highways Officer has requested a condition requiring an additional on-site parking space, which would conform with the Council's parking standards for Lower Schools. A condition requiring an updated Travel Plan is also recommended, which it is considered would acceptably mitigate the impact of the additional 12 pupils on the highway network.
- 4.2 While it is acknowledged that there are existing congestion problems in the area, they cannot be dealt with under this planning application as that would not be proportionate. Nevertheless, it is hoped that the updated Travel Plan will also have a positive impact on the existing congestion.
- 4.3 Section 4 of the NPPF urges Local Planning Authorities to seek to mitigate the transport impacts of development, but it then states that development should only be refused where the residual impacts of development on the transport network would be severe. It is considered that the residual impacts on the transport network as a result of the proposal, following the suggested mitigation would be extremely limited and therefore the proposal is considered to be in accordance with Section 4 of the National Planning Policy Framework.

## **5. Other Considerations**

- 5.1 **Human Rights issues:**

The proposal raises no Human Rights issues.

5.2 **Equality Act 2010:**

The application does not make reference to accessibility issues and it is therefore considered appropriate to impose an informative advising the applicants of their responsibilities under the Equality Act 2010.

**Recommendation:**

That Planning Permission be APPROVED subject to the following:

**RECOMMENDED CONDITIONS**

- 1 The development hereby permitted shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 All external works hereby permitted shall be carried out in materials to match as closely as possible in colour, type and texture, those of the existing building.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match the existing building in the interests of the visual amenities of the locality.

(Policy BE8, SBLPR and Section 7, NPPF)

- 3 The extensions hereby approved shall not be first occupied or brought into use until a scheme for the parking of vehicles on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall comply with the standards of the Local Planning Authority and shall be fully implemented before either of the extensions hereby approved is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure provision for car parking clear of the public highway in the interests of road safety.

(Policies BE8 & T10, SBLPR and Section 4, NPPF)

- 4 The extensions hereby permitted shall not be first occupied or brought into use until a scheme for the parking of cycles on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

(Policy BE8, SBLPR and Section 4, NPPF)

- 5 **No development shall take place until a scheme detailing provision for on site parking for construction workers and deliveries for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented**

**throughout the construction period.**

**Reason: The condition must be discharged prior to commencement to ensure adequate off street parking during the construction period in the interests of road safety.**

**(Policy BE8, SBLPR and Section 4, NPPF)**

6 Before the building is first brought into use, an updated Travel Plan shall be prepared and submitted to and approved by the Local Planning Authority. The plan shall contain details of:

- plans for the establishment of a working group involving the School, parents and representatives of the local community
- pupil travel patterns and barriers to sustainable travel
- measures to encourage and promote sustainable travel and transport for journeys to and from school
- an action plan detailing targets and a timetable for implementing appropriate measures and plans for annual monitoring and review
- measures to manage the car parking on site

All measures agreed therein shall be undertaken in accordance with the approved plan. There shall be an annual review of the Travel Plan to monitor progress in meeting the targets for reducing car journeys generated by the proposal and this shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of highway safety, to reduce congestion and to promote the use of sustainable modes of transport  
(Policies BE8 & T10, SBLPR and Section 4, NPPF)

7 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1001, 1002, 2000, 2001, 2002, 2003, 2004, 3001, 3002, 3003, 3004, 3005 and 3006.

Reason: To identify the approved plans and to avoid doubt.

## **INFORMATIVE NOTES TO APPLICANT**

1. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).
2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. The applicants attention is drawn to their responsibility under The Equality Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

- Where a provision, criterion or practice puts disabled people at a substantial disadvantage to take reasonable steps to avoid that disadvantage;
- Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments ([www.cae.org.uk](http://www.cae.org.uk))  
Central Bedfordshire Access Group ([www.centralbedsaccessgroup.co.uk](http://www.centralbedsaccessgroup.co.uk))

4. In order to discharge condition 3, a parking scheme showing one additional on-site parking space will be required.

**Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 5, Article 35**

Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**DECISION**

.....  
  
.....