



DEVELOPMENT CONTROL AND REGULATORY BOARD

23rd May 2019

REPORT OF THE CHIEF EXECUTIVE

REGULATION 3 MINOR APPLICATION

PART A – SUMMARY REPORT

APP. NO. & DATE:	2019/0159/04 (2018/Reg3Mi/0263/LCC) – 21 st December 2018
PROPOSAL:	Construction of a standalone single storey 3 classroom and studio modular building (to west side) of school.
LOCATION:	Newbold Verdon Primary School, Dragon Lane, Newbold Verdon, LE9 9NG
APPLICANT:	Leicestershire County Council
MAIN ISSUES:	Parking, local highways issues and privacy
RECOMMENDATION:	PERMIT subject to the conditions as set out in the Appendix.

Circulation under Local Issues Alert Procedure

Mr. B. Crooks CC

Officer to Contact

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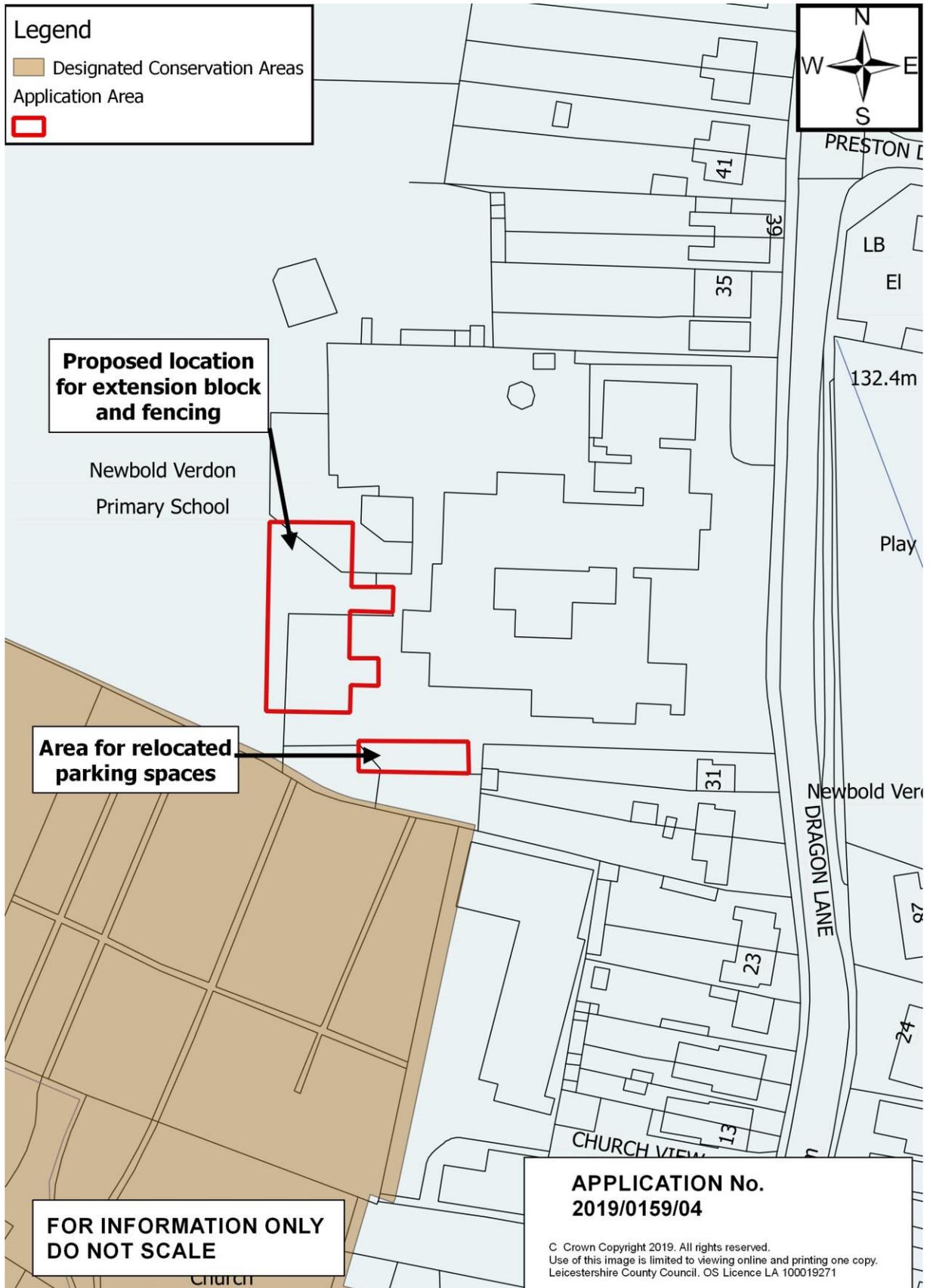
PART B – MAIN REPORT

Background

1. Newbold Verdon Primary School is located to the west of Dragon Lane and north of Main Street on the western side of Newbold Verdon village. The existing catchment area includes the surrounding residential areas located to the north, east and south of the school site. The western boundary of the school is occupied by agricultural land.
2. Newbold Verdon Primary School is a 210-place primary school with pupils covering an age range of 5 to 11 years old. The school currently has a total of 23 full time employees and 33 part time employees. As part of the proposed development there would be no increase in staff numbers.
3. The southern boundary of the school lies adjacent to the Newbold Verdon Conservation Area. The nearest listed building to the school site and the proposed development is the Grade II listed Church of St James which lies approximately 95m south of the school boundary. Additionally, the Grade II listed Pavilion to the north west of Newbold Verdon Hall lies approximately 120 metres south-west of the schools southern boundary. The Grade I listed Newbold Verdon Hall lies 120m south-west of the school's boundary. Further afield, the Moated site south of The Hall, a Scheduled Ancient Monument, lies approximately 150 metres south-west of the school boundary.
4. A large playing field is located to the west of the site, whilst the east of the site which comprises the main school buildings, borders Dragon Lane. The nearest residential properties to the school are along Dragon Lane. The nearest of which about the school boundary and have gardens which border the school boundary and views into the school site. On the northern and southern boundaries of the school site, sparse vegetation and trees screen views of the school site from these properties.

Recent Planning History

5. In 2003, the school was granted planning permission for the use of the school premises for non-educational activities (reference 2003/0002/04). Under this permission, non-educational events are restricted to taking place outside of the times of a normal school day (i.e. 0800-1600 hours Monday – Friday, in term time). The frequency and nature of non-educational events are also restricted under this planning permission. The provision of car parking facilities, including room for overflow parking facilities to accommodate such activities, is also required to be available for use on site. In 2009, a single classroom extension was constructed under permitted development rights (reference 2009/9207/04).



Description of Proposal

6. The proposal comprises the erection of three new classrooms and a studio space in a single standalone block within the school site. This would allow for an increase in the number of pupils from 210 to 315. The area proposed for the extension is currently comprised of hardstanding for the car parking for school staff, the edge of which is lined with trees and vegetation and a small portion of amenity grassland.
7. The single storey extension block would have a mono pitched roof which would slope towards the east. At its lowest, the roof would have a height of approximately 2.913 metres. To the west, the building would have the greatest height, with the roof reaching approximately 3.924 metres. The building would result in a net additional internal gross floor space of 358 metres squared.
8. The access for staff, refuse vehicles and deliveries would remain the same as present and the school site would continue to be served by the access point which is located on the southern boundary of the site. Parents are not permitted to use the on-site parking in the morning drop-off and afternoon pick-up hours for safety and congestion reasons. This access is however used by vehicles which need to pick up and drop off disabled adults or children to the school site. It is not proposed that this would change as part of the proposed development.
9. It is not proposed that staff numbers would increase as a result of the proposed extension block. Existing staff within the school would be re-distributed into the new classrooms.
10. The proposed materials for the modular block include the following;
 - External walls of site would be fitted with fibre cement cladding panels;
 - External walls of site would be fitted with vertical cedar cladding;
 - The roof would comprise a high-performance firestone single layer roofing system;
 - The windows would be thermally broken powder coated aluminium frames.
11. The following colours are proposed to be used in the development, but the applicant notes that these are to be confirmed;
 - Main Body - Western Cedar, Natural Finish;
 - Fascia - Powder Coated Aluminium;
 - Doors - Powder Coated Aluminium;
 - Door frames - Powder Coated Aluminium;
 - Windows - Powder Coated Aluminium;
 - Plinth – Brick.

Ecology

12. The area proposed for the location of the extension block is comprised of part of the car park, which is lined with trees and vegetation and a small portion of amenity grassland. Some of the area for the proposed development would include overlaying the grass with tarmac of approximately 188 square metres. Overall, the proposal would result in the loss of sixteen trees onsite. These trees range between mature and semi-mature and are in fair condition. The school would replace any trees lost and aim to provide a net gain in biodiversity. A Phase 1 Walkover Ecology Survey was submitted in support of the application. The survey found that there were no identified evidence of bats, birds or other wildlife species which would be affected by the proposed development within the site or in the local area. The report concludes that in order to enhance biodiversity and in consideration of the National Planning Policy Framework, bat and/or bird boxes could be installed on the new building.

Car Parking, Traffic and Sustainable Transport

13. The proposed development would sit on a portion of the existing school car park. As a result, the car park would need to be reconfigured in order to replace those car parking spaces which would be lost. The school premises currently provides 22 staff parking spaces, this includes three disabled spaces. There are also parental parking facilities available at the back of the school, which comprise 26 parking spaces. Parents are not permitted to use the 'parental' on-site parking in the morning drop-off and afternoon pick-up hours, for safety and congestion reasons. It is not proposed that this would change as part of the proposed development. As the proposed application would not result in any increase in additional staff, no increase in car parking spaces is proposed. It is proposed to remove three disabled car parking spaces and provide three standard sized car parking spaces as a replacement, as detailed in Table 1 below. It is not proposed to provide any additional cycle storage on the site. The Transport assessment submitted with the application notes that once the school extension is up and running, additional cycle parking demand and provision would be reviewed on a continual basis by the school.

Type of vehicle	Existing number of spaces	Total proposed (including spaces retained)	Difference in spaces
Cars	36	39	+3
Disability Spaces	9	6	-3
Cycle Spaces	24	24	0

Table 1. Existing and proposed vehicle spaces at Newbold Verdon Primary School.

14. The transport assessment calculated that the proposals would generate an additional 26 single family and 11 multiple family vehicle trips by students and 2 additional single occupancy vehicle trips by teaching staff. The assessment concludes that given the location of the school it is anticipated that the additional vehicle trips which would be generated as a result of the proposed development would not have a significant impact on the local highway network. Additionally, the results of a parking beat survey which was undertaken concluded that there is sufficient capacity within the surveyed area to accommodate the potential increase in parked vehicles as a result of the proposed development.
15. However, the transport assessment recommends that prior to occupation an updated Travel Plan should be produced by the school. It is recommended that this Plan should include details of the current modal splits, suitable Travel Plan targets, measures to meet the targets and reduce single car occupancy to and from the site and details on how the Travel Plan would be monitored. It should also provide comment on the responsibilities of the Travel Plan Co-ordinator, who would undertake said role and provide details on potential mitigation measures.
16. It is not proposed to change any existing arrangements for the refuse collection and deliveries at the site.

Flood Risk & Drainage

17. The proposed development lies within Flood Zone 1, which has a low probability of flooding. It is proposed to include a drain to run and connect to existing combined system and a new drain to connect to the existing.

Other

18. It is not proposed to open the block for community use. The hours of opening proposed for the development are 08:30 to 16:30, Monday to Friday only.
19. It is proposed to erect a new picket fence and gate 1.2m in height, in order to section off the proposed classroom block from the car park.
20. The proposed location for the development would not impact the existing layout of any sports pitches or playing fields on the site. Therefore, there would be no loss of playing capacity as a result of the proposed development.

Planning Policy**National Policy**

21. The National Planning Policy Framework (NPPF) provides the government's policies for the delivery of sustainable development through the planning system. In paragraph 11 it advocates a presumption in favour of sustainable development, and for decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
22. Paragraph 94 of the NPPF states that it is important that a sufficient choice of school places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
23. Section 16 of the NPPF provides the government's policies of conserving and enhancing the historic environment. Paragraph 192 of the NPPF requires that when determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities and the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 193 confirms 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 irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

The Development Plan

24. The Development Plan in this instance comprises the Hinckley & Bosworth Borough Council Local Plan 2006-2026. The principal policy considerations relevant to the current application are set out below.

Hinckley & Bosworth Borough Council Local Plan 2006 – 2026

Local Development Framework Core Strategy (Adopted December 2009)

- Policy 7 (*Key Rural Centres*);
- Policy 11 (*Key Rural Centres Stand Alone*)

Site Allocations and Development Management Policies DPD (Adopted July 2016)

- DM1 (*Presumption in Favour of Sustainable Development*);
- DM6 (*Enhancement of Biodiversity and Geological Interest*);
- DM7 (*Preventing Pollution and Flooding*);
- DM10 (*Development and Design*);
- DM11 (*Protecting and Enhancing the Historic Environment*);
- DM12 (*Heritage Assets*);
- DM17 (*Highways and Transportation*);
- DM18 (*Vehicle Parking Standards*);
- DM25 (*Community Facilities*)

Consultations**Hinckley and Bosworth Borough Council (Planning)**

25. No comment.

Hinckley and Bosworth Borough Council (Environmental Health)

26. No objection.

Newbold Verdon Parish Council

27. No response received.

Local Highway Authority (Leicestershire County Council)

28. The Local Highway Authority (LHA) requested further clarification relating to:

- Confirmation of additional staff numbers;
- Confirmation of additional trip generation;
- Clarification regarding number of additional car parking spaces;
- Confirmation that on-street parking at drop-off and pick-up times does not currently cause congestion or safety concerns.

29. Further to the comments received from Highways, the agent provided the following response:

- *Confirmation of additional staff numbers:* No new additional members of staff.

- *Confirmation of additional trip generation:* For confirmation the school has clarified that no additional staff will be hired as they have sufficient staff members to cover the additional 3 classrooms.
- *Clarification regarding number of additional car parking spaces:* The number of car parking spaces on the site would remain the same.
- *Confirmation that on-street parking at drop-off and pick-up times does not currently cause congestion or safety concerns:* Paragraph 4.7 of the Transport Assessment (Table 10) provides a summary of the resultant parking stress and also specifies that the number of parked vehicles disperse quickly. This suggests that on-street parking at drop-off and pick-up times will not increase congestion or safety concerns. The school will be contacted to provide an up to date travel plan.

Response from the Local Highway Authority in response to the clarified details

The Local Highway Authority advice is that, in its view, the residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework 2019 (NPPF), subject to a School Travel Plan Condition. The following observations should be read in conjunction with previous LHA response.

30. The applicant has confirmed that there will be no net increase in car parking spaces as part of this development. However, local residents' comments indicate that the on-street parking currently causes disruption and inconvenience, including parking across dropped kerbs and blocking driveways. The LHA considers that the existing parking issues should not be dealt with through the planning system, and will refer these to the appropriate part of Leicestershire County Council for action through other means (e.g. enforcement). The LHA considers that an updated School Travel Plan should be provided, to reduce the likelihood of exacerbating car parking problems as a result of the proposed development.

Ecology (Leicestershire County Council)

31. The Phase 1 Walkover Survey submitted in support of this application indicates that the proposed development is to take place on existing hardstanding. When comparing the red-line boundary to aerial photographs it appears that the building will involve the removal of a small number of trees/shrubs. If these trees are to be removed they should be assessed for their potential to support roosting bats. It is possible that this has been done as part of the survey as section 3.2 of the report states 'The surrounding buildings and area of development were thoroughly and systematically inspected for any signs of wildlife. No evidence of any wildlife species was observed either having been or currently being present'. However, as no map has been provided it is difficult to be sure that this includes the vegetation in the footprint of the building. Please confirm that these trees have been assessed by the ecologist.

32. The Survey recommends that bat and/or bird boxes are incorporated into the development to enhance opportunities for biodiversity in the area. These will be required if trees are to be removed. It is recommended that a minimum of three bat boxes are erected, either on the new building or on on-site mature trees and a minimum of three sparrow or starling boxes added.

Further comment received

33. Following receipt of the consultation response from Ecology, it was confirmed by the agent that the trees and shrubs in question were surveyed and did not hold any potential to support roosting bats. Following confirmation of these details, Ecology provided the following additional comments;

- No objection. The previous recommendations for bat and bird boxes remain valid. It is recommended that the trees/scrub are removed outside of the bird-breeding season (March to August), unless it can be proven by an ecologist that no nesting birds are present.

Landscape (Leicestershire County Council)

34. It is considered that the proposals will be well screened from adjacent properties and will not have a major adverse visual impact on the surrounding landscape. The following comments are made;

1. The existing mature trees on the site provide a valuable screen, have amenity value, provide valuable wildlife habitat and should be retained wherever possible.
2. The existing trees to be retained may be adversely affected by contractors gaining access to the site and the construction works themselves and the following is recommended:
 - Forestry are contacted to recommend any remedial works such as lopping low branches/ removing dead wood etc. which may improve the health of existing trees to be retained. Any remedial works identified should be carried out prior to construction works starting and by a qualified tree works contractor, in accordance with BS 3998: 2010 'Tree Works Recommendations'. Furthermore, prior to construction works, any trees to be retained within the extent of works, should be adequately protected with adequate temporary fencing in accordance with the provisions of BS 5837, 2012: 'Trees in Relation to Design, Demolition and Construction - Recommendations', and with reference to the root protection areas shown on the submitted tree survey.
 - Construction should ideally be undertaken in dry weather between May and October when the ground is driest and least prone to compaction,

- 16No trees lost as a result of the proposed development should be replaced with appropriate species of suitable size. A detailed landscape scheme should be submitted, showing a specification for replacement tree planting covering earthworks, size, species, including protection and aftercare.

Heritage (Leicestershire County Council)

35. Concern raised. The new classroom block would be readily visible from the cemetery attached to the historic church yard and within the conservation area. It is some distance from the parish church but it would be possible to see both the listed building and new development in the same view. The development is within the setting or surroundings in which the designated heritage assets are experienced and it is believed that its impact does, therefore, need to be taken into account in the decision-making process by virtue of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Section 16 of the NPPF. The single storey structure now proposed will be close to existing late C20 school extensions; their modern design already makes an unwelcome intrusion into the historic rural village environment. Any additional harm to significance from the new development is, however, likely to be very slight given the existing character and appearance of the school. Additional timber cladding, instead of the cement panels on the elevations facing the conservation area, together with further planting along the boundary would help to preserve or possibly enhance the rural outlook from the cemetery and church yard.

Historic England

36. No comment. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

Lead Local Flood Authority (Leicestershire County Council)

37. Refer to standing advice.

Sport England

38. No objection.

Publicity

39. The application was advertised by two site notices posted on the 4th February 2019, along Dragon Lane. Neighbour notification letters were sent to local residents in close proximity to the proposed development.

Representations

40. One objection was received from a member of the public during the statutory time period. The objection raised concerns that the proposed development would exacerbate existing parking issues outside of the school on Dragon Lane, particularly with respect to parents blocking the driveways of nearby properties.

41. Further to this, two members of the public raised concerns about: parking; blocked driveways and the exacerbation of this issue; the accuracy of the transport assessment; highway safety; loss of car parking and privacy for nearby residential properties.

Supplementary Information and Revisions

42. Following responses from statutory consultees the applicant submitted revised layout and elevation plans for the proposed development. The revised plans include a change of materials from concrete cladding to vertical timber cladding on the southern face of the building. The layout plan has also been revised to include an outlined area in which new trees are to be planted along the southern boundary of the school site, to screen the proposed development from the Grade II listed church of St James.

Consultations on Supplementary and Revised Information

Hinckley & Bosworth Borough Council (Planning)

43. No comment.

Hinckley & Bosworth Borough Council (Environmental Health)

44. No objection.

Newbold Verdon Parish Council

45. No response received within the statutory timescales.

Ecology

46. No additional comments.

Heritage

47. No objection. The replacement of concrete panels with timber cladding on the south elevation and confirmation of planting on the boundary would help to reduce any adverse impact of the development on the setting of the conservation area and listed buildings.

Landscape

48. No further comments.

Lead Local Flood Authority (LLFA)

49. No further comment.

Sport England

50. No further comment.

Highways

51. No response received within the statutory timescales.

Historic England

52. No comment.

Publicity

53. An additional consultation period for the revised application documents started on the 20th March 2019. The revised application was advertised by a site notice which was posted on the 20th March 2019, along Dragon Lane. Neighbour notification letters were sent to local residents in close proximity to the proposed development.

Representations

54. No further representations from members of the public were received during the statutory consultation period. However, comments were made by Mr. B Crooks County Councillor. These comments raised concern about the absence of a regular crossing warden outside of the school and that the provision of a pedestrian crossing in this location should be investigated.

Assessment of the Proposal**The Development Plan**

55. This proposal, like any other application, must be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the following are the key issues for consideration.

Principle of the Development

56. The proposed development would provide for the projected rise in the number of pupils within the Newbold Verdon area at Newbold Verdon Primary School. The new extension would allow an increase to the existing capacity of Newbold Verdon Primary School and provide sufficient accommodation for pupils and staff at the school in the short and medium-term future. Therefore, the proposed development accords with paragraph 94 of the NPPF which highlights the importance of providing sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

Car Parking and Sustainable Transport

57. The blocking of driveways is a highway enforcement matter and potentially a civil matter that lies outside of the planning system. However, issues regarding traffic and an increased number of cars as a result of any proposed development is a material consideration in the decision-making process. During the consultation process, concerns were raised by a member of the public regarding the accuracy of the Transport Assessment (TA). The TA has been considered by the Local Highway Authority and following clarification of details and subject to the imposition of a planning condition for a School Travel Plan, the TA is considered satisfactory.
58. The TA states that the applicant would update the School Travel plan for the site prior to occupation. This would include as a minimum, details of the current modal splits, suitable Travel Plan targets, measures to meet the targets and reduce single car occupancy to and from the site and details on how the Travel Plan would be monitored moving forward.
59. During the consultation process, concern was raised by members of the public regarding loss of car parking space at the rear of the school and the increased pupil capacity could exacerbate existing highway issues. It should be noted that it is not proposed to decrease the number of car parking spaces in the proposed development. The submitted TA assessed existing highway conditions outside of the school and subsequently assessed the potential impact of the development proposals on the local highway network.
60. Concern was also raised by Councillor Bill Crooks over whether a pedestrian crossing outside of the school could be provided as part of the proposals. In response to this concern, the Local Highway Authority has stated that for a formal zebra or puffin crossing to be justified there needs to be a consistent number of pedestrians crossing Dragon Lane at 4 different times of the day. The Local Highway Authority commissioned a survey which counts the number of pedestrians and compares that to the number of vehicles per hour. This survey was undertaken in March 2019 and the results of the survey indicated that the criteria for a new crossing has not been met. Therefore, the Local Highway Authority would not be able to justify the delivery of a new pedestrian crossing as part of this planning application.
61. Given the above considerations and the advice from the Local Highway Authority, it is considered that the proposed parking and travel arrangements are appropriate to accommodate the proposed development. Therefore, the proposal is considered to accord with Policies DM17 and DM18; subject to the imposition of the advised condition.

Heritage

62. One of the main considerations in bringing forward the new building at the school has been to ensure that the new buildings are acceptable having regard to the sensitivities of the site and in particular the adjoining Newbold Verdon Conservation Area and the Listed Buildings which it contains. Under the provisions of sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 special regard should be had to preserving the setting of a listed building, and special attention paid to preserving or enhancing the character or appearance of a conservation area. Paragraph 193 of the NPPF requires 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. The NPPF also confirms that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.
63. Following the consultation process, the design of the proposed development has evolved to take into consideration the sensitivities of the nearby conservation area and the setting of the Listed Buildings. The proposed materials on the southern elevation of the building have been amended to plain timber sides to reduce any adverse impact of the development on the setting of the conservation area and listed buildings. Additionally, it is now proposed to plant trees along the southern boundary of the school in order to aid screening of the proposed extension block. The final design is now considered acceptable for this setting, having regard to the legislative and policy requirements detailed above (para. 62). Therefore, the proposed development is found to accord with Policy 11 and Policies DM10; DM11 and DM12; which requires new development to respect the character and appearance of the Newbold Verdon Conservation Area by incorporating locally distinctive features of the conservation area into the development. It is considered that the integrity of the historic environment would be preserved in accordance with the NPPF.

Ecology, Landscaping and visual amenity

64. The proposed location of the new school extension is considered to be the optimum available on the school site as it would reuse an existing area of hardstanding. However, using this location would result in the loss of sixteen trees bordering this area. It is noted that the trees to be removed are a mixture of semi-mature to mature trees in 'fair' condition. It is proposed to replace any trees or vegetation that would be lost as a result of the development with higher quality trees and planting and vegetation. The school has extensive grounds in which planting can be provided to offset the proposed loss. The Landscape Officer has requested that these trees be replaced as part of a detailed landscaping scheme. Additionally, Ecology has found the proposed development acceptable, subject to the development providing the installation of at least three bat boxes, either on the new building or on on-site mature trees and a minimum of three sparrow or starling boxes added in order to enhance opportunities for biodiversity in the area. The imposition of conditions to ensure the replacement planting and biodiversity gains would mean that the proposed development would accord with Policy DM6.

Loss of privacy and residential amenity

65. A representation was made regarding concerns over the loss of privacy at neighbouring residential properties along Dragon Lane. The closest property lies approximately 65 metres eastwards from the proposed development. However, its boundary lies adjacent to the school's boundary. With regards to the concerns raised over privacy by a local resident, the proposal includes the erection of a picket fence which would separate any children in the playground or those accessing the classroom block, from those boundaries on the southern and western sides of the school. With regards to the block overlooking the nearest residential properties and impacting on privacy, the proposed block is single storey. The greatest height of the block would be 3.924 m which would be the top of the mono-pitched roof. It is proposed that the block would be facing eastwards, towards those properties which are situated along the eastern side of Dragon Lane. The proposal is for a single storey development and therefore it is not considered that the building would be overlooking any nearby properties.
66. The Heritage officer recommended the installation of planting along the southern boundary and this would also provide additional screening both to and from the proposed development and the nearest residential properties which lie along Dragon Lane. Overall, it is not considered that the proposed development would result in an adverse loss in privacy for nearby residents. Given the above considerations, it is considered that the proposal accords with Policy 7, Policy 11, Policy DM1 and Policy DM25.

Conclusion

67. The proposed new classroom and studio block would provide the school with a greater capacity to accommodate for the rising number of pupils attending the school in the short-medium term. The proposed development would have no significant impacts on local amenity or the environment.
68. The building's design, siting and proposed construction details have evolved through careful consideration given the site's location and the adjoining and nearby historic environment assets. It is concluded that the removal of the concrete panels on the southern face of the building and their replacement with sympathetically designed timber cladding contributes towards preserving the character and appearance of the adjoining conservation area and the setting of the listed buildings contained within it and is therefore acceptable in this instance. Additionally, the provision of a detailed landscaping scheme would compensate for the proposed loss of trees and vegetation and would provide appropriate soft landscaping around the development, particularly with regards to the southern boundary of the school site which would help to provide additional screening of the view from the nearby designated conservation area and listed buildings it contains.
69. Subject to the controls highlighted in the above assessment, it is considered that the development is acceptable in principle in the context of the relevant policies of the development plan and legislative requirements.

Recommendation

1. PERMIT subject to the conditions as set out in the Appendix.
2. To endorse, as required by The Town and Country Planning (Development Management Procedure) Order 2015 (as amended), a summary of:
 - a. How Leicestershire County Council has worked with the applicant in a positive and proactive manner:
 - b. In dealing with the application and reaching a decision account has been taken of paragraph 38 of the National Planning Policy Framework.

Conditions

1. The development hereby permitted shall be begun within three years from the date of this permission.
2. Unless otherwise required by this permission, or approved by the County Planning Authority, the development shall be carried out in accordance with the following details:
 - a) The planning application 2019/0159/04;
 - b) The application form dated 20/12/2018;
 - c) Drainage Plan, drawing no. 05, dated November 2018;
 - d) Phase 1 Walkover Survey, Ref: WO/LCC/NVPS, dated 20 June 2018;
 - e) Location Plan, Drawing no. 03, dated Jan 2019;
 - f) Planning Application supplementary documents;
 - g) GA Plans & Elevations, dated 04/09/18, submitted to the Authority on the 11th March 2019;
 - h) Newbold Verdon Primary School 3 Classroom & Studio Block Proposed Plan, drawing no. 02, dated Mar 2019;
 - i) Transport Assessment; Document Number: NVS-BWB-GEN-XX-RP-TR_0003, dated 04.12.18;
 - j) Tree Survey, dated September 2018;
 - k) Internal memorandum, dated 15th September 2018;

Construction Works and Parking

3. All site preparation and construction works, deliveries of and movement of materials and machinery, in connection with the approved development, shall take place only between 07:30-17:00 hours Monday to Friday and 08:00-12:00 hours on Saturdays. No such activities shall take place at any time on Sundays, Statutory Public or Bank Holidays.
4. Notwithstanding the provisions of condition no 3. no deliveries or exportation of materials or plant/machinery shall take place between 08:00-09:00 hours or 15:15-16:15 hours on any school day.
5. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the County Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.
6. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been surfaced in a bound material and implemented in accordance with the 3 Classroom & Studio Block Proposed Plan dated Mar 2019. Thereafter the onsite parking provision shall be so maintained in perpetuity.

Construction Materials

7. Within three months of the commencement of development a written schedule of materials and colours to be used externally in the construction of the development shall be submitted to the County Planning Authority for its agreement in writing. The development shall be carried out in accordance with the approved schedule of materials and colours.

Sustainable Transport

8. No part of the development hereby permitted shall be first occupied until an updated School Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the County Planning Authority. The School Travel Plan shall include proposals to encourage travel by sustainable modes by staff and pupils to mitigate the impacts of on-street parking on local residents. Thereafter the agreed School Travel Plan shall be implemented in accordance with the approved details.

Protection of Existing Vegetation and Replacement Planting

9. Prior to the building coming into use a detailed landscaping scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall include details for replacement of the sixteen trees which are to be lost as a result of the development, details for the planting of trees and vegetation and also the following details;
 - a) The species mix for new planting/seeding;
 - b) Ground preparation;
 - c) Planting specification;
 - d) Maintenance/protection and management measures;
 - e) Phasing and timing;
 - f) Trees/other vegetation to be removed;
 - g) Trees/ other vegetation to be retained;
 - h) Root protection areas;

The scheme shall include for the provision of trees to the south of the school site as indicated on the drawing titled 'Newbold Verdon Primary School 3 Classroom & Studio Block Proposed Plan', drawing no. 02, dated Mar 2019 and rev. A.

10. The approved landscaping scheme shall be implemented in the first available planting season following commencement of development. All planted material shall be suitably maintained and replaced as necessary for a period of not less than 5 years from the date of planting.
11. The removal of existing trees from the site shall have regard to the submitted tree survey, and shall only be undertaken in accordance with the details provided on the 3 Classroom & Studio Block Proposed Plan, drawing no. 02, dated Mar 2019.

12. No building works including site works of any kind, shall take place until, all trees in close proximity to the construction works are protected in accordance with BS5837, 2012: 'Trees in Relation to Design, Demolition and Construction – Recommendations', and with reference to the root protection areas shown on the submitted tree survey. When installed the means of protection shall be maintained in situ throughout the period of construction.

Ecology

13. The development hereby permitted shall not be occupied until a scheme for the installation of bird boxes and bat boxes shall be submitted to the County Planning Authority. The scheme shall include for the provision of a minimum of three bat boxes and three sparrow or starling boxes to be erected on the site. Within six months of the date of approval of such a scheme, the scheme shall be implemented.

Lighting

14. Details of the siting, design, timing controls, luminance, direction of light distribution and the shielding of all means of external lighting shall be agreed in writing with the County Planning Authority before any such provision is made within the development.

Reasons

1. To comply with Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and to ensure a satisfactory form of development.
- 3, 4 & 5. To protect the amenities of local residents.
6. To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally, in the interests of highway safety.
7. To ensure a satisfactory appearance and grouping of materials, in the interests of visual amenity.
8. To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport.
- 9 & 10. To enhance the development and bio-diversity and to safeguard the appearance of the locality.
- 11 & 12. To ensure that all trees to be retained on site are protected during the construction works and for environmental protection.
13. In the interests of biodiversity.
14. To minimise the adverse impact of light generated by the operations on the local community and environment.

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