

Item No. 6

APPLICATION NUMBER	CB/15/02292/FULL
LOCATION	Land at Braeburn Way, Cranfield
PROPOSAL	The provision of a new single storey 1 Form Entry Lower School with Nursery. The school will accommodate 150 pupils together with 45 Nursery places.
PARISH	Cranfield
WARD	Cranfield & Marston Moretaine
WARD COUNCILLORS	Cllrs Morris, Matthews & Mrs Clark
CASE OFFICER	Annabel Robinson
DATE REGISTERED	22 June 2015
EXPIRY DATE	21 September 2015
APPLICANT	Ms G Bown
AGENT	Hunters South Architects
REASON FOR COMMITTEE TO DETERMINE	Major planning application in which Central Bedfordshire Council has a freehold interest and objections have been received.
RECOMMENDED DECISION	Full Application - Approval

Summary of Recommendation:

The planning application is recommended for approval, the design of the Lower School would be in accordance with Central Bedfordshire Core Strategy and Development Management Policies DM3, CS1, CS2, CS5, DM4, DM13, CS15. It would not have a significant impact upon the public highway, the residential amenity of any adjacent properties, and would result in a new development suitable for the location. It is considered that the design is in accordance with the Central Bedfordshire Design Guide and the submitted Development Strategy and National Planning Policy Framework.

Site Location:

The site is land at Braeburn Way, off Flitt Leys Close in Cranfield.

To the North of the site are agricultural fields and Cranfield Airport. To the East and South are properties on Flitt Leys Close, and High Street and properties forming a 135 dwelling Bellway Homes Development known as "Willow Green" is to the West of the site.

Vehicular access is taken from Flitt Leys Close which is a residential road comprised of 23 residential dwellings. Situated off the initial access to the road there is a small close comprising 2 take-aways, a restaurant and a business. The dwellings on Flitt Leys Close were consented under planning application references MB/04/02359/OUT and MB/08/01369/RAM (22.10.08), and

constructed in 2010. The access to this development was reserved by the development Central Motors Bloor Homes, as additional housing was allocated within the Central Bedfordshire Core Strategy and Development Management Site Allocation Document. This is part of a larger site allocated by Policy HA7 (Land at Central Garages, Cranfield) of the Site Allocations Development Plan Document which states:

Land at the rear of Central Garage, Cranfield, as identified on the Proposals Map, is allocated for residential development providing not more than 135 dwellings and the provision of a new Lower School, should that be required.

The Application:

This is a full application for the provision of a new single storey 1 Form Entry Lower School with Nursery. The school will accommodate 150 pupils together with 45 Nursery places.

RELEVANT POLICIES:

National Policy

National Planning Policy Framework (March 2012)

Core Strategy and Development Management Policies - North 2009

DM3 High Quality Development
CS14 High Quality Development
CS1 Development Strategy

Site Allocations (North) Development Plan Document (2011)

Policy HA 7 – Land at Central Garage, Cranfield

Submitted Development Strategy for Central Bedfordshire 2014 (Submitted October 2014)

The draft Development Strategy was submitted to the Secretary of State on the 24th October 2014. After initial hearing sessions in 2015 the Inspector concluded that the Council had not complied with the Duty to Cooperate. The Council has launched a Judicial Review against the Inspectors findings and has not withdrawn the Development Strategy. The first phase of the legal challenge took place at a hearing on 16th June 2015. This was to consider whether the court would grant the Council leave to have a Judicial Review application heard in the High Court. The Judge did not support the Council's case. On the 22nd June 2015 the Council lodged an appeal against this Judgement. The status of the Development Strategy currently remains as a submitted plan that has not been withdrawn. Its policies are consistent with the NPPF. Its preparation is based on substantial evidence gathered over a number of years. It is therefore regarded by the Council as a sustainable strategy which was fit for submission

to the Secretary of State. Accordingly it is considered that the emerging policies carry weight in this assessment.

Policy 21 Provision of Social and Community Infrastructure
Policy 43 High Quality Development

Supplementary Planning Guidance

Design in Central Bedfordshire: A guide for development

Planning History

CB/13/02018/SCN - EIA - Screening Opinion: To assess the need for a EIA for a residential development of 135 dwellings. - 27.06.13 - No EIA required.

CB/13/02497/FULL – FULL: Erection of 135 dwellings. – 02.01.14 - Approved

Representations:

(Consultations/Publicity/Neighbour responses)

Cranfield Parish Council This council has no objection in principle to the application however it should be noted that there are major concerns relating to the following:

1] Access not suitable.

2] The travel plan notes that the school has an arrangement with the Cross Keys PH and that there is parking at the Co-op and Budgens. This council points out that those car parks are mostly already full, and are on private land which could at any time be sold or used for other purposes. The travel plan cannot include private land.

3] The 20mph speed limit will require traffic calming to enforce it.

Public Protection

No objection to the development. Requested condition relating to Noise from the MUGA and sports fields, and a condition relating to Lighting for the external areas including the MUGA.

Tree and Landscape Officer

Proposal is for the construction of a new school on what is at present existing grass/agricultural land. There is little in the manner of existing features of any importance apart from boundary hedge lines. Looking at details of the application it

is apparent that the intention is to retain and enhance these boundaries.

Supplied with the application is a comprehensive landscaping plan that includes extensive native and non native planting. The details are acceptable.

Contaminated Land Officer	On the basis of the findings and conclusions of the May 2015 Soiltechnics Environmental Report human health considerations appear to have been adequately assessed as not needing further assessment or remediation.
Cranfield Airport	Concern received regarding the proposed solar panel on the roof. Although no objection to the scale or location of the school site.
IDB	The site is outside the Boards District.
Sustainable Transport	I can confirm the travel plan submitted in support of the application is of an acceptable standard.
Highways Development Management	<p>This site has been allocated for some time for use as a school and as such the principle has been accepted. The proposal as submitted is acceptable in terms of internal layout, parking provision and vehicle manoeuvring areas. I understand that the Travel Plan officer is happy with the Travel Plan submission and therefore I do not intend to comment further or include reference to a TP in my suggested conditions. As such the response of the Highway Authority will be one of no objection subject to conditions.</p> <p>Nevertheless I acknowledge that the issue of traffic movements and parking has always been contentious and a concern to nearby residents and the parish council. In response to issues raised at the time of the recent Bellway residential development the authority have implemented parking restrictions and introduced half on/half off parking spaces along the southern end of Flitt Leys Close. It was understood at that time that these restrictions could be extended as part of the school project if necessary. However it is by no means certain that there will actually be problems or where issues will arise. So rather than require a scheme to be drawn up that may be abortive it would be more appropriate to assess the actual situation after the school has been open for a period of say 6 months so that the problem areas, if any, can be identified and targeted mitigation measures designed and implemented.</p>
Neighbouring/ Local properties	Objections and Concerns Raised from: 200 High Street, Cranfield

23 Flitt Leys Close, Cranfield
4 Braeburn Way, Cranfield
6 Braeburn Way, Cranfield
41 Lordsmead, Cranfield

- The Access is unsuitable for school traffic
- The Travel Plan is unacceptable and unrealistic
- Parent parking will lead to hazards within the highway
- The School will bring additional sporting events, which will lead to additional parking issues
- There should be a parking area/drop off area on site
- The application will affect properties not yet occupied (Bellway estate)
- There is need for a second access into the Bellway Homes site (eg compulsory purchase of land)
- Additional traffic calming required in Flitt Leys Close (eg yellow lines)
- A different site should be found for the school

Determining Issues

The main considerations of the application are:

- 1. Principle of Development**
- 2. Impact on the character and appearance of the surrounding area**
- 3. Impact on amenities of neighbouring properties**
- 4. Access, Parking and Travel Plan**
- 5. Any Other Considerations**
- 6. Conclusions**

Considerations

- 1. Principle of Development**
 - 1.1** The site is part of a wider allocation for 135 dwellings. The site was allocated within the Mid Bedfordshire Site Allocations Document 2011, in addition to 135 dwelling houses, Policy HA7. Land for a Lower School was secured within the legal agreement with the original planning permission CB/13/02497/FULL. In addition to the land being secured within the legal agreement, the site was identified within a Development Brief adopted by Central Bedfordshire Executive Committee on the 18th March 2013.
 - 1.2** It is considered that the principle of a school associated with this residential development is considered acceptable. The site allocation refers to a school

“if required” and it has been identified that a new school site for Cranfield would be required. There is insufficient space at the existing Lower School to expand or to take the additional capacity that the village will require. The village of Cranfield has experienced recent growth, and this development would facilitate the continued and enhanced educational provision for the wider village. The development is considered to be community infrastructure, within a sustainable location, central to the settlement, and therefore the principle of a school site in this location is acceptable.

- 1.3 The site would be a split site school with the existing Cranfield Church of England Academy, this means that it will be managed by the same team, and essentially run across two separate sites.

2. Impact upon the character and appearance of the surrounding area

- 2.1 The layout would form a front facing school building, set back from the public highway, however addressing the streetscene, so it would become an integral part of the village location. The access for staff parking would be taken from Braeburn Way, at the residential end of the road; this will create a degree of separation between the properties and the main school building.

- 2.2 The proposed design is judged to be acceptable within this context. It would be practical in nature, it is proposed to be single storey, this is both due to the requirement for the number of classrooms, and also to ensure it is fully accessible. The overall design is considered good for the site, modern in features and appropriate for the use as a school building. A large proportion of the building would be rendered, which is locally appropriate. Overall it is considered that the building and design would be practical and suited to the function and purpose of the site.

3. Impact upon amenities of neighbouring properties

- 3.1 The closest residential property (2 Braeburn Way) would be on the same side of the road, some 35 metres away from the proposed building; this is separated by the proposed staff car park. This property is a part of the 135 dwelling, Bellway Homes residential scheme currently under construction, this property is occupied. It is considered that in terms of impact upon light, privacy, outlook or the causing of an overbearing impact the school would not significantly impact upon the residential amenity of adjacent properties. This is due to the scale of the proposed building, and layout of the site. It is considered that it is appropriate to locate school sites within residential areas, and they are not considered to be inappropriate development adjacent to dwelling houses.

- 3.2 Five letters of objection and concern have been received from residents within Cranfield. The concerns are as follows:

- 3.2.1
 - The Access is unsuitable for school traffic

This matter is considered in Section 4

- The Travel Plan is unacceptable and unrealistic

This matter is considered in Section 4

- Parent parking will lead to hazards within the highway

This matter is considered in Section 4

- The School will bring additional sporting events, which will lead to additional parking issues

It is considered that it is appropriate to expect a Lower School site to have generally set term time expected hours of use. However it would not be appropriate to limit the use of the site solely to these times. The Council's Public Protection Officer has considered the use of this site, and did suggest a condition relating to noise from the outdoor play facilities. It is considered that even if the site was used at weekends/evenings for sporting events the residential amenity of neighbouring properties would be ensured within a reasonable standard. The concerns also related to parking issues, it is considered that it is unlikely that the pitch provision at this site would attract major sporting events, the site and surrounding area could accommodate the additional traffic.

- There should be a parking area/drop off area on site

Central Bedfordshire Council has a policy of not providing parent parking areas or drop off zones for school sites. This is to encourage sustainable modes of travel to school. The application has been accompanied by a robust Travel Plan, which contains measures for reducing car dependency around schools. There is more on this matter within Section 4.

- The application will affect properties not yet occupied (Bellway estate)

It is accepted that the Bellway Homes Development has not been completed, and is therefore not fully occupied, however it is considered that the site allocation included a school and this area of land not included within the residential part of the development. It is considered that anyone purchasing or considering purchasing a dwelling on this estate would be able to have knowledge of the school site, and make an informed decision regarding their desire to live near a school site.

- There is need for a second access into the Bellway Homes site (eg compulsory purchase of land)

This development includes a single access off Flitt Leys Close, onto

Braeburn Way. The concern raised by the resident relates to the wider site. At the time that the application was considered for residential development, additional access arrangements were considered, however, additional vehicular access was not achievable. It is considered that the access as shown would be suitable for the residential development, and the lower school site.

- Additional traffic calming required in Flitt Leys Close (eg yellow lines)

Whilst it is not appropriate to require works to be carried out which may not be required, the performance of the Schools Travel Plan and any related parking issues can be reviewed once the school has been operating. Should it be found that additional highway controls such as parking restrictions are required, then these can be considered in the full knowledge of how parking behaviour is evidenced on the ground.

- A different school site should be found

It is only appropriate to consider the application as submitted, there are no other proposed school sites within Cranfield, and therefore a determination on the acceptability of this site needs to be made.

4. Access, Parking and Travel Plan

4.1 Access

- 4.1.1** The access will be taken from the High Street, off Flitt Leys Close, there is no alternative vehicular access possible to get to this site, as it is land locked by existing development and open countryside. The site has been identified for residential and school development, and the anticipated access was via Flitt Leys Close. It should be noted that there is an additional pedestrian access into the residential development off The High Street. It is considered that the access will be suitable for the scale of proposed school site (Single Form Entry Lower School and Nursery). The site is within the centre of the village, which is ideal for encouraging sustainable travel to school. Due to the extremely sustainable location of the school site, scale of the development and existing access arrangements it is considered that the access is acceptable.

4.2 Parking

- 4.2.1** With reference to the Highway Officers comments, from the evidence submitted it is not anticipated that there will be a harmful parking problem on the adjacent streets, and therefore it is not appropriate to require additional works to be undertaken prior to the school opening. It is acknowledged that there is a lot of concern regarding the potential for parent parking and therefore it is judged appropriate to allow the school to open, and see how

the School Travel Plan performs.

(The parking situation could be reviewed afterwards and if necessary, traffic orders could be considered where appropriate)

4.2.2 Many residents have suggested that onsite parking/drop off should be provided for parents, it is not appropriate to allow this provision. Central Bedfordshire Council has a policy of not providing this type of facilities, as it encourages non sustainable modes of transport to school sites. It would not be appropriate to allow or require this type off facility at this site.

4.3 Travel Plan

4.3.1 The application is accompanied by a robust Travel Plan, which is based on existing traffic movements to the existing Lower School Site, and the anticipated movements connected with the new school site. The Councils Sustainable Transport Officer (Travel Plan Coordinator) is satisfied with the details as provided. There has been significant dialogue with the school in the preparation of this document and it includes traffic survey information. It is considered that this is a suitable document, if consented the school will need to review and update once the school is operational.

4.3.2 One resident raised concerns with the document, and a number of the details within the findings, this letter was forward to the Sustainable Transport Officer for review, and although the concerns with the document are acknowledged, it is judged that the concerns were more formatting errors. With regard to the enquires over the dates that the traffic surveys were undertaken, it is confirmed that they were carried out on a Wednesday, in term time, and not on a Bank Holiday. It is judged that the document is sound, and can be considered as part of this application. The resident also raised concern that the nursery was not considered as part of the Travel Plan. It is judged that it is likely that the nursery would run staggered hours, and largely at different times to the main school site, and therefore any additional visitors that the nursery generated should not significantly conflict with the main school.

5. Any Other Considerations

5.1 Public Protection

5.1.1 Lighting:

The Public Protection officer has recommended that a condition regarding the external lighting of the building and sports areas is conditioned. It is considered appropriate to ensure that no significant harm to residential amenity is caused by the external lighting of this building and therefore it is appropriate to attach a condition.

5.1.2 Noise:

Generally the level of noise associated with normal school activities would

not raise any significant concern with regard to residential amenity. However the Public Protection officer has commented that as a MUGA is proposed, it is likely that noise impacts should be carefully controlled, especially relating to fencing, and screening of the site. A noise management condition is recommended, so the school can suggest a suitable solution.

5.2 Cranfield Airport:

5.2.1 The air port has not objected to this application; however they did raise a suggestion that a “glint and glare” study should be undertaken because of the proposed solar panel. It is considered that it is a relatively modest solar panel proposed, of a domestic scale, and therefore the study would not be reasonable to condition.

5.3 Human Rights issues:

5.3.1 It is the officers understanding that the proposal would raise no Human Rights issues.

5.4 Equalities Act 2010:

It is the officers understanding that the proposal would raise no issues under the Equality Act 2010.

6. Conclusions

6.1 The principle of a Lower School on this site has been established by the site allocations document under policy HA7, and within the adopted Development Brief for the wider site. The design and layout at the site would be acceptable, and would provide a suitable learning environment. No significant harm would be caused to living conditions of adjacent neighbouring properties. The parking and access would be provided in accordance with the Council’s standards, and the site is accompanied by a robust Travel Plan, which has been thoroughly considered by the Councils Sustainable Transport Department.

Recommendation

That Planning Permission is approved subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 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 as shown on plan number X0111 PL09 11 unless otherwise approved in writing by the Local Planning Authority.

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 43, DSCB)

- 3 The building shall not be occupied until a detailed design scheme and noise management plan for protecting neighbouring residential occupiers from noise arising from the use of the external MUGA and sports pitches and associated car park has been submitted and approved by the local planning authority. The scheme shall include details of the design and construction of the MUGA, proposed hours of use for the external sports facilities, the provision of acoustic barriers where appropriate and other suitable measures as necessary to mitigate and control the impact of noise from these sources. The MUGA and sports pitches shall not be brought into use until the scheme and noise management plan has been implemented in accordance with the approved details, and shall be operated in accordance with those details thereafter.

Reason: To protect the residential amenity of neighbouring residential occupiers from noise associated with the use of the external sports facilities.

- 4 The building shall not be occupied until a scheme setting out the type, design, lux levels and measures to control glare and overspill light from external lighting on the site (including the car park and external sports facilities), and measures to ensure lights to the external sports facilities are switched off when not in use, has been submitted to and approved in writing by the Local Planning Authority. After commencement of use of the external sports facilities the lighting to these areas and external car park shall be operated in accordance with the approved scheme.

Reason: To balance illuminating the external areas and sports facilities of the site for optimum use with the interest of protecting neighbouring residential amenity and sustainability

- 5 Prior to the occupation of the site a plan identifying the mandatory road markings associated with the construction of the school access shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before first occupation of the premises.

Reason: In the interests of highway safety.

- 6 The proposed development shall be carried out and completed in all respects in accordance with the access siting and 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.

7 No development shall take place until the following details have been submitted to and approved in writing by the Local Planning Authority.

A Construction Traffic Management Plan detailing access arrangements for construction vehicles, routing of construction vehicles, on-site parking and loading and unloading areas.

Materials Storage Areas.

Wheel cleaning arrangements.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the site.

Justification: The condition is require pre-commencement as it relates to ensuring that all the construction work is undertaken in a suitable manner, to ensure minimal disturbance to residents and the public highway.

8 All planting, seeding or turfing comprised in the approved details of landscaping as shown on plan numbers LLD864/01 04, LLD864/02 01 and LLD864/03 00 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 within a period of 5 years of completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority give written consent to any variation.

Reason: In the interests of the visual amenities of the site and the area generally.

9 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 11527-CIV-200A, Z0111 PL02 11, Z0111 PL03 11, Z0111 PL04 10, Z0111 PL05 10, Z0111 PL06 10, Z0111 PL08 11, Z0111 PL07 10, Z0111 PL09 11, LLD864/01 04, LLD864/02 01, LLD864/03 00.

Reason: For the avoidance of doubt.

Notes to Applicant

1. 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.

2. 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)
Central Bedfordshire Access Group (www.centralbedsaccessgroup.co.uk)

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

Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. 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.