

Central
Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ



**TO EACH MEMBER OF THE
DEVELOPMENT MANAGEMENT COMMITTEE**

07 April 2015

Dear Councillor

DEVELOPMENT MANAGEMENT COMMITTEE - Wednesday 8 April 2015

Further to the Agenda and papers for the above meeting, previously circulated, please find attached the Late Sheet.

(i) Late Sheet

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Should you have any queries regarding the above please contact Democratic Services on
Tel: 0300 300 4040.

Yours sincerely

Martha Clampitt
Committee Services Officer
email: Martha.Clampitt@centralbedfordshire.gov.uk

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LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE – 08.04.15

Item 6 (Pages 15-32) – CB/15/00256/FULL – Silsoe Church of England VC Lower School, Chestnut Avenue, Silsoe

Consultation Response

Silsoe Parish Council response to the application is appended to the Late Sheet. (a package containing the response and the Silsoe Village Design Statement has been sent directly to Committee Members)

Additional Information

A List of measures to help mitigate the impact of traffic and additional movements has been submitted by the Principal Highways Officer and agreed by Education.

New Silsoe Lower School - Safer Routes to School Measures

Measures on the former Cranfield University Site

- *School Safety Zone (SSZ) to include:*
- *School Keep Clear Markings*
- *Timed Single Yellow Lines*
- *Traffic Regulation Order (for the above)*

These measures will ensure that the area adjacent to the school is kept free from parking in order to that vehicular movements are kept to a minimum in an area where there will be the highest levels of activity and the greatest amount of vulnerable road users. The measures will ensure that the school is conspicuous to all road users moving around in the vicinity.

- *Herringbone imprint patch across the carriageway - This will help to increase the visual awareness of the school and the prominence of the school safety zone and increase safety of vulnerable road users accessing the school.*
- *Footway link between Mander Farm Road and Chestnut Avenue (Remove fence panel and extend the footway)*
- *Potential footway link from the easterly part of Mander Farm Road and Alder Wynd (remove fence panel and extend footway)*
- *Add in the link which is currently gated between Mander Farm Road and the village green (Take down fence panel and extend footway, dropped kerbs either side of MFR on the desire line)*

These will help to improve connectivity to the school site for pupils coming from the rest of the village.

All of these measures are fundamental to encouraging active travel to the new school site and reducing the reliance on cars for the journey to school. These measures will facilitate and work alongside the Travel Plan which is being written and adopted by the school.

These measures will need the agreement of the developers on the site if they are to be implemented and start to be enforced prior to the roads being adopted as highway.

Measures to encourage active travel to the school from the older part of the village

Improve the quality of the following footway links:

- 1. West End Road/Mander Farm Road*
- 2. Holly Walk/West End Road*
- 3. Pine Walk/West End Road*
- 4. Elm Drive/Hawthorn Road/Ampthill Road*
- 5. Millennium Green/The Grove*

These will improve the links for routes to schools and provide a high quality option for active travel for the school journey. Again these improvements will work 'glove in hand' with the Travel plan actions.

It is fundamental that all of these measures are referenced and supported by the travel plans and the actions that will be set out in them which the school will be responsible for.

I expect that the submission prior to occupation and implementation of all of the measures contained within the travel plans to be part of a planning condition which the schools will be bound by.

This condition (if the schemes get the go ahead) I expect will also specify that the school keeps the document up to date and submits an annual report to the planning authority specifying what has been done, what has and hasn't been successful and set out a list of measures that they will be taking forward for the following year.

The Silsoe Lower School Travel Plan was received by email on Thursday 2 April.

The Travel Plan was forwarded to the Parish Council by email also on 2 April.

Email from Cllr Graham dated 2/4/15

Sam, this has come to us extremely late, given that Easter is upon us and the DMC is on April 8th! The parish council will have no time at all to consider the details set out in it before they, and I, have to make our case to that committee.

There are many inconsistencies that on only a first read, I have seen. Not happy!

Officers comments:

Due to the late submission of the Travel Plan it is not possible to consider the contents in advance of Committee therefore it is recommended that the requirement of the Travel Plan as a condition should permission be granted remains in place. The Parish Council can be consulted on the travel plan as and when details are submitted for the condition.

Additional information

For clarity –

The acronym BESD (referred to in report) means Behavioural Emotional and Social Difficulties

The application site is not within the conservation area boundary.

Item 7 (Pages 33-44) – CB/14/04865/REG3 – Roecroft Lower School, Buttercup Road, Stotfold, Hitchin

Additional Consultation/Publicity Responses

Highways

I have visited the site and witnessed the issues at peak school times I can understand the concerns of the nearby residents. However this situation is not untypical of virtually every school gate in the country. This school is deep within a major residential development in a location with easy and convenient access by sustainable modes of transport. The school has a Travel Plan which my colleagues in the Sustainable Transport Team will consider and comment upon in more detail.

At present Buttercup Close is not an adopted highway and remains under the control of the developer. I am advised that the adoption as highway under a Section 38 agreement is unlikely to occur in the foreseeable future and is a situation where we have very little power to influence. The carriageway is of typical construction and layout with separate footway provision along it's entire length with widening on the decorative paving area in front of the school that presently is used for parking and pick-up set down by parents. There are no school keep clear road markings at present pending completion of the road to adoptable standards. The developer has placed no entry signs at each end of Buttercup Road effectively introducing a north to south one way route past the school. This is not an official enforceable arrangement and would require an Order following consultation with the residents. I believe that the Traffic Management Team are aware of the situation and may be prepared to consider a permanent arrangement but only through the correct channels and the confirmation of an Order which may have to be deferred until the carriageway becomes public highway.

From a Highways Development Management viewpoint there is no justification to object the scheme now being pursued. The overall proposal provides on-site parking for staff and visitors in line with policy and the access arrangement is of an appropriate standard.

Neighbouring residents.

One additional letter from Mrs Hodgson (speaker), sent to Alistair Burt MP, received requesting that it be circulated to Members for the meeting. The letter is included at the end of this late sheet.

Additional Information.

1. The agent has submitted details of a revised Travel Plan and proposed lighting scheme requesting that these be considered prior to the meeting in an attempt to address the requirements of proposed conditions 5 and 6 respectively. However the submissions were too late to allow for consultation and consideration and therefore the submissions have not been assessed and conditions 5 and 6 remain as proposed.
2. Discussions had with Paul Salmon (Senior Traffic & Safety Engineer) over Highways views on Buttercup Road. From a highway perspective Paul has undertaken some survey and leaflet work to about 200 properties in the area to get views on the issues relating to the school and Buttercup Road. The concerns relate to parking by parents at peak times on Buttercup Road with some residents complaining that parents park on their drive. Paul advised that some parking is provided in rear courtyard arrangements and in these instances the referenced driveways tend to be cobbled areas outside the front doors of affected residents.

Consideration has been given to possibly introducing timed parking restrictions (single yellow lines) on the street or a residents parking permit scheme. The permit scheme is unlikely feasible as it would require residents to pay for it. The other significant issue is that the road is unadopted at present. The current one-way signs are in place but are not 'official'. Paul's suggestion is that ideally Buttercup Road would be formalised as a one-way street and be subject to timed parking controls.

Additional/Amended conditions.

Following Highways comments, replace condition 4 with:

4. The proposed development shall be carried out and completed in all respects in accordance with the on-site vehicular layout illustrated on the approved plan and defined by this permission and, notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995, (or any Order revoking or re-enacting that Order) there shall be no variation without the prior approval in writing of the Local Planning Authority.

Reason: To ensure that the development of the site is completed insofar as its various parts are interrelated and dependent one upon another and to provide adequate and appropriate access arrangements at all times.

Additional condition:

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- Construction vehicle numbers, type, routing;
- Traffic management requirements;
- Construction and storage compounds (including areas designated for car parking);
- Siting and details of wheel washing facilities;
- Cleaning of site entrances, site tracks and the adjacent highway;
- Timing of construction activities to avoid school pick up/drop off times;
- Post construction restoration/reinstatement of the working areas and any temporary access to Buttercup Road

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

Item 8 (Pages 45-60) – CB/15/00240/OUT – Havannah Farm, Sutton Hill, Sutton

Additional Consultation/Publicity Responses

Additional Comments

None

Item 9 (Pages 61-76) – CB/14/04852/FULL – Tree Tops, Heath Lane, Aspley Heath, Milton Keynes

8 additional letters of objection received in relation to the re-consultation, each letter that was received was from an objector whom had previously commented on the original application.

Objections received from: Birdwood, Knoll Cottage, Greyways, Tarskaig, Copper Beeches and Oakwood, Aspley Heath, and 51 and 58 Church Road.

The objections all relate to issues that have been previously raised, relating to Trees, Definition of Infill Development, Green Belt, Inappropriate design, and Access. All objections state that the amended plans do not alter their opinion of the development as a whole.

Additional Comments

Comments on revised plans from Andy Jones, Tree Officer:

I refer to the revised Arboricultural Method Statement prepared by First Environment Limited (Ref 5330FE AMS 01 rev E) and the Tree Protection Plan (Drawing No. 5339 FE TPP 04). I can confirm that I have no objection to the proposal but recommend that the following conditions and informatives are imposed:-

Conditions:

Implementation of Tree Protection Plan

Prior to development, all protective fencing and ground protection, as stipulated on the Tree Protection Plan (Drawing No. 5339 FE TPP 04), shall be erected and positioned in strict accordance with this plan, and in full compliance with the specification set out in Section 5.3 and 5.5 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E). The fencing and ground protection shall then remain securely in place throughout the entire course of development.

Reason:

To establish a protective area and construction exclusion zone around the designated Root Protection Areas so as to prevent damage from excavation work, soil compaction, material storage, and machinery plant, so as to conserve the integrity of the rooting medium and rooting system of adjacent trees.

Implementation of Arboricultural Method Statement

Both prior to and during development, all tree protection measures as outlined in the Arboricultural Method Statement, prepared by First Environment Limited (Ref 5330FE AMS 01 rev E), shall be fully implemented in strict accordance with this document.

Reason

To ensure the satisfactory implementation of tree protection measures in order to secure the health, stability and amenity value of adjacent trees.

Manual Excavations within Root Protection Areas

Where limited manual excavation is being approved in designated Root Protection Areas, the methodology must be carried out in strict accordance with Section 5.4 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E) and only in the positions shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

Reason

To ensure that no tree root damage is incurred throughout the course of those permitted operations being allowed within the designated Root Protection Areas, as shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04)

Informative:

Arboricultural Supervision

Before development begins the Local Planning Authority will be advised of the name and contact details of the Supervising Arboriculturist, who will be appointed by the developer to carry out all direct arboricultural supervision throughout the course of development, and who will advise the Local Planning Authority of all arboricultural operations requiring supervision, as set out on the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E).

Additional/Amended Conditions/Reasons

7. Prior to development, all protective fencing and ground protection, as stipulated on the Tree Protection Plan (Drawing No. 5339 FE TPP 04), shall be erected and positioned in strict accordance with this plan, and in full compliance with the specification set out in Section 5.3 and 5.5 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E). The fencing and ground protection shall then remain securely in place throughout the entire course of development.

Reason: To establish a protective area and construction exclusion zone around the designated Root Protection Areas so as to prevent damage from excavation work, soil compaction, material storage, and machinery plant, so as to conserve the integrity of the rooting medium and rooting system of adjacent trees.

8. Both prior to and during development, all tree protection measures as outlined in the Arboricultural Method Statement, prepared by First Environment Limited (Ref 5330FE AMS 01 rev E), shall be fully implemented in strict accordance with this document.

Reason: To ensure the satisfactory implementation of tree protection measures in order to secure the health, stability and amenity value of adjacent trees.

9. Where limited manual excavation is being approved in designated Root Protection Areas, the methodology must be carried out in strict accordance with Section 5.4 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E) and only in the positions shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

Reason: To ensure that no tree root damage is incurred throughout the course of those permitted operations being allowed within the designated Root Protection Areas, as shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

10. Notwithstanding the provisions of Part 1 Class E of Schedule 2 to the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no buildings or other structures shall be erected or constructed within the curtilage of the property without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the development in the interests of the visual amenity of the area.

Informative:

Before development begins the Local Planning Authority will be advised of the name and contact details of the Supervising Arboriculturist, who will be appointed by the developer to carry out all direct arboricultural supervision throughout the course of development, and who will advise the Local Planning Authority of all arboricultural operations requiring supervision, as set out on the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E).

Item 10 (Pages 77-84) – CB/15/00460/FULL – 312 Manor Road, Woodside, Luton

Additional Consultation/Publicity Responses

The Public Protection Officer has responded “No comments”

No other consultation response has been received from neighbouring occupiers or members of the public.

Item 11 (Pages 85-92) – CB/15/00553/FULL – 101 Stanbridge Road, Leighton Buzzard

Additional Consultation/Publicity Responses

Leighton Linslade Town Council (25/03/15) - RESOLVED to recommend to Central Bedfordshire Council an objection to application reference CB/15/00553 (101 Stanbridge Road) on the grounds of:

Design is out of keeping and would have an adverse effect on the visual amenity of the area.

Privacy issues for neighbouring properties due to the orientation of the dormer window

Should Central Bedfordshire Council be minded to approve the application, the Town Council would recommend adding a condition that the annexe accommodation be used only as ancillary to the main dwelling.

Appendix to Item 7 – Roecroft Lower School – letter from Mrs Hodgson

Rachel Hodgson
16 Buttercup Road
Stotfold
SG54PF

November 20, 2014

Alistair Burt MP
NEBCA
Biggleswade Conservative Club
St Andrew's Street
Biggleswade
Bedfordshire
SG18 8BA

Dear Mr Burt,

I am hoping you can help the worsening situation for me and other local residents to the new Roecroft School in the Greenacres development Stotfold. The traffic on Buttercup Road and surrounding roads has got much worse over the last two years and our concern with the school now planning to expand is that it will continue to escalate with no plans by the school or council seeming to address this issue.

My husband and I moved to our current address opposite the school in July 2012. At this time the school was already in place and we understood it would be a busy place when the children arrived or left however we were assured that the road would be one way with double yellow lines to stop issues with congestion; no yellow lines have been painted and we understand from a recent meeting at the school none are planned to be painted.

Initially the parking was not intrusive to us, cars parked to the opposite side of the road but in time it has become out of control with double parking and even parents parking on our driveway. We have also had to put up with irate parents shouting at us when we ask them to move off/unblock our driveway or take deliveries. I have included some photos of the road which has this issue for approximately 30 minutes three times a day.

Recently the school held a meeting to view plans for extension to the existing school which we attended and we realized it was not just us who were suffering with increased traffic with other local residents also having their driveways obstructed. When raising the subject of dangerous parking and traffic issues with the school we were told as it was outside of the gates they had nothing to do with it. In attendance was a representative from CBC and we discussed our concerns with both the present situation and future should the school be expanded and we

Mr Burt
20th November 2014
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received a very wet explanation on how CBC is trying to encourage parents to walk their children to school. A number of the cars parked less than a meter from the outside of our house are actually residents on the development so whatever this encouragement is I would say its success is limited. The outcome of this meeting for us was that we should be contacting the police about the parents parking dangerously and obstructing the pavement or our driveway, I could be wrong but I don't think this would be the best use of police time and I imagine they would also tell me there is nothing they will do.

I am writing to ask that you would take on this issue as currently we are just being brushed off and with the problem only due to get worse we would be grateful if some plan could be put in place prior to expansion rather than post. Some double yellow lines would assist with safety immediately outside of the school where double parking is occurring and blocking visibility for those crossing the road but I know this is not the ultimate solution as it will only move these cars on to park elsewhere in our road or surrounding roads. In the plans maybe a drop off area could be incorporated. I also know this is not encouraging parents to walk and other local schools do not have this but other local schools are not on a new development with narrow bendy roads which cannot accommodate the number of cars coming to the school. Or perhaps this extension is not suitable as the development and entry/exit roads simply cannot accommodate the amount of traffic the school brings in currently so an extra hundred or so pupils will stop the roads.

I hope you will take the time to consider this problem and possibilities for solution. I look forward to hearing from you,

Sincerely,

Rachel Hodgson

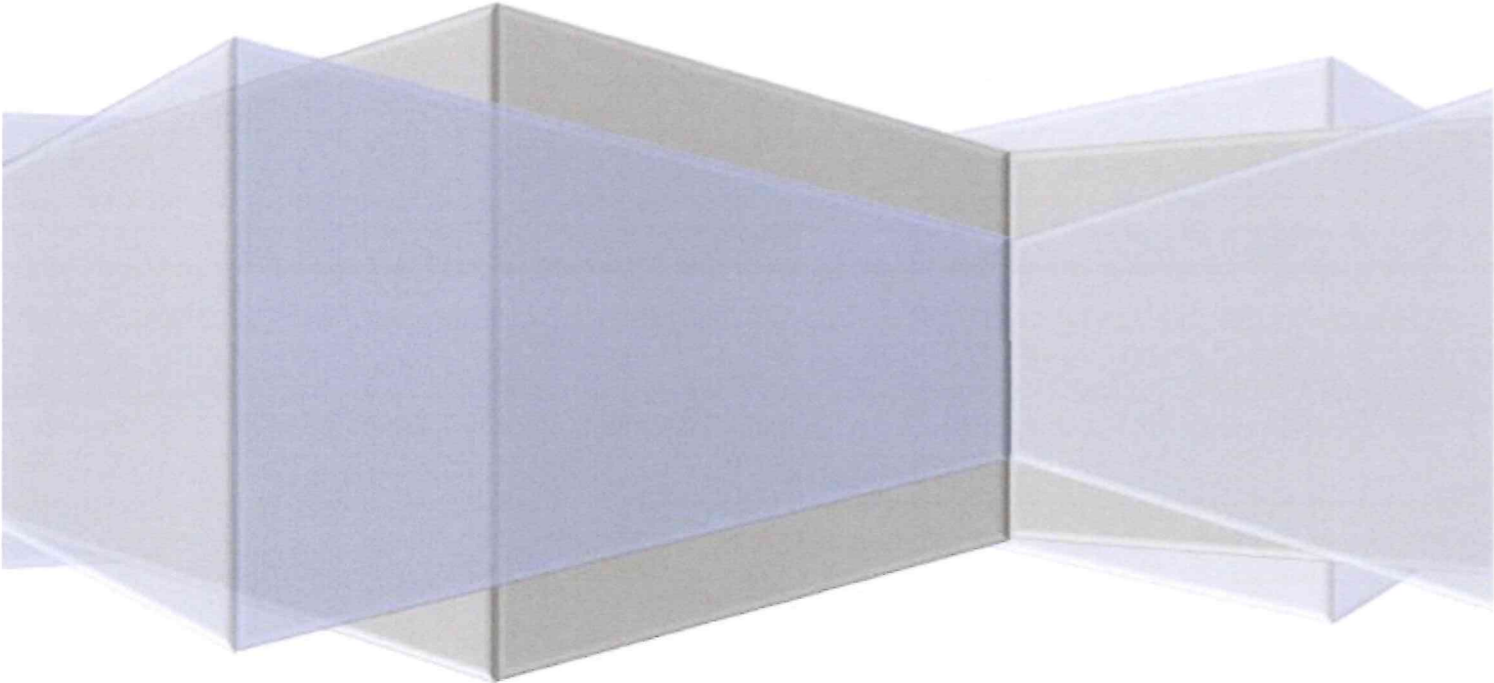
Mr Burt
20th November 2014
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**Silsoe Church of England
VC Lower School
Planning Consultation**

Planning Application - CB/15/00256/Full



Silsoe Primary VC School - Planning Consultation

The village of Silsoe is considered to be one of the most popular residential locations in the county of Bedfordshire. The village has increased in size substantially over the past three years with a planned addition of 533 dwellings of which 70% are now approaching completion.

The land for the new school forms part of a legacy identified by Cranfield University in their development Master Plan. The existing school has an excellent educational record, with a committed compliment of teachers, an active Board of Governors and a vibrant Parent Teacher Association.

The new school is a much needed facility and presents an opportunity to further improve the educational outcomes for the children of the village and it will be something that the Residents can take pride in.

Silsoe Parish Council is totally committed to the provision of the new school and the benefits that it will bring to the village. Parish Councillors have attended all the consultative events and has carefully considered the planning application. The Parish Council details below their observations and comments regarding the proposed design and layout of the new school.

Design & Access Statement

- **Disabled Access**

The Design and Access Statement does not contain an Access Statement detailing the accessible routes and facilities within the building for the Disabled User.

Communities & Local Government - Guidance on information requirements and validation - 148

The design and access statement should also explain the policy adopted in relation to access and how relevant policies in local development documents have been taken into account. The statement should provide information on any consultation undertaken in relation to issues of access and how the outcome of this consultation has informed the development proposals. This should include, for example, a brief explanation of the applicant's policy and approach to access, with particular reference to the inclusion of disabled people, and a description of how the sources of advice on design and accessibility and technical issues will be, or have been followed.

- **Accessible WC & Shower**

The position of the Disabled Shower & WC maybe considered discriminatory on the basis that a disabled User will be required to travel an unreasonable distance to get to the facilities. If a comparison is made between the locations of the sanitary accommodation relative to the class rooms and then the distance to the accessible WC & Shower room it could be considered unreasonable. In addition, this may result in a young disabled student may be made to feel self-conscious about being observed by the rest of the school compliment as he or she travels the length of the building to go to the loo.

Silsoe Primary VC School - Planning Consultation

- AD Part M of the building regulations says that the regulations will be satisfied if any wheelchair user does not have to travel more than 40m horizontally to reach an accessible toilet. With young pupils the travel distance may need to be less.
- DoE - Advice on Standards for School Premises - Facilities for disabled pupils - Each toilet for disabled pupils needs to contain one toilet and one washbasin (and possibly a shower or other wash down fitting) and have a door opening directly onto a circulation space that is not a staircase and which can be secured from the inside. Where possible, the number and location of accessible toilets will be sufficient to ensure a reasonable travel distance for users that does not involve changing floor levels.

This shower facility is primarily provided for disabled teaching staff and visitors but as a Unisex facility it can be used by almost anybody. It will be very useful facility should a child have an accident or to encourage members of staff to cycle to school. The limitation of the design is that there is a lack of any locker storage.

- **Main Staircase**

Since the major population within the building are small people it would seem proper to require that there be a handrail for them when using the Main Staircase. A handrail at 600mm above FFL would appear to be necessary.

- **MUGA**

The Design and Access statement Executive Summary states that “There is also a fenced MUGA located between the Community Centre and the school which will be shared between both facilities at various times of the day”. This is incorrect. The MUGA is part of the Silsoe Community Sports Centre and forms part of the facilities owned and operated by the Silsoe Recreational Trust and as such will be a hireable space available to any organisations, clubs or individuals on the basis of declared hiring charges.

Building Design

Having considered the proposed building design and the artist’s impressions provided the Silsoe Parish Council is not convinced that the design adequately reflects the architecture within the village or the new buildings that are in close proximity.

The design of the school is innovative with the tree-like elements that form part of the structural elements which has great merit, but the coloured rectangular block features do not fit in with the neighbouring built environment. No doubt that if the building was located in a larger and more spacious setting viewed at a distance it would be very impressive. In the proposed setting we feel it is wrong.

In the computer generated images of the building do not show the 2 metre high perimeter fence around the school and we feel that this will totally change the appearance of the building. The perimeter fence needs to form part of the overall design to provide a better representation of the actual street scene.

The site of the school is within the Silsoe Conservation Area which was published as Supplementary Planning Guidance in 2004. We attach as copy of the Silsoe Village Design Statement for your information and consideration.

Silsoe Primary VC School - Planning Consultation

Main Entrance

The Main Entrance approach seems unnecessarily confined. It is suggested that the approaches between the main entrance to the school and the perimeter fencing and entrance gates is increased in size to allow more space for Parents with buggies and siblings to stand in safety.

Transport Issues

- **Travel Plan**

The document states that CBC Highways are engaged in a review of infrastructure improvements to develop sustainable and active travel routes to the new school location. Since the roads within the estate have already been constructed, there is no additional land available for road construction and no capital sums for major road improvements and therefore no prospect of changing the road infrastructure. The only options remaining will be modifications and adaptations to the existing infrastructure.

The School Travel Plan should form part of this planning application as traffic management within Silsoe is a major issue. The Traffic Plan needs to accompany the application so that Residents can realistically review and understand what is proposed. The Travel Plan should not appear as a secondary planning option secondary to the main decision and appearing as an afterthought that may or may not improve the traffic management around the school.

We have an opportunity to make the change and provide a solution to the traffic chaos that ensues outside practically every school in the country. Silsoe is a rural area, and in many families both Parents are employed, and the car is the enabler.

- **School Employee Parking**

The planning application states that the existing staff numbers are 14 full time and 18 part-time staff with an existing parking capacity for 22 vehicles with 2 vehicles parked in the High Street and in recent months up to a maximum of 30 vehicles has been present. The proposal to provide 24 parking spaces in Phase One is too few and unacceptable given the schools location in the estate.

We suggest an increase in the staff car parking capacity and the proposals for Phase 2 be implemented immediately.

- **Pre-School Parking**

The existing Pre-School has an impact upon local parking congestion in the High Street; a recent event at the Pre-School resulted in 28 vehicles parked in the High Street. Without some form of additional parking capacity or set-down area the Pre-School will add to the congestion in Chestnut Avenue. We would point out that Chestnut Avenue is narrower than the High Street North and in its new position it is immediately adjacent the junction with Obelisk Way the junction is likely to be a very congested and therefore a greater safety hazard.

Silsoe Primary VC School - Planning Consultation

It is therefore suggested that to overcome this problem the building is re-sited in a westerly direction a sufficient distance to allow the design to include on-road parking or a set-down area to accommodate the needs of Parents delivering children by motor vehicle.

- **Service Vehicle Access**

We note that the plan makes no provision for vehicles loading & off-loading or Set-Down capacity for Coaches or Mini Buses. Given the possibility of children with disabilities being delivered or collected from the school in a Minibus or similar there needs to be some provision for parking the vehicle with adequate space for children to board or disembark from the vehicle in safety.

- **BESD Drop-Off Point**

It would seem sensible and practical that the BESD Drop-Off Point be equivalent to that provided for Off-Street Disabled Parking with the provision of wider safety zones around the vehicle.

- **On-Road Parking**

There is no provision for on street set-down or short term parking to enable Parents to deliver their children at the beginning and end of the day. The School is positioned between two (2) road junctions with nine (9) parking spaces on the opposite side of the road. These spaces are provided for the visitors and service vehicles serving the adjacent housing. Parents parking in these spaces or impeding their use of these spaces are likely to encounter hostility from the Residents.

The existing road layout e.g. Obelisk Way, Chestnut Avenue, Hazel Grove, and Plantation View will become extremely congested at peak times. We are of the opinion that the current design is not satisfactory or fit for purpose and will be the source of continuing vexation with Residents and Parents alike. Unless this is addressed at this time this will be a source of disputes for years to come and will overshadow the educational achievements of the school.

It is therefore suggested that to overcome this problem the building is re-sited in a westerly direction a sufficient distance to allow the design to include on-road parking or a set-down area to accommodate the needs of Parents delivering children by motor vehicle.

- **Road Safety Markings**

The road safety markings will be on the south side of Chestnut Avenue centred either side of the main entrance to the school and will be between 25.5 metres to 43.5 metres in length. This will substantially reduce the available on-road parking on the southern side of Chestnut Avenue.

- **Event Parking**

If the school holds events such as football competitions and other events there needs to be some additional parking capacity to accommodate those attending the event. The school will have access to a junior football pitch and access will be from the school. There will be no parking available at the Silsoe Community Sports Centre.

- **Perimeter Fence**

Silsoe Primary VC School - Planning Consultation

It is also noted that the perimeter fence around the building on Chestnut Avenue abuts up to the edge of the pathway. Should motorists attempt to park on the pavement there will be little or no clearance for pedestrians to pass between the car and the fence. Parking on the pavement will present a greater hazard to Pedestrians because of the confined space.

It is therefore suggested that to overcome this problem the building is re-sited in a westerly direction a sufficient distance to allow the design to include on-road parking or a set-down area to accommodate the needs of Parents delivering children by motor vehicle.

- **Emergency Vehicle Access**

There is no access route shown to the rear of the building for ambulance, fire tender or other service vehicles.

Sustainability

While the design principles are clearly stated the actual performance of the building needs to be understood. The school administration should be provided with a “Toolkit” as required in Building Regulations Part L2. This would enable the school to demonstrate both as an educational requirement and part of the Schools Environmental Policy that the building meets or exceeds the design calculations. This should also include for review process and look at possible improvements and alterations in environmental performance.

Environmental Controls

No mention is made of the environmental control package that will be utilised. A well thought out control strategy in association with a good electronic control system will be key to enabling the building to be operated effectively by non-technical staff. The effects of solar gain on the southern and western elevations and the control of the environment within the open atrium area will require specific attention.

Solar Gain

Due to the position of the building the southern and western elevations will be subject to high solar gain. There is no description on how the effects of sun light will be mitigated in the Year 2 Classrooms (2 No), the BESD classroom, the circulation corridor (Phase 1) and the Main Hall.

It may also be appropriate to consider the requirement to provide areas of shade in the play/recreation area.

External Yard & Recycling Bin Area

This is shown on the southern elevation and adjacent the access to the Kitchen. It is suggested that due to the possible solar gain on this elevation the current design needs reviewed. The proposed bin enclosure needs to be modified to reduce or overcome possible unpleasant odours caused by direct sun light on food waste containers and similar that will be stored in this area.

Site Storage

Silsoe Primary VC School - Planning Consultation

We note that there is no storage for external equipment. The Site Manager and the school will need to store an accumulation of tools and equipment used in the operation and maintenance of the school that it will not be possible to store within the school building itself. There is limited space for temporary additional storage around the building so it is essential that some storage facilities are provided.

Waste Management

It is assumed that the car park within the school grounds will be a secure area and that waste collection vehicles will not be permitted to enter the compound to access the waste bins. In that event the Site Agent will have to wheel the bins to the pavement edge to await collection. The bin would obstruct the pathway presenting a hazard to pedestrians and cause a nuisance and annoyance to Residents.

It is suggested that an enclosure be constructed adjacent the car park entrance within the perimeter fence for locating the bins while they await collection

Silsoe Parish Council

31st March 2014

Ref: Silsoe VC School

Central Bedfordshire Council,
Priory House,
Monks Walk,
Chicksands,
Shefford
SG17 5TQ

For the Attention of Ms. Edwina Grant, Director of Children's Services

Consultation on the proposed relocation and expansion of Silsoe Lower School

Dear Madam,

With reference to the above, Silsoe Parish Council is committed to ensuring the legacy left to the village by Cranfield University provides an exceptional environment that will enhance the pupil's educational experience and maximise their achievements.

The project timeline is short and it therefore critical that every element of the project is completed correctly, first time and on time. In addition to the design of the building the transfer from the existing school to the new school site is an equally critical part of the project. It is essential that project funding and resources are adequate to ensure the beneficial transfer of the existing school to the new school site. This shall include but not be limited to:-

- Every opportunity to be afforded the Governors and teaching Staff to make a seamless transition from the existing building to the new building.
- That the staff and pupils make the transfer in good time and without any undue stress or discomfort.
- That the changeover maintains the high standard of education achieved.
- To ensure that no child attending the school suffers any change, alteration or reduction in his or her education as a result of the move.

Equipment & Resources

- Any existing equipment to be transferred from the exiting school to the new school is of satisfactory quality, safe for continued use, in good working order and of adequate capacity.
- That there is adequate funding to upgrade or refurbish any existing equipment or to provide new equipment where existing equipment is not suitable for re-use.
- That adequate funding is available to meet the needs for any one-off or temporary resource requirements be they staff or equipment related.

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Community Engagement

- Community Engagement Plan to ensure that Governors, Staff, Pupils, Parents and Residents are involved in every stage of the building design, construction, fitting out, and occupational services.
- To ensure that the aspirations of all concerned in the project are managed adequately to ensure a successful project completion.

Traffic Plan

The volumes of traffic within the village at peak times are a major problem. Vehicle movements within the village have increased substantially over the past few years and are set to increase still further with the development of the Wrest Park Industrial Area, English Heritage's Wrest Park and the addition of 488 new dwellings under construction at this time.

The site of the new school at the opposite end of the village will change the pupils travel routes within the village. This change requires that all pedestrian and vehicular routes to and from the new school will be thoroughly reviewed, and upgraded where necessary.

Amongst the considerations will be :-

- Identify and upgrade the north/south pedestrian routes within the village to the site of the new school to provide safe, accessible routes and including lighting and signage.
- Provide pedestrian crossing points on all east/west routes.
- Review the need for a 20 mph speed limit with the central zone of the village.
- Reduction of national speed limits at the south end of the village to a point before the junction of Obelisk Way
- Provide adequate vehicular access and parking for Staff, Visitors including accessible parking within the school premises.
- Provision of a set-down point for Private cars, Taxi and Mini bus drop-off/collection of pupils.
- Consider re-siting existing Bus Collection/Drop off/ Assembly points from the crossroads to Mander Farm Road Roundabout.

Silsoe Community Sports Centre

It has been anticipated that the School will make some use of the Community Sports Centre and the sports pitches but this has yet to be defined. Every effort will be made to enable the school to use the facilities it needs. However it should be noted that the Silsoe Community Sports Centre will be operated on a sound economic basis and hiring charges will be at commercial rates.

Storage within the Silsoe Community Sports Centre will be at a minimum and the school should take cognisance of this in assessing their needs.

A limited amount of car parking has been allocated to the Community Sports Centre for Customers using the Centre. The Centre will be open seven days per week from approximately 0600 hrs. to 2200 hrs. each day. It is essential that the design of the new school includes

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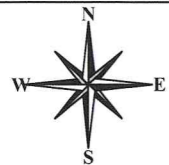
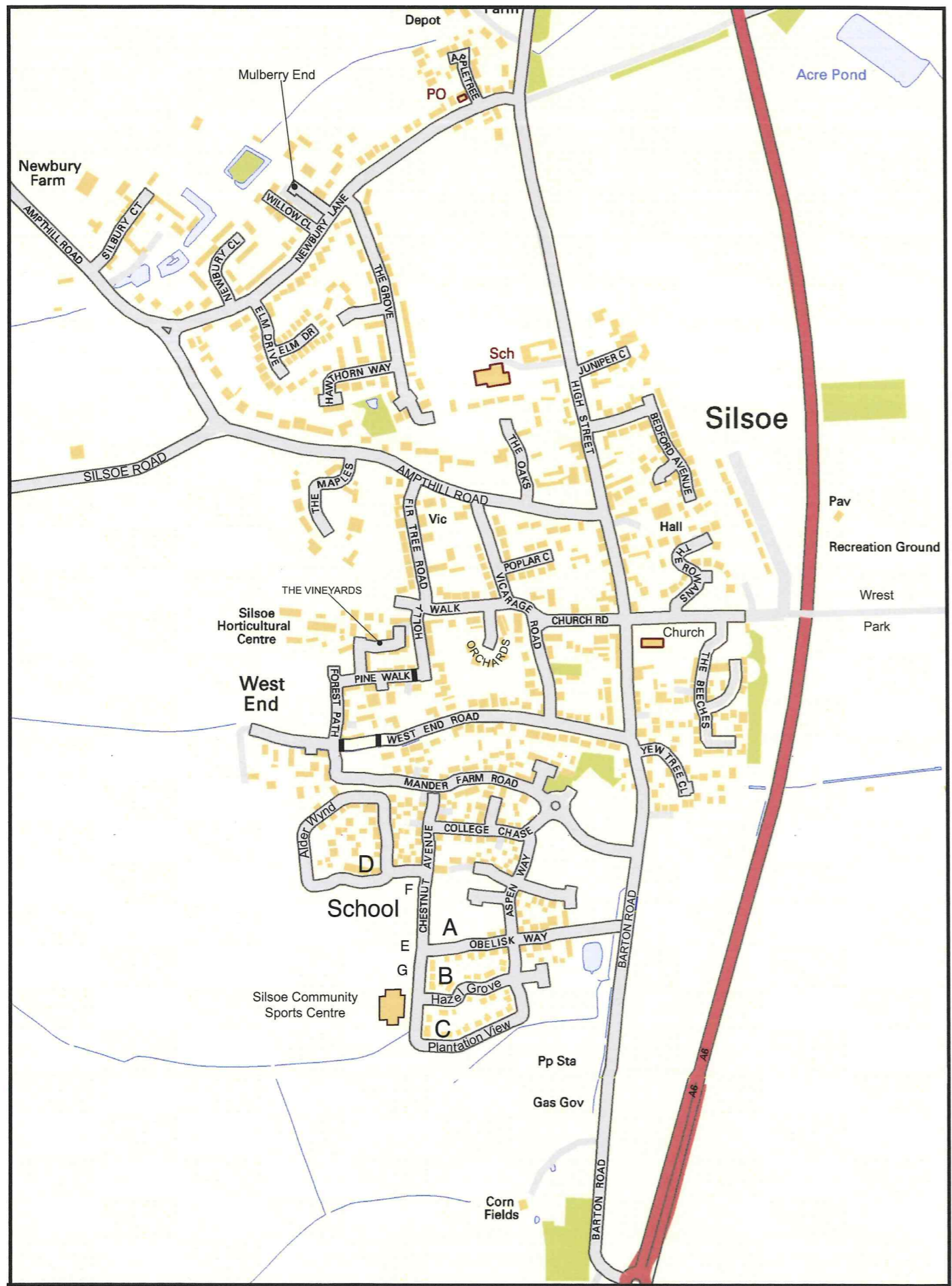
adequate traffic management features and car parking capacity to ensure that the school traffic does not impact unduly on the Community Sports Centres business and that the Customers of the Community Sports Centre are able to park their vehicles in spaces provided.

Silsoe Parish Council is a key stakeholder in the development of both the new school and the Silsoe Community Sports Centre and it is committed to contributing to the development of the two buildings and to ensuring the best outcomes for the Residents of the village.

Yours Faithfully

Cllr. Ian J Kelly
For and Behalf of
Silsoe Parish Council

CC Mr R Parsons, Mrs S. Perdue, Rev. S Holroyd, Mrs S Hughes, Mrs S. Barrow, Mr D. Irons



Scale 1:7000
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