

**Christopher Rawlins Church of England  
Voluntary Aided Primary School,  
Aynho Road,  
Adderbury,  
OX17 3NH**

**16/00601/F**

**Ward:** Adderbury, Bloxham and Bodicote

**District Councillor:** Cllrs Bishop, Heath and Randall

**Case Officer:** Stuart Howden

**Recommendation:** Approval

**Applicant:** Christopher Rawlins Church of England Voluntary Aided Primary School

**Application Description:** Extension to foundation stage unit, extension to existing school hall, erection of two new key stage 2 classrooms, staffroom and supporting ancillary rooms. Demolition works and refurbishment to existing, internal alterations including new kitchen and external landscaping including new Multi-use games area (MUGA)

**Committee Referral:** Major Application (site over 1ha)

**Committee Date:** 07.07.2016

**1. Site Description and Proposed Development**

- 1.1 The site, which comprises Christopher Rawlins Church of England Voluntary Aided Primary School, is situated on a corner plot to the north of Aynho Road and to the east of Banbury Road in the village of Adderbury. To the north, east, south and south west of the site are residential properties, whilst to the north west of the site is open countryside.
- 1.2 The school currently has a roll of 233 pupils providing mixed gender teaching for age ranges 4-11. The school also has an integrated nursery providing 26 places for Full Time Equivalent half day sessional care. The school has split ownership, with the buildings and hard standing under the ownership of the Governors whilst the playing fields are under the ownership of Oxfordshire County Council.
- 1.3 The existing school was constructed in the 1960s and has been extended since. The current main school building has a gross internal area of 1,188m<sup>2</sup> and there are 8 classrooms (including a nursery) and school hall together with supporting, ancillary and administrative accommodation, including a staff room, information technology room, library and interview room. The single storey main school building is constructed from light coloured facing brickwork and light coloured render. The building has shallow pitch roofs with tiled roof coverings, together with areas of flat roofs.
- 1.4 To the north of the main school building are a Greenhouse, P.E. store, and external classroom as well as a games court area constructed from hardstanding. To the east of the building are a playing field and a staff parking area. To the south is a visitor car parking area and bicycle shelters. To the west of the main school building is a shed building. There is a pedestrian access to the site from the west off Banbury Road, whilst there are two vehicular accesses to the site from the south off Aynho Road, with an access serving the visitor parking to the western end of the site and an access serving the staff parking to the eastern end of the site.
- 1.5 Planning permission is sought for two extensions to the existing main school building in order to facilitate the expansion of the school from a single form entry to a 1.5 form

entry (315 pupils) school. The proposed additional floor space is approximately 437m<sup>2</sup>. The Design and Access Statement submitted alongside the application notes that this expansion is required in order to ensure there are sufficient primary school places to serve Adderbury and the surrounding areas.

- 1.6 The largest proposed extension to the east of the main school building would roughly form an L-shape around the existing building. This extension is proposed to accommodate two Key Stage 2 classrooms, a new staff room and a disabled W.C. as well as provide an extension to the existing school hall building including a hall store room. The hall extension element and the additional staff room element would sit on the north west elevation of the school building and would have flat roofs, whilst the additional classrooms would be sited to the north east elevation of the building and have been designed in the form of two opposing mono-pitched blocks which have been pushed apart and staggered in plan and linked by a flat roof corridor element.
- 1.7 The other extension to the main school building is proposed on the north west end of the main school building and would replace two existing covered areas which would accommodate a new reception room, toilets, a new nursery space and a glazed canopy accommodating an outdoor play area. The extension would essentially be located on both sides of the existing nursery element of the building and the canopy would link the extensions together. It is noted within the Design and Access Statement submitted with the application that the canopy element is a curriculum requirement to facilitate teaching and free flow play between indoor and outdoor spaces. The proposed roof of the extension elements to both sides of the existing nursery building would be mono-pitched sloping downwards in a south easterly direction. The pitched roof of the existing part of the building accommodating the nursery that would be attached to the extensions would be replaced with a flat roof. The extensions are both proposed to be single storey in height.
- 1.8 The walls of the extensions would mainly be constructed from a plinth of brickwork and light coloured render. That said, a large section of the north-west wall of the nursery element of the building is proposed to be constructed from a mixture of vertical timber boarding and vertical rainscreen panels of varying widths. This panelling and boarding is also proposed on the staff room section of the larger extension. 10 larger rainscreen panels are proposed adjacent to a number of new openings. The roofs are proposed to be finished in metal, whilst the roof to the hall extension, staffroom and other linking sections of roof are flat using a single ply roof covering. A window is also proposed to replace a door in the south west elevation of the existing school building.
- 1.9 A Multi-Use Games Area (MUGA) is proposed to provide the school with an all-weather sports pitch and play area. This is proposed to the west of the school building and adjacent to Aynho Road. 3 metre high weldmesh fencing would surround the MUGA which would measure 37m x 18.5m.
- 1.10 It is proposed to expand the hard play areas and this is proposed to accommodate the loss of these existing spaces as a result of the extensions. New fencing and walling is proposed within the site.
- 1.11 It is proposed to relocate the existing site pedestrian access from Banbury Road further to the north of Banbury Road in order to provide a larger soft play area for the nursery. The existing on-site parking arrangement is proposed to remain the same. The layby to the south of the site on Aynho Road is proposed to be extended by 12 metres as a result of the proposal.
- 1.12 The site is situated to the north of the Banbury Conservation Area, but is not within close proximity to any listed buildings. The site has some ecological potential as the protected species of the Common Kestrel and Common Swift have been recorded

within the vicinity of the site. The site is on land that is potentially contaminated.

## 2. Application Publicity

2.1 The application has been advertised by way of neighbour letter, press notice and site notice. The final date for comment was the 6th June 2016. 1 letter of objection has been received from a neighbouring resident. The concerns raised are summarised below:

- There is not the local demand to justify the expansion of the school and these extra places at the school will be filled by children from surrounding towns and villages;
- The school has outgrown the site and the loss of outdoor space cannot be adequately replaced by the creation of a MUGA;
- The extensions are unsightly;
- Highway safety concerns:
  - The Transport Plan is not an accurate assessment of the problems created by parents dropping off/collecting their children;
  - A single day of observing traffic does not make for a very accurate assessment;
  - Parking takes place on nearby residential streets and this results in drives being blocked up;
  - Parking happens close to the junction of The Rise;
  - Cars parked on The Rise results in a danger for pedestrian safety;
  - The issues raised above would be exacerbated if the expansion is to go ahead.

## 3. Consultations

3.1 Consultations were issued on 20 April 2016. The deadline for comments to be submitted was 11 May. The following comments were received:

3.2 Adderbury Town Council: *“Supports the above application, but due to the increase in pupil number, the PC has the following concerns about traffic/parking.*

*The Parish Council notes the County Council’s suggestions for mitigating the impact of the potential problems from increased parking in the area and would request that these are included as conditions, if Cherwell District Council is minded to approve the application.*

*However, the PC would also request that the County Council consider further measures for parking and traffic calming, which might be possible, for example a 20 mph zone by the school, at least when children are arriving and being collected.*

*In addition, could measures be taken to prevent Twyford becoming even more of a rat run, if drivers try to avoid school traffic.”*

### **Cherwell District Council Consultees**

3.3 Arboricultural Officer: *“It is proposed that a row of recently planted hornbeams will be removed and relocated; T7, a Turkey oak, T18, a Silver Maple and a group of Lawson Cypress will also be removed. I concur with the arboricultural consultant’s reasoning behind the removal of these trees and have no objections to the removal of the trees. It is proposed that T23, a beech tree and T24 a walnut tree will be retained. These trees should be protected in accordance with the tree protection plan whilst the new extension is being built. The tree protection will need to be removed to construct the new hard surface and the proposed paths after the main construction is complete. The*

*proposed footpaths should be constructed using no dig construction techniques and incorporate a 3 dimensional cellular confinement system. It is understood that the soil level will need to be dropped to the south east of the beech tree. This will need to be done by hand. A method statement will be needed for both the construction of the footpaths and for the installation of the hard surface to the south east of the beech tree. Although a method statement has been submitted for the construction of the footpaths no reference is made to the incorporation of a cellular confinement system.”*

3.4 Anti-Social Behaviour Officer: No comments received.

3.5 Conservation Officer: No comments received.

3.6 Environmental Protection Officer: No objections.

3.7 Ecology Officer: No comments received.

3.8 Planning Policy: No comments received.

3.9 Recreation and Leisure: No comments received.

### **Oxfordshire County Council Consultees**

3.10 Highways Liaison Officer: No objections subject to conditions requesting:

- School travel plan incorporating details of the means of regulating the use of private cars for journeys to school in favour of other modes of transport and the means of implementation and methods of monitoring.
- A plan showing the number, location and design of new cycle and scooter parking provision.

Also legal agreements to secure the following:

- Section 106: £5,000 towards the advertising and implementation of double yellow lines on Aynho Road from A4260 as far as a point east of the junction with Long Wall Close;
- Section 106: A fee of £1,240 will be needed to allow the monitoring of the travel plan for a period of 5 years; and
- Section 278: The extension of the Aynho Road layby to accommodate additional drop off as shown on Glanville drawing number 8160177/6101.

Detailed comments from the Local Highways Authority are available on Public Access. The Local Highways Authority have highlighted that the key issues regarding this application are the following matters:

- *“Trip generation work is not robust, but it is accepted that any negative impact of additional vehicle movements on local traffic congestion will be small. Travel plan measures should help to reduce negative impact;*
- *Potential for an increase in pavement parking for drop off/pick up on Aynho Road – double yellow lines needed;*
- *Additional cycle and scooter parking needed;*
- *Travel Plan does not meet the standards set out in the county council’s travel plans guidance document – revised plan needed before start of development.”*

3.11 Drainage: No comments received.

3.12 Archaeology: No comments received.

3.13 Service Manager – Pupil Place Planning: *“Expansion of Christopher Rawlins Primary*

School is necessary to meet the needs of permitted housing growth in Adderbury.

The last AMR I received from Cherwell District Council shows 182 homes have been permitted to be built in Adderbury:

Sites	District Ward	Status	Completions 01/04/11 to 31/03/15	Projection 15/16	Projection 16/17	Projection 17/18	Projection 18/19	Projection 19/20	Total Completions and Projected Completions 2011-2031
Land East Of Deene Close, Aynho Road, Adderbury	Adderbury	Application 13/01768/F for demolition of existing agricultural building and development of 60 dwellings was approved on 19 June 2014.	2	40	18	0	0	0	60
Land North of Milton Road, Adderbury	Adderbury	Planning application (14/00250/F) for 31 dwellings was approved on 1 December 2014.	0	0	15	16	0	0	31
Land off Banbury Road, Adderbury	Adderbury	Planning application (13/00996/F) for 26 dwellings was allowed on appeal on 3 September 2014.	0	0	10	16	0	0	26
OS Parcel 4100 Adjoining and South of Milton Road, Adderbury	Adderbury	Application 13/00456/OUT for erection of 65 dwellings with associated access, open space and structural landscaping was allowed on appeal on 23 January 2014. Reserved Matters application (14/01541/REM) was approved 17 December 2014.	0	25	40	0	0	0	65
Totals			2	65	83	32	0	0	182

This number of homes would typically be expected to generate around 45-55 primary pupils.

Christopher Rawlins CE Primary School currently offers 30 places per year group, a total of 210 places from reception to Year 6. The January pupil census shows very few spare places – currently only 6, but these are all in the oldest two year groups.

School	R	Y1	Y2	Y3	Y4	Y5	Y6	R-Y6
Christopher Rawlins Primary School	30	30	30	30	30	25	29	204

At its current size, Christopher Rawlins CE Primary School would therefore have next to no spare places for children moving into the new homes. If the school does not expand, children from the village would not be able to attend the village school.”

#### Other Consultees

- 3.14 Thames Water: No objections in relation to sewerage infrastructure capacity and water infrastructure capacity.
- 3.15 Environment Agency: No objections.
- 3.16 Highways Agency: No comments received.
- 3.17 Sports England: No objections subject to the MUGA being in accordance with the plans or substantially in accordance with Sport England’s Design Guidance.
- 3.18 Thames Valley Police Design Adviser: No comments received.

#### 4. Relevant National and Local Policy and Guidance

- 4.1 Development Plan Policy

##### Cherwell Local Plan 2011-2031 Part 1

PSD1: Presumption in Favour of Sustainable Development  
 BSC7: Meeting Education Needs  
 ESD1: Mitigating and Adapting to Climate Change  
 ESD3: Sustainable Construction

ESD6: Sustainable Flood Risk Management  
ESD7: Sustainable Drainage Systems  
ESD10: Protection and Enhancement of Biodiversity and the Natural Environment  
ESD13: Local Landscape Protection and Enhancement  
ESD15: The Character of the Built and Historic Environment

Cherwell Local Plan 1996 (Saved Policies)

C28: Layout, design and external appearance of new development  
C31: Environmental Pollution  
ENV1: Development compatibility in residential areas.  
ENV12: Potentially contaminated land

4.2 Other Material Policy and Guidance

National Planning Policy Framework (2012)

Planning Practice Guidance

Policy Statement - Planning for Schools Development (2011)

Cherwell District Council Annual Monitoring Report 2015 (December 2015)

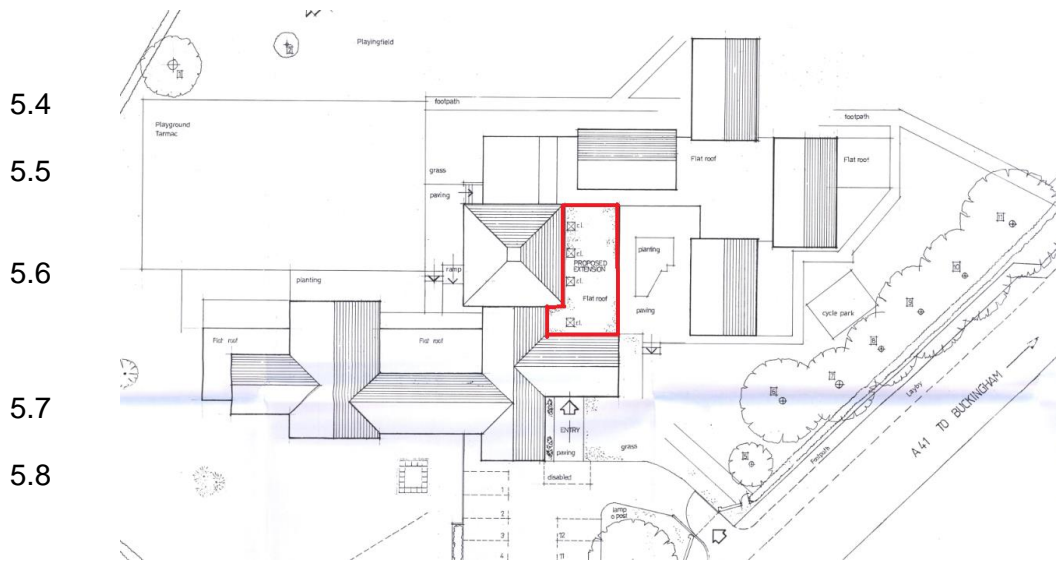
**5. Appraisal**

5.1 The key issues for consideration in this application are:

- Relevant Planning History;
- The Principle of the Development;
- Impact upon the Character and Appearance of the Area;
- Residential Amenities;
- Highways Safety;
- Ecological Impact;
- Public Health.

**Relevant Planning History**

- 5.2 08/02198/F - New staff/visitors car park with new vehicular access from Aynho Road. Extended playground area Approved – Implemented.
- 5.3 08/01493/F - Extension to form new staffroom, head teacher's office, toilets and redesign of entrance area – Approved – Implemented (see image below).



5.4  
5.5  
5.6  
5.7  
5.8

75/00726/N – Covered area to be used as play area for children – Approved.

5.9

75/00151/N – Extensions to provide a new group of teaching wing comprising general teaching room, quiet room and resource area – Approved.

67/00357/B – Building extensions to provide two new classrooms with Practical Bays, Assembly Hall, together with ancillary stores, staffroom, cloakroom and lavatories etc. – Approved.

5.10

62/00453/B - Construction of pedestrian access – Approved.

61/00288/B – Erection of first stage of 5 class primary school with access – Approved.

5.11 **The Principle of the Development**

Paragraph 14 of the National Planning Policy Framework (NPPF) states that a presumption of sustainable development should be seen as a golden thread running through decision taking. There are three dimensions to sustainable development, as defined in the NPPF, which require the planning system to perform economic, social and environmental roles. These roles should be sought jointly and simultaneously through the planning system.

The extensions to the school building represent an increase of 37% in the built footprint and this is in order to expand the school from a single form entry to a 1.5 form entry school, and this would result in an increased intake from 30 to 45 pupils per year.

5.12

It is noted in the Design and Access Statement submitted alongside the application that the proposal is required in order to meet local demand for pupil places in Adderbury and the surrounding areas. However, the submission does not provide evidence of this demand for pupil places. That said, Oxfordshire County Council's Service Manager for Pupil Place Planning has noted that the proposed expansion of the school is necessary to meet the needs of permitted housing growth in Adderbury. The Annual Monitoring Report 2015 displays that 182 homes have been permitted within Adderbury and the Service Manager has stated that this number of homes would typically be expected to generate around 45-55 primary pupils. The January pupil census shows very few spare places (currently only 6, but these are all in the oldest two year groups). Thus, at its current size, Christopher Rawlins CofE Primary School would have next to no spare places for children moving into the new homes. If the school does not expand, children from the village would not be able to attend the village school.

5.13

5.14

Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet the needs of existing and new communities. It goes on to state that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. It advises great weight should be given to the need to create, expand or alter schools.

5.15

5.16 Policy BSC7 of the Cherwell Local Plan Part 1 states that the Council will work with partners to ensure the adequate provision of pre-school and other educational needs. It goes onto state that new school buildings should be located in sustainable locations and co-location with other services should be considered to create community hubs.

The Policy Statement for Schools Development, which is to be read alongside the NPPF, confirms the Government's policy on new school development. It states that Local Authorities should give full and thorough consideration to the importance of enabling development at state funded schools in their planning decisions and that Local Planning Authorities should attach significant weight to the need to establish and develop schools.

The PPG also notes that Local authorities need to consider whether children's best interests are relevant to any planning issue under consideration.

Given the strong policy support to ensure sufficient choice and availability in school places, it is considered that the benefits that extending the school would bring should be given significant weight in determining the application and the principle of expanding the school is acceptable in principle subject to other material considerations. These issues are discussed below.

### **Impact upon the Character and Appearance of the Area**

5.17 The site affects the setting of Adderbury Conservation Area, which is a designated heritage asset. Paragraph 132 of the NPPF states that: *"When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification."*

5.18 Paragraph 137 of the NPPF states that Local Planning Authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance.

5.19 Government guidance contained within the NPPF requiring good design states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Further, permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions.

5.20 Policy ESD15 of the Cherwell Local Plan Part 1 states that: *"New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards."* Furthermore, Policy ESD15 of the Cherwell Local Plan states that new development proposals should: *"Conserve, sustain and enhance designated and non-designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the*



*NPPF and NPPG.*

- 5.21 Saved Policy C28 of the Cherwell Local Plan 1996 exercises control over all new developments to ensure that the standards of layout, design and external appearance are sympathetic to the character of the context as well as compatible with existing buildings.
- 5.22 The site is bounded by a relatively tall and mature hedgerow on the east and south east boundaries and a slightly lower hedgerow on the southern boundary. As the extensions to the building are proposed mainly to the north and north-west of the school, they will be relatively well-screened from Aynho Road and Banbury Road by the existing building and the landscaping to the side of these highways. Intervening housing and the hedgerows on the north and east boundaries of the site restrict views from the highways to the north and east of the site (i.e. Deene Close, Rochester Way and The Rise). Furthermore, Officers are of the opinion that the proposed extensions would be of some contemporary architectural interest and would be compatible in aesthetics and appearance with the existing modern school building constructed in the 1960s, given their scale, design and materials.
- 5.23 The MUGA is proposed to be constructed on the site of the existing school field. Whilst this would be adjacent to Aynho Road, there would be some screening afforded by existing hedgerows on the southern boundary of the site and from the hedging on the western side of the staff car park. It is considered necessary to secure the retention of the hedging along the southern boundary of the site as well as the western boundary of the staff car park so that the 3 metre fencing around the MUGA does not appear as a stark feature from the public domain of Aynho Road.
- 5.24 The additional hard landscaping proposed around the school building would mostly be screened from the public domain due to landscaping surrounding the site. The existing shed and timber play equipment are proposed to be sited in not too dissimilar locations to where they are currently sited and these elements would also not be highly visible from the public domain due to existing landscaping. Details of the proposed fencing and walling to the west and south of the site are limited, but new means of enclosure could be acceptable given the level of the landscape screening surrounding the site, however further details of the fencing and walls are required.
- 5.25 The proposed pedestrian access leading from Banbury Road would replace an existing access off this highway. It is considered that the new pedestrian access would cause limited harm to the visual amenities of the area, but further details are required of the proposed gate at the front of the access and it is considered necessary to condition a scheme outlining details of the stopping up of the existing pedestrian access track, including how the land is to be restored, in the interests of the visual amenities of the locality.
- 5.26 The Adderbury Conservation Area is located to the south of the site, but it is considered that the proposed extensions would be visually separated from the conservation area by the existing school building and landscaping along the boundaries of the site. It is also considered that existing housing and landscaping would largely restrict views of the MUGA from the conservation area. The case officer is therefore of the opinion that the proposal would not unduly affect the significance and setting of the Adderbury Conservation Area.
- 5.24 The site has a number of trees mainly located around the perimeter of the site. It is proposed to remove a number of trees to the interior of the site as well as a tree to the front of the site along the Aynho Road boundary. The Arboricultural Report submitted alongside the application identifies a mature Beech Tree and a semi-mature Walnut Tree to the north of the school building of high amenity value and states that these should be retained. The Council's Arboricultural Officer has no

objections to the removal of the trees within the site identified for removal, and agrees that the Walnut Tree and Beech Tree to the north of the building should be retained. The Council's Arboricultural officer notes that these trees should be protected in accordance with the tree protection plan submitted alongside the application. However, the Arboricultural Officer has also noted that an Arboricultural Method Statement (AMS) will be required for the construction of the footpaths and the installation of hard surfacing to the south east of the Beech Tree. Whilst an AMS has been submitted, no reference has been made to the incorporation of a cellular confinement system. Therefore a condition requiring the submission and approval of a revised AMS is considered necessary.

- 5.25 Thus, for the reasons above, officers consider that the proposal would preserve the character and appearance of the area, including the setting of the Conservation Area, subject to conditions.

### **Residential Amenities**

- 5.26 The extensions and MUGA would be sited so as to prevent undue harm to any neighbouring properties in terms of loss of light, overlooking or loss of privacy or the creation of an overbearing affect.
- 5.27 In relation to noise and disturbance, the pupils attending the school are highly likely to increase as a result of the proposed development. Given that the site is used as a school at the moment and that schools generally operate between normal working hours, it is considered that the increase in pupils is unlikely to result in additional significant harm to neighbouring properties in terms of noise and disturbance. The MUGA would be set off the boundaries shared with residential properties and would be approximately 22 metres from the nearest residential properties on Deene Close. Mature landscaping along the north and east boundaries of the site will assist in mitigating the potential impacts on neighbours. The proposed MUGA would also be sited adjacent to Aynho Road and this MUGA is proposed in the existing grassed play area. Thus, due to the hours of operation of the school (normally 8am to 6pm) and intervening landscaping and given the existing recreational use of the land where the proposed MUGA would be sited, Officers consider that there would not be a significant increased impact upon neighbour amenity in terms of noise and disturbance than currently existing. Furthermore, no objections have been raised from any third party in relation to noise emanating from the site.
- 5.28 Lighting in association with the MUGA is not proposed and external floodlighting is likely to require planning permission.

### **Highways Safety**

- 5.29 The Local Highways Authority has no objections to the proposal subject to conditions.
- 5.30 The proposal is for an expansion of the school which will result in the increase in pupils attending the school (an eventual increase of 82 children) and an increase in the number of staff from 10 full time and 12 part time to 14 full time and 17 part time. However, no new car or cycle parking is proposed. It is proposed to extend by two cars' length (approximately 12 metres) the layby on the Aynho Road next to the school that is currently used for school drop off and pick up and a Section 278 agreement would be required in order to secure this.
- 5.31 The Transport Statement that accompanied the planning application tries to estimate the number of additional vehicle movements there will be on the network as a result of the school expansion. This is estimated as 34 two way trips in the morning peak and 10 two way trips in the evening peak. This is based on a sample of only 2 primary

school sites elsewhere in the UK and the Local Highways Authority are of the opinion that this is a very small sample to rely on. The Local Highways Authority state that a more robust way of estimating the likely traffic generation of the additional pupils would have been to use data about the current travel patterns of students and staff.

- 5.32 Notwithstanding the above, the Local Highways Authority go on to state that the number of vehicle movements predicted in the Transport Statement appears to be reasonable given the current travel behaviour revealed by the survey work documented in the travel plan. The Local Highways Authority have stated that these additional vehicle movements will have a minimal negative impact on the operation of this part of the local highway network, even taking into account the congestion that is often present in the vicinity during peak hours. Officers see no reason to disagree with this assessment.
- 5.33 That said, the Local Highways Authority has noted that there does appear to be scope to reduce the amount of driving to the school, particularly by parents/pupils, given that the vast majority of pupils live within Adderbury itself. The Local Highways Authority go on to state that an amended Travel Plan will be instrumental in helping to reduce driving to school and walking is undoubtedly a realistic option for more pupils. The Local Highways Authority note that this Travel Plan should be bold in setting targets for reducing the amount of driving to school and that these targets should be matched by measures and initiatives to help these targets to be met e.g. additional cycle parking. The Local Highways Authority has stated that the current Travel Plan submitted alongside the application does not appear to have been written in sufficiently close collaboration with the school therefore there are concerns that this current plan will not be necessarily effective in changing travel habits and therefore achieving modal shift away from the car as the main mode of travel to the site for staff and parents/pupils. Thus, Officers concur with the Local Highways Authority that it is necessary to attach a condition that prior to the occupation of the development, a revised travel plan in accordance with the County Council's School Travel Guidance, is submitted to and approved by the Local Planning Authority. The Local Highways Authority has stated that a fee of £1,240 will be needed to allow the monitoring of the Travel Plan for a period of 5 years.
- 5.34 The Transport Statement states that the 27 existing car parking spaces will be sufficient to accommodate the increased staffing as they are not fully used at the moment (no parking is provided for parents). However, as the Local Highways Authority note, there is no detail as to how much spare capacity there is at present and so it is impossible to know whether there really is enough parking. What could happen if there doesn't turn out to be enough staff car parking is an increase in people needing to park off the site. The Local Highways Authority do not want to see parking and/or dropping off on Aynho Road or its footways as this will have a negative impact on traffic flow in this area. To address this problem, the Local Highways Authority is of the opinion that the School will need to pay for a Traffic Regulation Order to introduce double yellow line parking restrictions along Aynho Road from the junction with A4260 as far as a point east of Long Wall Close. The Local Highways Authority state that it is not felt that any displaced parking happening in nearby residential streets because of double yellow lines on Aynho Road will result in any unacceptably negative impacts on road safety, and by causing staff and parents to park further away from the school this may encourage some of them to walk. The Local Highways Authority has requested a sum of £5,000 towards the advertising and implementation of double yellow lines on Aynho Road.
- 5.35 There is no increase proposed to the existing 20 spaces for parking bicycles despite the likely increase in pupil numbers, but there is no evidence as to the current usage and therefore the spare capacity. The Local Highways Authority has stated that unless strong evidence can be provided to the contrary, it will be expected that the school will provide space for an additional 10 bicycles and that it will be available for

use prior to the first new additional pupils attending the school. The Local Highways also go on to note that dedicated children's scooter parking has been provided at primary schools elsewhere across the county and this is something that helps to encourage walking to school. Thus, the Local Highways Authority have requested space for parking at least 10 children's scooters be provided by the school and also be available for use before the new additional pupils attend the school. Given the above and to encourage the reduction in usage of cars, the number, location and design of new cycle and scooter parking provision has been recommended as a condition.

- 5.36 Given the above, Officers consider that the proposed development would not result in detrimental harm to the highway network.

### **Ecological Impact**

- 5.37 No comments have been received from the Ecology Officer during the consultation process, but given the nature and scale of the proposal and the location of the site within the built up limits of Adderbury, it is considered that the proposal is unlikely to result in significant ecological harm.

### **Public Health**

- 5.38 The site is on potentially contaminated land but the Environmental Health Officer has raised no objections to the proposal.

### **Engagement**

- 5.39 Paragraphs 186 and 187 of the NPPF places a duty on the Local Authority to be positive in its decision taking. It is considered that the duty to be positive and proactive has been discharged through the efficient and timely determination of the application.

### **Conclusion**

- 5.40 The principle of the development is considered to be acceptable. The proposal would not cause detrimental harm to the character and appearance of the area, residential amenity, ecology, public health or highways safety. The proposal is therefore compliant with the policies outlined in section 4 of this report. Overall, the proposal is considered to have no adverse impacts, therefore the application is recommended for approval and planning permission should be granted subject to appropriate conditions.

## **6. Recommendation**

**Approval**, subject to:

- a) The applicant entering into an appropriate s106 Legal Agreement to the satisfaction of the District Council to secure financial contributions as outlined in paragraph 3.9 of the report.
- b) The following conditions:
  1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason - To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and

Compulsory Purchase Act 2004.

2. Except where otherwise stipulated by condition, the development shall be carried out strictly in accordance with the following plans and documents:

- Application Form submitted with the application;
- Design and Access Statement (ref: 1428/2A) by Thinking Buildings dated 30<sup>th</sup> March 2016 submitted with the application;
- Transport Statement (ref: TR8160177/BE002) by Glanville dated March 2016 submitted with the application;
- Drawing Numbers: 01; 05 Revision B; 06 Revision D; 10 Revision D; and 11 Revision A submitted with the application; and
- Drawing Number 110 Revision 01 received from the applicant's agent by e-mail on 23<sup>rd</sup> June 2016.

Reason - For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and to comply with Government guidance contained within the National Planning Policy Framework.

3. Prior to the commencement of the development hereby permitted, samples of the materials to be used in the construction of the walls and roofs of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the walls and roofs of the development shall be carried out in accordance with the samples so approved.

Reason - To ensure the satisfactory appearance of the completed development and to comply with Policy ESD15 of the Cherwell Local Plan Part 1, saved Policies C28 and C30 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

4. Prior to the occupation of the development hereby permitted, full specification details (including construction, layout, surfacing and drainage) of the extended layby on Aynho Road (shown on Drawing No: 05 Rev B), along with a timetable for the implementation of the works, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the extended layby shall be provided and made available for use in accordance with the approved details and timetable.

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Policy ESD15 of the Cherwell Local Plan Part 1 Government guidance contained within the National Planning Policy Framework.

5. Prior to occupation of development hereby permitted, a school Travel Plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan shall incorporate (i) details of the means of regulating the use of private cars for journeys to school in favour of other modes of transport and (ii) the means of implementation and methods of monitoring the Travel Plan.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and in accordance with Policy ESD15 of the Cherwell Local Plan Part 1 and Government guidance contained within the National Planning Policy Framework.

6. Prior to commencement of the development hereby permitted, a plan

showing the number, location and design of new cycle and scooter parking for the school shall be submitted to and approved in writing by the Local Planning Authority. The new parking shown on the approved plan shall be provided prior to first occupation of the development. Thereafter, the parking shall be permanently retained and maintained for the parking of cycles and scooters in connection with the development.

Reason - In the interests of sustainability, to ensure appropriate levels of cycle and scooter parking are available at all times to serve the development and to comply with Policy ESD15 of the Cherwell Local Plan Part 1 and Government guidance contained within the National Planning Policy Framework.

7. Prior to the commencement of the development hereby permitted, a hard landscaping scheme including details of the layout, design, surfacing, and appearance of:

- Pavements, pedestrian areas, reduced-dig areas, crossing points and steps;
- Gates, fences, walls or any other means of enclosure;
- Fencing surrounding the MUGA.

Shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved landscape scheme.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy ESD 15 of the Cherwell Local Plan Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

8. Prior to the commencement of the development hereby permitted, an Arboricultural Method Statement (AMS), undertaken in accordance with BS:5837:2012 and all subsequent amendments and revisions shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, all works on site shall be carried out in accordance with the approved AMS.

Reason – To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with Policy ESD15 of the Cherwell Local Plan Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

9. That:

- a) No retained tree shall be cut down, uprooted, damaged or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS3998: Recommendations for Tree Works.
- b) If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted in the same place in the next planting season following the removal of that tree, full details of which shall be firstly submitted to

and approved in writing by the Local Planning Authority.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy ESD15 of the Cherwell Local Plan 1996, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

10. The existing hedgerow along the southern boundary of the site and the south western boundary of the staff car park (displayed on Drawing Number 05 Revision B submitted with the application) shall be retained and properly maintained at a height of not less than 2 metres, and if any hedgerow plant dies within five years from the completion of the MUGA it shall be replaced by a plant of the same or similar species and shall thereafter be properly maintained in accordance with this condition.

Reason - In the interests of the visual amenities of the area, to provide an effective screen to the proposed development and to comply with Policy ESD15 of the Cherwell Local Plan Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

#### **PLANNING NOTES**

1. In relation to Condition 5, the Travel Plan should follow Oxfordshire County Council's School Travel Plan Guidance.
2. In condition 9 a "retained tree" is an existing tree which shall be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) shall have effect until the expiration of five years from the date of the occupation of the building.
3. With regard to condition 4, a Section 278 Agreement under the Highways Act 1980 is required in relation to the extension of the Aynho Road layby to accommodate additional drop off as shown on Glanville drawing number 8160177/6101 submitted with the application.
4. Planning permission only means that in planning terms a proposal is acceptable to the Local Planning Authority. Just because you have obtained planning permission, this does not mean you always have the right to carry out the development. Planning permission gives no additional rights to carry out the work, where that work is on someone else's land, or the work will affect someone else's rights in respect of the land. For example there may be a leaseholder or tenant, or someone who has a right of way over the land, or another owner. Their rights are still valid and you are therefore advised that you should seek legal advice before carrying out the planning permission where any other person's rights are involved.
5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

6. This consent does not grant planning permission for floodlighting in association with the MUGA and such floodlighting would require planning permission in its own right.

**STATEMENT OF ENGAGEMENT**

In accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 and paragraphs 186 and 187 of the National Planning Policy Framework (March 2012), this decision has been taken by the Council having worked with the applicant/agent in a positive and proactive way as set out in the application report.

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