

REDROW HOMES (WEST COUNTRY), PERSIMMON HOMES (SOUTH WEST)

**APPLICATION FOR APPROVAL OF RESERVED MATTERS FOLLOWING
OUTLINE APPLICATION 48/05/0072 FOR THE ERECTION OF A 420 PLACE
PRIMARY SCHOOL, INCORPORATING A NURSERY FACILITY WITH
ASSOCIATED LANDSCAPING, ACCESS AND PARKING AND COMMUNITY
FACILITIES ON LAND EAST OF BRIDGWATER ROAD, MONKTON HEATHFIELD**

Location: STREET RECORD, BISHOPS CLOSE, BATHPOOL, TAUNTON

Grid Reference: 326072.126763

Reserved Matters

RECOMMENDATION AND REASON(S)

Subject to the receipt of acceptable illustrative details of works to the A38 to show that the concerns over highway safety (as detailed within the report) can be overcome and consultation responses thereon raising no objections to those proposals the Planning Committee resolve that the Chair of Planning in consultation with the Assistant Director Planning and the Environment be authorised to grant condition planning permission the following conditions:

Recommended Decision: Conditional approval

RECOMMENDED CONDITION(S) (if applicable)

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - (A3) DrNo AP(00)01 Site Location Plans
 - (A1) DrNo AP(00)02 Rev C Site Location Plan
 - (A1) DrNo AP(00)03 Ground Floor Plan
 - (A1) DrNo AP(00)04 Elevations Sheet 1/2
 - (A1) DrNo AP(00)05 Elevations Sheet 2/2
 - (A1) DrNo AP(00)06 Perspectives
 - (A1) DrNo AP(00)06 Perspectives
 - (A1) DrNo AP(00)07 Sections
 - (A1) DrNo 30814_LP(00)02 Rev K Proposed Landscape Plan
 - (A1) DrNo 30814_LP(90)003 Rev E Boundary Treatment Plan
 - (A1) DrNo 30814_LP(00)06 Rev C Landscape Materials Plan 1/2
 - (A1) DrNo 30814_LP(00)07 Rev C Landscape Materials Plan 2/2
 - Planting Schedule 30812_Y(90)_01_P2
 - (A1) DrNo C-02 Rev P6 Drainage Strategy 2/2
 - (A1) DrNo C-01 Rev P6 Drainage Strategy 1/2
 - (A1) DrNo 30814_LP(00)008 Rev A Sprinkler Tank and Bin Store Enclosure

Reason: For the avoidance of doubt and in the interests of proper planning.

2. No commencement of use of the primary school hereby permitted shall take place until full details of alterations to the A38 are submitted to, approved in writing and fully constructed on site in strict accordance with the approved details. The alterations to the A38 shall be generally based upon the submitted sketch, plan no....., unless an alternative is first submitted to and approved by the Local Planning Authority

Reason: In order to ensure a safe access from the A38 to and in the vicinity of the primary school.

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and thereafter retained as such, in accordance with the approved details as above, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area in accordance with Policy DM1 of the Taunton Deane Core Strategy.

4. (i) The landscaping/planting scheme shown on the submitted plan shall be completely carried out within the first available planting season from the date of commencement of the development.

(ii) For a period of five years after the completion of the landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow, shall be replaced by trees or shrubs of similar size and species or other appropriate trees or shrubs as may be approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area in accordance with Policy DM1 of the Taunton Deane Core Strategy.

5. Within 2 months of the date of this permission full details of the proposed footpath cycle link lying at the north of the site shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include proposed route and construction of the path, lighting, landscaping and boundary treatments. Prior to the commencement of works on site to provide the proposed footpath and cycleway shall be provided in strict accordance with the approved details and shall thereafter be maintained as such.

Reason: To ensure that a comprehensive footpath cycleway network is provided to enable sustainable links to the primary school with an acceptable impact on the amenity and security of the neighbouring residents in

accordance with Taunton Deane Core Strategy policies SS1 and DM1

6. There shall be no obstruction to visibility greater than 600mm above adjoining road level in advance of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 43m either side of the access. Such visibility shall be fully provided before the development hereby permitted is occupied and shall thereafter be maintained at all times.

Reason: To preserve sight lines at a junction and in the interests of highway safety.

7. The area allocated for turning on the submitted plan shall be kept clear of obstruction and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any order revoking and re-enacting that Order, with or without modifications, no vehicular access gates shall be erected at any time unless they are set back a minimum distance of 5m behind the highway boundary and hung so as to open inwards only.

Reason: To allow a vehicle to wait off the highway while the gates are opened or closed and thus prevent an obstruction to other vehicles using the highway.

9. Prior to the commencement of use, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Such Travel Plan should include soft and hard measures to promote sustainable travel as well as targets and safeguards by which to measure the success of the plan. There should be a timetable for implementation of the measures and for the monitoring of travel habits. The development shall not be occupied unless the agreed measures are being implemented in accordance with the agreed timetable. The measures should continue to be implemented as long as any part of the development is occupied.

Reason: To ensure a transport choice is provided and to ensure that staff and pupils will travel to and from the school by means other than the private car in accordance with the relevant guidance in Section 4 of the National Planning Policy Framework.

10. Notwithstanding the provisions of the Use Classes Order 19987(as amended) the community facilities shall be available for use by the general public and at no time shall be used solely for education purposes in connection with the adjacent primary school.

Reason: To ensure the provision of community facilities to serve the residents of the new development in accordance with the requirements of Taunton

Deane Core Strategy policy SS1.

11. Prior to the commencement of the use of the building hereby permitted the agreed drainage strategy shall be fully implemented and operational and shall thereafter be maintained as such.

Reason: To ensure the satisfactory drainage of the site.

Notes to Applicant

- . The developer in delivering the necessary highway works associated with the development hereby permitted is required to consult with all frontager's affected by said highway works as part of the delivery process. This should be undertaken as soon as reasonably practicable after the granting of planning consent and prior to the commencement of said highway works, especially if the design has evolved through the technical approval process. This is not the responsibility of the Highway Authority.

PROPOSAL

Outline planning permission was granted in 2008 for the mixed use development of the Monkton Heathfield Local Plan allocated site which includes this site. The approved Monkton Heathfield development guide allocated this site for the provision of a school and community facilities and such a use was provided for in the masterplan attached to the outline permission and the requirements of the section 106 agreements with TDBC and SCC. This proposal is for a single storey building. The classrooms are housed within a curved design, curving away from the highway with a taller front section at the central point projecting forwards. The forward building is oblong and projects forward from the main body of the building and provides a visual focal point for the design. This front section would provide a central hall with wings on either side. One "wing" will house the kitchens for the school and the other the community facilities. The building will be set back between 34m and 90m from the A38. The boundary with the A38 will have a 1.4m high hoop top fence with secure gates. The existing hedge will be retained/reinforced along the rear of the new fencing. To the north of the vehicular access there will also be a row of trees and landscaped area. In order to ensure that the school provides a secure site there will be an additional fence line from the front and side of the school along the north and south boundaries which will comprise a 1.8m high weld mesh fence. This will rise to a 2.8m high weld mesh fence around the rear boundaries. The pupil entrance into the school will be to the front, via a separate, gated, pedestrian access. There are no proposed entrances along the rear or side boundaries as these are completely enclosed by the boundary fencing. To the north of the school grounds is a proposed footpath and cycle link which will form part of the strategic site wide network and enable residents to the east of the school to access the front via a sustainable route.

There would be two vehicular accesses off the A38 into the site. The northern most

access would be for servicing the recycling/bin area and water sprinkler tank. The southern "main" vehicular entrance would be gated and link to the entrance of the school and the staff car parking and general deliveries. There would be no access or parking designed for parents dropping off /picking up.

As the proposed school fronts onto the A38, where new accesses are not normally permitted, this proposal includes illustrative details of possible changes to the A38 which would be necessary in order to provide a safe access. These details will form part of a separate application linked to a new local centre, due to be submitted in the near future.

SITE DESCRIPTION AND HISTORY

The existing site is a single grass field approximately 135m x 200m fronting onto the A38 with existing hedgerows forming the west, north and east boundaries of the site. To the north west of the site are a pair of semi detached houses fronting onto the A38, in addition there is a newer dwelling situated to the rear of the closest semi (154 Bridgwater Road). This dwelling fronts the application site with the majority of its windows facing the garden in between the dwelling and the application site.

The south of the site backs onto the rear of Brittons Ash. Other than 2 pairs of semi-detached dwellings at the north west, the road comprises a row of detached bungalows with 20 - 45m long rear gardens. This boundary is, generally, more open to the field with a mix of fence, wall and hedge forming the boundary.

Outline permission was granted on appeal in 2008 for the mixed use development covering this site.

48/05/0072 - Outline Application for the proposed mixed use urban extension development comprising residential, employment, local centre, new primary school, A38 relief road, green spaces and playing fields at Monkton Heathfield. Permission granted 22/10/2008

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

WEST MONKTON PARISH COUNCIL - The Parish Council was pleased that the multi-purpose and out of hours use of the building has been addressed by the layout, entrances, and lockable areas to achieve separation of different user groups.

The security fencing specification appears fit for purpose. The Parish Council suggests sports fencing should be put around the hard play area to protect the school building and the other areas of the school grounds.

The Parish Council supports the use of fencing and natural vegetation to protect the school boundary and to prevent overlooking. The Parish Council has commented on previous applications in the proximity of this planning application that overlooking is not acceptable.

The Parish Council notes the space between the rear boundaries of the houses in Brittons Ash, and the boundary fence following the red line outline of the application. Although outside the application, the space between the schools boundary fence and the rear of the fences of Brittons Ash properties needs detail attached. Who will own and maintain the land? Its current appearance on the plans is contra to the Parish Councils efforts to design out crime; this has the potential to be a back alley either full of rubbish or used in an unauthorised way. The Parish Council suggests that the residents of Brittons Ash whose properties will back onto the Primary School boundary should be consulted on this matter.

The Parish Council suggests that the hedge on the A38, as it is mature, with well established native species, should be retained at the front of the school. The Parish Council suggests that individual specimen native trees are planted about 2 metres inside the boundary along the fence that is adjacent to the rear of Brittons Ash houses and Brittons Ash Greenway. The mature trees along the boundary of St Augustine's school site along Priorswood Road are an example of what the Parish Council hopes to achieve by the suggestion. These trees when grown will alter the micro climate in the school sports field and grass pitches in a positive way, as well as encouraging wild life. They will also reduce noise and lighting pollution for residential properties nearby.

The specification of the grass for the pitches should conform to playing fields standards. In view of the massive earthmoving associated with the urban extension, the Parish Council recommends that the pitches are constructed according to industry standards at minimum, and are made from graded topsoil ONLY, to a depth of 6 inches, to prevent injuries to children from rocks etc just below the surface being revealed when the pitch is played on.

The Parish Council notes that lighting of the school site is not shown on any of the plans submitted. In particular, lighting of the sports pitches is not indicated in the plans, but would there be lighting in the hard play areas, and reception and nursery play areas? On drawing number 30814_LP(00)06 there is a note reading 'Lighting Design to be confirmed by engineer'. If possible, the Parish Council would appreciate the opportunity to examine such plans.

In the event that there will be any kind of exterior lighting on the site, the Parish Council strongly requests that LED down-lighting is used to prevent pollution of the night sky – particularly in view of the multi-use function envisaged for the building and the proximity of dwelling houses.

The materials plans do not appear to indicate the use of photovoltaic tiles as was shown in the indicative drawings at the public consultation. That comment was made at the public consultation. There does not appear to be a plan submitted of materials to be used in the building apart from the elevations sheet stating through colour render, facing brick work and blue engineering brick. If not photovoltaic tiles, the Parish Council would wish to see roofs of materials in keeping with the surrounding structures and would observe that with such an amount of roof, the absence of any form of energy harvesting would seem to represent a missed opportunity.

The plans showing the internal layout seem to indicate the disabled WC in the

nursery is 3 square metres, which may not conform to disabled specification, - it was thought the minimum was 4 sq metres.

It is noted that no supporting traffic assessment or plans were submitted. It must be emphasised very strongly that this school will front onto the current A38. Whilst there are other plans to traffic calm the A38 by means of a bus gate near to the Canal roundabout where the A38 joins the ERR, they are not part of this application, so comments on this application must be based on what IS, rather than what may be. The Parish Council would not be able to support the opening of this school without appropriate traffic calming measures being in place. Thus the Parish Council would wish to see a right hand turn lane for access into and out of the school, 20mph zonation in accordance with local practice outside schools, and extra temporary parking for parental drop off provided by the developer until the other plans fall into place. It would be entirely inappropriate to expect, or even allow parents to park their vehicles on a major trunk route in order to drop their children off at school.

The Parish Council notes that the trigger for the school to be up and running, road tested and fully functional is 401 houses, which is very close.

There has been some indication that the school would be opened in September 2016. At the start of the new term in September 2016, it would not be acceptable to have contractors remaining on the site.

SCC - TRANSPORT DEVELOPMENT GROUP - The principle, location and traffic impact of this proposal formed part of the outline permission 48/05/0072.

The lack of suitable off-site works are a cause of concern to the Highway Authority. In the worst case scenario, the A38 remaining open and the proposed traffic calming scheme not being implemented, there will still be a significant volume of traffic utilising this route and the impact of the proposed school would be contrary to highway safety. In particular the Highway Authority have considerable highway safety concerns over pick up and drop off times in this location.

The Highway Authority have been working with the developer to identify works along the A38, opposite the school, which would reduce highway safety concerns and provide an acceptable proposal. The developer has been requested to submit these with this application as they will need to be approved and in place prior to the use of the school commencing. In addition the Highway Authority would require the applicant to enter into a S278 agreement with SCC to deliver suitable off-site highway works along the frontage of the school site, based on these initial plans.

In detail, the proposal will provide two vehicular accesses onto the existing A38. The applicant should note that each of these accesses should be a minimum of 5.0m in wide to allow two-way vehicle flow. It's noted that both points of access have entrance gates please note that these will need to open inwards and set back a minimum of 5.0m from the carriageway edge. In terms of visibility the site is located within a 30mph speed limit consequently the Highway Authority can apply the design standards set out in Manual for Streets for splays of 2.4m x 43m in either direction, which should be achievable.

Turning to the internal site arrangements the applicant has proposed a total of 44 parking spaces, which can be broken down into 40 spaces for the school and 3 disabled spaces and 1 visitor space. No details have been provided within the

Design and Access Statement as to whether they have complied with the requirements of Somerset County Council's Parking Strategy. No details of the internal dimensions or staff numbers have been included on the application form as a consequence the Highway Authority currently has no way of checking whether this level of parking provision is correct. Consequently the Highway Authority would urge the applicant to check whether they conformed to the required standards. It is noted that there is a community element attached to the school, will the applicant be providing any community parking on site?

The plan indicates a vehicle turning area within the site has been proposed. Has this been tracked for the largest vehicle that can use it? The likelihood is that this will be a coach as such the standard length that would need to be tracked for is 12.0m. In addition during pre-application discussions the Highway Authority noted the proximity of the pedestrian access to this turning area and recommended that a suitable partition is put in place between the pedestrians and turning vehicles. However no details have been provided as part of the application and the applicant is urged to provide a suitable barrier between the turning vehicles and pedestrians on the grounds of highway safety.

The maintenance vehicles will have access via the A38. From the details provided it is apparent that this will be kept separate from the rest of the school traffic. The applicant has provided a turning area to allow vehicles to turn and leave in a forward gear which is acceptable. Although like the coach turning area the Highway Authority would ask that this area is tracked to make sure that vehicles are able to turn and leave in a forward gear.

The strategic cycle network runs across the northern boundary of the site providing a strategic link between the proposed commercial land and the A38. This link has been secured via a separate application. The Highway Authority understands that the Local Planning Authority has discussed the possibility of a separate cyclist entrance to allow access for pupils from the east of the Monkton Heathfield development. The Highway Authority would see the merits of providing this as it would reduce the need for cyclists exiting onto the A38. Please note that any entrance gates onto the cycleway would need to open inwards and the access would need to be a minimum of 3.0m wide.

Views on amended details awaited.

SCC - CHIEF EDUCATION OFFICER –

WESSEX WATER -scheme agreed but revised plans required to reflect agreement.
DRAINAGE ENGINEER - No comment

POLICE ARCHITECTURAL LIAISON OFFICER - 1. Location & Layout – the school fronts the main A38 road which should provide good passing surveillance opportunities. However, currently this boundary comprises thick hedgerow and trees severely restricting natural surveillance of the site. I will comment further on this below. The remaining boundaries back onto existing or future housing development which should restrict unauthorised access to the school via these boundaries. The building itself is of a simple rectangular design with a central block connected to the main school building at the front. Apart from the two recessed areas between this central block and the main school building, there do not appear to be any recessed

potential areas of concealment which could assist a potential intruder. As there is only one entrance to a store in the front recesses, it may be worthwhile considering enclosing them in some way in order to deter unauthorised concealment.

2. Perimeter – . The proposed perimeter security fencing are appropriate for this purpose. Weld mesh fencing or railings allow good surveillance through them and are difficult to climb or cut.

3. Entrances – a single segregated entrance is preferred, is indicated in the Concept Plan, as this is easier to access control. However, I can understand why three separate vehicular, pedestrian and services are proposed in this development. The main vehicular gate appears to be subject to good surveillance from the front of the school. However, the pedestrian entrance at the south west corner and service entrance at the north west corner both have more limited surveillance opportunities. I note from the DAS that pedestrian/cycle gates will be unlocked at school arrival/departure times, however, no mention is made of the vehicular gates and these should also be locked outside normal school hours.

4. Signage – appropriate signage should be provided directing visitors from the entrances to Reception.

5. Car Parking – the School Car Park at the front of the school is limited to staff only and is barrier controlled via intercom connected to Reception. The car park itself is in an area of good visibility from one wing and the central block at the front of the school building. Limited Disabled and Visitor parking is also provided at the front.

6. Cycle Stores – the proposed Scooter/Cycle Store Shelter at the south west corner of the site is in an area of very limited surveillance from the school building and I recommend it be moved to an area with much better visibility. The Staff & Visitor Cycle and Pupil Cycle Parking areas are much more visible from the school building.

7. Recycling Store – should be of substantial construction and lockable to prevent use of ‘wheelie’ bins as climbing aids or for arson

8. Play Areas – the proposed hard and soft play areas are immediately adjacent to the front and rear of the school and clearly visible from occupied classrooms/offices, which is recommended.

9. Planting/Landscaping – is encouraged to soften boundaries etc, however, care should be taken in areas where visibility is important from school buildings to ensure that shrubs are selected which have a mature growth height of no more than 1 metre and trees are devoid of foliage below 2 metres, so allowing a 1 metre clear field of vision. As mentioned above, this is particularly important along the front boundary where, presumably, the existing thick hedgerow will be removed and replaced with a number of trees.

10. External Furniture – such as seating, planters, litterbins etc should be securely fixed and constructed of vandal-resistant material to deter vandalism and their use as climbing aids.

11. Roof – appears to incorporate glazed areas and skylights which should be suitably protected to deter vandalism and any climbing aids should also be avoided.

12. Doors/Windows – all external doors and windows should comply with PAS24:2012.

13. External Lighting – when the building is unoccupied, lighting is recommended for main entrances/exits and any observable building elevations and should be sufficient to cater for any lawful after dark activity around the site. Lighting concealed areas, such as the sports pitches, can encourage unlawful after dark intrusion.

14. CCTV – is not mentioned and should be considered to enable monitoring of potentially vulnerable areas.

15. Intruder Alarm – similarly, is not mentioned and a monitored intruder alarm should be installed.

16. Internal Issues – the main entrance appears to be well monitored from Reception with an internal airlock arrangement and access-controlled inner door. No other internal security issues are apparent.

CHIEF FIRE OFFICER - DEVON & SOMERSET FIRE RESCUE - No response.

Representations

1 letter of objection has been received and one petition with 21 signatures (from residents of Brittons Ash who back onto the site) raising the following issues:

- 154a has not been shown on the site plans but windows of the main living /sleeping room front the applications site and the only garden and amenity associated with the dwelling is between the dwelling and the proposed footpath.
- the proposal will result in noise disturbance to existing residents due to the children in the day time and the use of the proposed footpath and cycleway in the night time
- any lighting of the footpath may result in light pollution of the residents of properties adjacent to those lights
- public use of the proposed footpath may result in a loss of privacy for existing residents
- the proposed footpath could have an impact on current levels of security for residents adjacent to the route
- Bats currently roost in outbuildings and will be affected by the new footpath and cycleway

Petition

- The site is not large enough for the size of the school
- The proposed playing fields seem cramped, do they meet Government Standards?
- There is insufficient car parking to cater for the drop off and picking up of children from the site, not all children will cycle or walk
- Lack of drop off/pick up provision will result in congestion of the A38 nearby streets, including Brittons Ash where there are no footpaths and this will be detrimental to highway safety
- the 2.8m high boundary fence around the football pitches should be higher
- there are no details for the height of the internal hedge running along the boundary with the rear of Brittons Ash, this needs to be high enough to avoid overlooking of private gardens and invasion of privacy
- The proposed school is likely to result in a high level of noise which will have a detrimental impact on existing residents within a quiet residential area, a mound or specialist fencing should be provided.
- There is an existing sewer pipe running along the southern boundary of the field and assume right of access for maintenance in the future
- How much space will be available to existing residents to maintain their rear boundaries
- The developer has not undertaken consultation on traffic calming in the area as promised.

1 letter of support has been received from the West Monkton C of E Primary School

The current Primary School has been the subject of continual expansion as a result of the development in the area involving internal restructuring and the addition of an additional portakabin. The Governors do not believe that the school will continue to be a safe environment conducive to go learning beyond September 2016. As a result the proposed school (which will relocate the existing Primary School with an additional 7 classrooms) is needed no later than the 2016/17 academic year. In addition we have a number of detailed matters for consideration

- The school name on the plans is incorrect – this should read West Monkton Church of England Primary School;
- The school should be provided with a scaffolding tower to facilitate the cleaning and maintenance of high windows; *Response : any cleaning of high windows has been assessed during the design risk assessment process. A mansafe system is proposed and specified to facilitate safe access for window cleaning at high level. A portable access platform is provided for in the specification agreed with SCC.*
- The nursery disabled toilet is not the standard 4m²; *Response: The disabled toilet will comply Building Regulations Approved Document Part M*
- Flooring in the main corridors should be anti-glare; *Response: flooring in the main corridors is carpet*
- Provision for blinds should be made; *Response: roller blinds are provided to all classrooms, group rooms and Specialist Practical (Technology) Room windows and all rooms where required to control solar glare. Room darkening blinds are provided to hall and studio*
- The server room needs to be adequately ventilated; *Response: The server room will be air conditioned*
- As much of the existing natural features, such as tree lines and hedgerows should be preserved as is possible;
- The hard surface sports area adjacent to the hard surface play area needs to be fenced in; *Response: the hard play courts are not fenced in for the model school as the area may be used informally during break periods. And as agreed with Somerset County Council. Should fencing be required this can be offered at cost to SCC or the school*
- Access to money and resources to develop the external habitat should be provided;
- Soft play areas identified as sports facilities should be properly landscaped to sports level surfaces, minimum 150mm (6") graded topsoil; *Response: playing fields will be constructed to ensure a minimum statutory requirement of seven hours play per week and will be constructed by a specialist playing fields contractor in line with Sport England guidance.*
- Consideration needs to be given to the security of the outward facing windows; *Response: All openable windows will have security locks and restrictors limiting opening. Windows will be lockable. Glazing will be safety glazed in accordance with Building Regulations requirements*
- Photovoltaic tiles should be used to provide sustainable energy; *Response: the provision of PVs will be determined though compliance with Building Regulations. Should PVs not be required in order to comply with Building Regulations, the school or local authority may make alternative arrangements with Mi-Space for the provision of PVs.*
- Lighting provision should be provided to building perimeter to light hard play areas adjacent to building and route to and from staff cars; *Response: a lighting scheme will be provided to ensure safe access to and from the school building and perimeter and in accordance with SCC standards for schools, all as the outline specification agreed with SCC.*
- Developer to maintain trees / shrubs for a minimum duration of five years;

Response: planting maintenance is for a period of one year from practical completion

• Provision of additional avenue of trees along inner edge of HV cable easement to improve environment of school and increase screening to Brittons Ash properties;
Response: a new native hedgerow is proposed along the entire boundary with Brittons Ash which will provide screening. The boundary also accommodates the diverted u/g powerline and associated 4m easement. Any additional planting within the boundary will restrict flexibility of use of the playing pitches which SCC have indicated is to be avoided

Planner note - the majority of these points are not material planning considerations but will need to be discussed by the Education Department as part of the detailed provision

PLANNING POLICIES

SS1 - TD CORE STRATEGY MONKTON HEATHFIELD,
C1 - TDBCLP - Education Provision for New Housing (HISTORIC),
T12 - TDBCLP - Community Developments (HISTORIC),
NPPF - National Planning Policy Framework,

LOCAL FINANCE CONSIDERATIONS

This development is for an Education and Community facility and will not result in payment of monies under NHB or CIL

DETERMINING ISSUES AND CONSIDERATIONS

The Local Plan allocation of the Monkton Heathfield development included the requirement to provide a 1.6 hec site for the provision of a new primary school in association with the residential development. The S106 agreement established that the school would be required prior to the occupation of the 401st dwelling. The application site was identified for a new primary school and community provision in the 2004 Monkton Heathfield Development Guide (SPD). An outline application for mixed use development including the school and community facilities was permitted on appeal in 2008 and the masterplan attached to this permission identified the application site for this use. As a result there is no planning objection to the principle of the use of this site. The Section 106 agreements attached to the 2008 permission identify the detailed requirements for the school and community provisions. The applicant has worked closely with SCC Education department to ensure that the education facilities, including the hard and soft play facilities, comply to the National and County requirements and with TDBC Leisure Officer to ensure that the community facilities comply with the provisions within the S106.

The building design comprises a single storey arrangement of classrooms with an asymmetric roof raising to two storey in height over the central corridor area. This allows for natural lighting and ventilation of the internal areas. To the front of the building is an oblong building, linked to the classroom area, which provides a taller internal space for the assembly hall. This fronts the A38 with an impressive gable elevation that should focus the attention when viewed along the A38. The building

will be faced with a mix of render and facing brick work. This is especially important on the main road elevation where the school facilities will be render and the community facilities differentiated in brick. The roof is to be a milled finished, stuccoed aluminium standing seam which will oxidise to provide an appropriate colour and it require minimal maintenance. It will be important to ensure that good quality materials are used. The building will be set back from the A38 frontage and this allows for a more landscaped boundary retaining and reinforcing the existing hedge and new trees. To provide adequate security for the site the building and play areas have to be within a securely fenced area. Setting the building back allows the higher security fencing to be set back from the A38 footpaths and highway so that the areas closer to the road in a more prominent location can have a more sensitive setting. As a result the boundary with the A38 would be a 1.4m high hoop topped fencing. The only exception to this arrangement is the protective fencing for the reception and nursery play areas which are located to the front of the classroom. These areas will be surrounded by a 1.8m high secure fence but trees will be added to soften the impact of this when viewed from the street. The games courts and pitches will be located to the rear of the school abutting the proposed open spaces associated with the residential development. These areas will be surrounded by a higher continuous 2.8m high fence. To the north of the site a new footpath and cycle link will be provided. This will allow for permeability west to east through the allocated site. This will be especially important as it will enable direct access to the school and community entrances located along the eastern boundary with the A38. There are two existing dwellings to the north of the proposed new footpath/cycleway and care will be required to ensure that an appropriate boundary treatment is provided to protect their amenity and security There will be no direct access off the open space to the east as the headmaster has expressed the need to welcome all children at the front as they enter the school and is not willing to have second entrance to the rear as this will be difficult to manage/control for security reasons.

The proposal is situated to the east of the A38 and proposes 2 vehicular and 1 pedestrian access directly off that road. The A38 is a major route linking Taunton to Bridgwater via North Petherton. As such it is heavily used and provides an alternative route should the motorway become blocked. It would not be appropriate to develop a primary school with new access points off such a heavily used road. A new relief road has recently been built to the east of the existing road and it is intended that the A38 will be re-routed along that road. The road requires some minor alterations before it can be open to the public and this is expected by the end of October 2015. As the relief road is a less direct route than the current A38 there is a danger that traffic will continue to use the existing road. In order to discourage this the existing A38 would be bus gated at the south to prevent a through route. In addition the existing S106 between the developer and SCC also provides for the potential traffic calming of the old stretch of the A38 and this is expected to include alterations in the vicinity of the proposed school. This longer term solution is expected to significantly reduce the quantity and type of traffic using the old A38 so that the provision of the proposed school entrances off and onto the highway would be acceptable. However at the present time none of these measures are in place and it has been important to develop an interim solution that will calm traffic movements to the front of the school and create an acceptable access prior to the provision of the bus gate and traffic calming outlined above. The developer has recently submitted details for changes to the A38 at the front of the school which will introduce a raised platform with road narrowing and bus stops outside of the school. This would slow traffic down and cater for buses/coaches to the site as well as a

traffic calmed area for dropping off and picking up children. The Highways Officer has agreed to this in principle although the final details will be approved with the Highway Authority separately as part of a later application. This solution will need to be provided on site prior to the opening of the school. I am currently awaiting the submission of these sketch proposals for an interim arrangement on the A38 outside of the proposed school and will want to consult the public on those proposals before a final decision can be reached.

The outline planning permission identified the need to provide a comprehensive footpath and cycleway network throughout the site. This proposal includes a west - east link from School Lane, the Local Centre, A38 in the west to the open space/amenity land situated to the east, residential development and through to the employment allocation to the east of the ERR. In addition to the site wide need for the link, the footpath is also necessary in order to provide a safe and convenient foot and cycle access to the front of the school for pupils. The school will not agree to a direct link from the east via the play area for security reasons. There are two existing residential properties fronting the proposed footpath and it is important to ensure that the impact on their privacy and security is protected especially as the property to the rear relies on the land adjacent to the proposed footpath for its amenity area. Currently there is a hedge boundary between the sites and this will need to be upgraded to ensure that an adequate separation is achieved.

Initially the proposal included the provision of 44 spaces to be provided for school staff and to be contained within a gated area. An additional 2 disabled spaces and 1 additional space were provided outside of that parking area. The proposal contained no specific provision for the users of the community facilities. Following concerns from the Highways Officer that the level of provision is in excess of the County parking requirements and comments from the Leisure officer the developer has revised the parking arrangements to provide 5 spaces for the community facilities and 27 spaces for the staff (including a disabled space) plus motorcycle parking which is generally in line with Somerset County parking standards. There will also be an additional 2 disabled spaces plus 5 cycle racks and motorcycle space to the front of the school. There will be a further 10 cycle racks located within the secure school grounds for pupil use. The proposals do not include any parking spaces for parents on the school grounds as there is insufficient land. Discussions with the highway authority indicate that spaces provided in association with the local centre could be designed to enable some parking, dropping off and picking up facilities for parents during the morning and afternoon periods. Finally, as a sustainable development, the footpath and cycle network should enable easy access to the school without the need for the private car.

The proposed development includes a landscaping scheme covering the western area of the site which fronts onto the A38. In this area new hedges and tree planting is proposed to soften the development and assimilate it into the street scene giving a positive contribution to the local centre. Concern has been expressed regarding the retention of the existing boundary hedge so the proposals have been altered to retain and reinforce where necessary the existing boundary hedge. Landscaping is also proposed to the north, south and east of the site has been used to reduce the impact of the development on neighbouring properties at 154, 154a Bridgwater Road and Brittons Ash. Final details for the proposed cycleway and footpath along the northern boundary (with 154 and 154a Bridgwater Road) will be a condition of the current application.

There has been public concern that the site is currently frequented by wildlife including bats which have been seen in the vicinity. A phase 2 habitat survey has been submitted and agreed. This includes measures to mitigate for the loss of habitat for the phase 2 part of the site and the proposals are therefore considered to be acceptable as part of the wider development.

Neighbours have expressed concerns about the potential level of noise associated with the school use and have requested an acoustic fence along the southern boundary with Brittons Ash. Discussions with the Environmental Health Officer suggest that school noise is not considered to be of a level that creates a statutory nuisance and I am therefore unable to insist on the provision of such fencing along the boundary. Residents have also requested that trees are planted along the boundary with Brittons Ash but that such trees should be 7m from their boundaries and of a type that would not grow more than 7m wide. I have requested the agent to look at this request if possible but I suspect that site restraints will prevent this. I do however support the provision of trees along the boundary as currently proposed.

The section 106 agreement, linked to the outline planning permission, establishes the quantum of accommodation required for community provision. This has been accommodated within the proposed scheme and lies to the north of the school hall. In addition to the various meeting rooms and kitchen for community use is intended that the school hall will be made available when not required for educational purposes. The details of this dual use will need to be negotiated between TDBC Leisure and SCC Education in a separate legal agreement.

With regard to the above, the proposal considered to be acceptable.

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.

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