

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

READING BOROUGH COUNCIL

ITEM NO. 18

PLANNING APPLICATIONS COMMITTEE: 27th June 2018

Ward: Tilehurst

App No.: 180171/REG3

Address: Moorlands Primary School, Church End Lane, Reading

Proposal: School expansion from a two form of entry (420 pupils) to a three form of entry (630 pupils) to include two, two-storey double modular units (with new cladding), one single storey modular building (with new cladding) and two single storey extensions, demolition of single temporary classroom, retention of 2 double modular units, external landscaping works and increase in car parking numbers including off- site parking on adjacent Recreation Ground.

Applicant: Reading Borough Council

Date validated: 28th January 2018

Other Application: 8 week target decision date: 29th June 2018.

26 week date: 29th July 2018.

RECOMMENDATION

Delegate to Head of Planning, Development and Regulatory Services to (i) GRANT permission subject to completion of a S106 legal agreement but (ii) REFUSE permission should the legal agreement not be completed by 29th June 2018 (unless the Head of Planning, Development and Regulatory Services agrees to a later date for completion of the legal agreement). The legal agreement to secure the following:

To secure financial contributions of £5,000 to enhance the parking restrictions along Church End Lane and £40,000 to improve the pedestrian crossing facilities.

Conditions to include:

1. Time limit
2. Materials
3. Approved Plans
4. Programme of archaeological work
5. Vegetation Clearance
6. Biodiversity Enhancements
7. Reporting of unexpected contamination
8. CMS
9. Hours of working
10. Bonfires
11. External lighting
12. Noise Assessment
13. Sustainability statement
14. Sustainable Drainage - details to be submitted
15. Sustainable Drainage - in accordance with approved details
16. Hard and soft landscaping - details to be submitted
17. Landscaping implementation
18. Standard Landscaping Maintenance
19. Arboricultural Method Statement
20. Car park management

Informatives to include:

1. Pre-commencement conditions
2. S106 Agreement
3. Positive and proactive
4. Terms and conditions of permission
5. Building Regulations
6. Construction and demolition
7. Recommendations in the Ground Investigation Report

1. INTRODUCTION

- 1.1 The school is located on Church End Lane. The buildings on site are a mixture of single and two storeys with flat and pitched roofs. The school has two existing modular buildings. The surrounding area is predominantly residential. To the south west is Meadway Recreation Ground, beyond which is a church and to the north west is Blundell Copse, identified as a strategic open space and biodiversity opportunity area in the Development Plan.



2. PROPOSAL

- 2.1 The application is for two, two-storey double modular units to the north west of the existing school, one single storey modular building to the west of the existing school and two single storey extensions to the front elevation of the existing school building. There has been a slight amendment to the single storey modular building from that originally submitted as it has been increased in height by 283mm with the addition of two windows in each classroom. These amendments are required to meet natural ventilation requirements. The double modular units will be relocated from Alfred Sutton and Ridgeway Primary Schools and will allow teaching to continue in

the existing classrooms throughout the construction period without the need for temporary classroom accommodation. The modular units will have a light render finish with an element of vertical timber cladding. A single temporary classroom will be demolished and two existing double modular units are to be retained.

- 2.2 The total new build has a floor area of approximately 1,204m² and provides 10 classrooms, group working spaces, extended staff accommodation and ancillary accommodation for the increased pupil and staff numbers. The proposal also involves additional landscaping and tree planting and extensions to external play spaces and the reconfiguration and extension of the existing car park to provide 22 parking spaces and entrance forecourt.
- 2.3 The proposal also includes the provision of additional car parking adjacent to the existing public car park on the recreation ground. The additional car park was initially proposed to the rear of the existing car park but not to constrain options for the future of the recreation ground the proposed car park was relocated onto an adjacent basketball court. The basketball court would be relocated to the north of the existing courts.
- 2.4 Reading has a rising demand for Primary School places and Moorlands Primary School has been identified for expansion. The extension will enable the school to expand from a 2 form of entry (420 pupils) to a 3 form of entry (630 pupils). The school has already taken on additional bulge classes in 2012 and 2013 and there are currently 461 pupils. The school currently has 59.4 full time equivalent staff which is anticipated to increase to 73.2 full time equivalent staff.

3. PLANNING HISTORY

08/00418/FUL (Civica Ref: 080524) - Extension to car park, drop-off point for taxis and delivery vehicles, and create new front access and gates. Permitted 15/07/2008.

08/00462/FUL (Civica Ref: 080451) - Alterations and extensions to the administration wing. Permitted 15/07/2008.

12/00074/REG3 (Civica Ref: 121040) - Installation of roof mounted solar photovoltaic (PV) panels. Permitted 09/02/2012.

12/00906/REG3 (Civica Ref: 121623) - Provision of 1 temporary classroom unit and associated external works. Permitted 12/07/2012.

12/01578/FUL (Civica Ref: 120836) - Development of 1x 11-a-side junior football pitch, 1x 9v9 pitch, 1x 7v7 pitch, 2 team changing rooms, officials changing room, store building, access to hard surface and associated car parking. Permitted 08/01/2013.

151082/REG3 - Single storey temporary classroom. Permitted 22/09/2015.

160303/APPCON - Discharge of conditions 3, 4, 5, 6 and 7 of planning permission 151082/REG3. Discharged 12/04/2018.

4. CONSULTATIONS

- 4.1 Statutory:

Sport England - are satisfied that the Multi Use Games Area (MUGA), which was to be lost due to the car parking is now being replaced adjacent to the remaining MUGA. Sport England considers this to meet their planning policy exception E4. Sport England do not wish to raise an objection to this application.

4.2 Non-statutory:

Development Control Transport - see Appendix A below.

Natural Environment Trees raised no objection subject to conditions.

Berkshire Archaeology raised no objection given the scale of the proposals and the foundation design. Berkshire Archaeology have recommended that the impact of the development on archaeological deposits could be mitigated by archaeological monitoring of all ground work and therefore raised no objection subject to a condition.

Thames Water advised they do not require an agreement due to the type of work being carried out.

Reading Borough Council Leisure - Full comments relating to the additional car parking were provided - the following is an agreed summary:

An assessment of the area by the Council's Leisure Department indicates that the land has limited recreational value. Previous proposals to locate facilities likely to attract evening use attracted negative comment from local residents. The space between the road and the enclosed courts (Multi-use games area and Tennis Court) was identified as a buffer and a location for an extension of car parking should demand increase (from intensification of sporting activity). It is anticipated that the former Meadway School Redgra area which has been reinstated as level grass will be used for formal sport and greater use of the hard surfaced sport area will be made. Current limited car parking restricts this intensification of use. The informal basketball court has been relocated into an area with limited value being isolated between existing courts and school.

A small loss of the recreation ground for school car parking will not make a material difference to the functionality and value of the open space. A replacement sports court is being provided and the availability of space for parking will increase the capacity of the recreation ground to support formal sport. However, the proposal does not identify a pedestrian access from the car park into the recreation ground. Appropriate access should be developed between Reading Borough Council Leisure Officers and the school during the detail design stage along with a future management strategy. This will enable the overflow car park to be available to clubs and other organisations who may in the future hire, or use, facilities at Meadway Recreation Ground outside of school hours free of charge.

Environmental Health - raised no objection subject to the suggested conditions above.

A Ground Investigation Report (terrafirma (south) report no. 5846/GI, June 2017) has been submitted and confirms the soil chemical testing results were all below the relevant guideline values for a Public Open Space -

Residential Development Scenario. As such, there are considered to be no contaminants of concern and the site as a whole can be considered uncontaminated. However a condition is required in case contamination is encountered.

In addition, the report also contains numerous recommendations for the development including engineering recommendations and foundation/floor slab recommendations. As such, the contractors should be made aware of this report and able to familiarise themselves with it. An informative will be included in the decision.

The Design and Access Statement provides some information about the proposed external lighting at the site but no additional information has been provided. A condition will be required for details of external lighting to be submitted.

Reading Borough Council Ecology advised the risk of the works adversely affecting protected species is minimal, subject to appropriate precautionary measures. It is recommended in Section 9 of the ecology report submitted with the application that any vegetation clearance should be undertaken outside of the bird nesting season. Other opportunities to incorporate biodiversity in and around the developments are also recommended. There are no Ecology objections to the proposal subject to conditions.

4.3 Public consultation:

Properties at 10-24 (e) Calder Close, 38-44 (e) and 41-85 (o) Church End Lane and Neath Gardens (all) were consulted. A site notice was posted to the front and side of the site on 15th February 2018 with a 21 day consultation date of 8th March 2018. Two letters of objection have been received with regards to:

1. Inadequate parking provision.
2. Overlooking.
3. Noise pollution during construction.

Amended plans letters were sent to all residents advising of the relocation of the proposed car park with a 14 day consultation date of 3rd April 2018. At the time of writing one letter of observation has been received with regards to:

1. No assessment has been made of the current on-road parking nor the impact of the school extension.
2. The proposed relocation of the recycling bins is likely to create a deleterious visual impact and they should remain as far away from the road as possible.

Amended plans letters were sent to all residents advising of the relocation of the basketball court, relocation of recycling bins and the submission of a Travel Survey with a 14 day consultation date of 23rd May 2018. One letter of objection has been received with regards to:

1. The staff car parking remains totally inadequate and it is unclear how the parking for the nursery provision staff will be accommodated in the proposals.

5. RELEVANT PLANNING POLICY AND GUIDANCE

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'.
- 5.2 The following local and national planning policy and guidance is relevant to this application:

National Planning Policy Framework (2012)

Paragraph 72

Reading Borough Core Strategy (January 2008):

- CS1 (Sustainable Construction and Design)
- CS4 (Accessibility and the Intensity of Development)
- CS5 (Inclusive Access)
- CS7 (Design and the Public Realm)
- CS22 (Transport Assessments)
- CS24 (Car / Cycle Parking)
- CS28 (Loss of Open Space)
- CS31 (Additional and Existing Community Facilities)
- CS34 (Pollution and Water Resources)
- CS36 (Biodiversity and Geology)
- CS38 (Trees, Hedges and Woodlands)

Reading Borough Sites and Detailed Policies Document (2012):

- DM4 (Safeguarding Amenity)
- DM12 (Access, Traffic and Highway-Related Matters)
- DM17 (Green Network)
- SA16 (Public and Strategic Open Space)

Supplementary Planning Document

- Revised Parking Standards and Design (Oct 2011)
- Sustainable Design and Construction (July 2011)

6. APPRAISAL - Planning Applications

- (i) Legal context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

- (ii) Main Issues

- 6.1 The main issues are considered to be:
- (i) The principle of additional classroom accommodation;
 - (ii) Loss of open space
 - (iii) The effect upon visual amenity and the public realm
 - (iv) Impact on neighbouring amenity
 - (v) Traffic generation and parking
 - (vi) Trees

- (vii) Environmental Issues
- (viii) Other Matters

(i) The principle of additional classroom accommodation

6.2 A rising population in Reading has seen increasing demand for primary places and as a result Reading Borough Council needs to increase the number of primary school places in a number of schools within the borough.

6.2.1 Policy CS31 (Additional and Existing Community Facilities) of the Reading Borough Core Strategy states that "Proposals for new, extended or improved community facilities will be acceptable, particularly where this will involve co-location of facilities on a single site." The site is within an existing school site and would provide extended and improved community facilities which would meet an identified need within the Borough. As such it is considered that the general principle of increased classroom provision is in accordance with policy CS31 of the Reading Borough Core Strategy.

(ii) Loss of open space

6.3 The expansion of the school complies with Policy CS31 of the Core Strategy and the relevant national planning policy considerations above, and would help to meet the Council's statutory duty to provide a school place for every child. Development Plan Policy CS28 also needs to be considered as it is opposed to the loss of all open space.

6.3.1 The proposed modular buildings are on an area of the existing hard play space and the amendments to the existing staff car park would require the loss of some of the existing grassed open space to the front. The proposed off-site car park would be on the adjacent recreation ground however the basketball court where the off-site car park is proposed is to be relocated to the north of the existing courts.

6.3.2 The proposed works facilitate a permanent extension to the school to allow an increase in the number of pupils from 461 (including the existing bulge classes) to 630. Sport England do not object to the amended location of the off-site car park as the basketball court is to be re-provided.

6.3.3 The National Planning Policy Framework (NPPF) is clear that schools are an important aspect of sustainable development. Paragraph 72 states:

The Government attaches great importance to ensuring that a 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; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

6.3.4 DCLG issued a joint statement by the Secretary of State for Local Government and the Secretary of State for Education in 2011 entitled 'Policy Statement - Planning for Schools Development', which is material to the consideration of this application. This states, inter alia:

6.3.5 The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:

- There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.
- Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions.
- Local authorities should make full use of their planning powers to support state-funded schools applications.
- Local authorities should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95.
- Local authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible.
- A refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority.
- Appeals against any refusals of planning permission for state-funded schools should be treated as a priority.
- Where a local planning authority refuses planning permission for a state-funded school, the Secretary of State will consider carefully whether to recover for his own determination appeals against the refusal of planning permission.

6.3.6 Taking all these factors into account, it is considered that the loss of some of the hard play area and the off-site car park would be acceptable in this case.

(iii) The effect upon visual amenity and the public realm

6.4 The majority of the proposed extensions are single storey other than the two storey modular unit which is located at the rear of the existing school. The existing school is set back from Church End Lane and the proposals will be screened by existing hedging along Church End Lane. The proposed modular units would be visible from the recreation ground and the two storey modular from Calder Close however some screening will be provided by existing trees and hedging along these boundaries.

6.4.1 The proposed modular units will be rendered and will include timber cladding to improve their appearance. The two storey units will be located adjacent to the existing two storey school and the single storey unit adjacent to the existing single storey part of the school. The single storey extensions to the front of the existing school have flat roofs (to match the existing school) and the materials and detailing will be similar to the existing school.

6.4.2 The proposed additional car park will be visible from Church End Lane, however additional landscaping is proposed and this will reduce the visual impact of the car park on the surrounding area. The re-provided basketball court will be set further back from the road between the school and the existing courts.

- 6.4.3 The effect on visual amenity is not considered to be significant and overall the proposed new buildings and arrangements are considered acceptable in terms of design and appearance and in accordance with policy CS7 of the Core Strategy.
- (iv) Impact on neighbouring amenity
- 6.5 Public consultation on the expansion of the School has been undertaken by the applicant, which included two public exhibitions. Following feedback from the exhibitions the two storey modular unit was moved approximately 8.5m further away from the boundary with neighbouring properties.
- 6.5.1 The nearest residential properties are along Church End Lane, Neath Gardens and Calder Close. The proposed off-site car park is within the vicinity of the existing car park in the recreation ground. The car park will be used by school staff during the week and at limited other times. Reading Borough Council Parks department will also have access for maintenance to the recreation ground. Although it was not initially proposed to open the car park out of school hours it will be available for clubs/organisations using the recreation ground.
- 6.5.2 The proposed two storey modular units will be to the rear of the site and are closest to residential properties on Calder Close and there are rear windows. However the modular unit is located to the east of Calder Close and both the unit and the properties are angled away from each other which mitigates any concerns with regards to overlooking. There is also a distance of approximately 8.5m from the side elevation of this modular building to the closest residential property on Calder Close (and no first floor side windows are proposed) and although this modular will be visible it is unlikely to impact neighbouring properties in terms of loss of light, loss of outlook or overbearing effects due to the distances between the properties and the proposal.
- 6.5.3 However, the proposal will facilitate an increase in the number of pupils at the school which could increase the potential for noise associated with it. However, in the context of the established school use it is unlikely that any additional noise would result in significant harm to neighbouring occupiers in terms of noise or disturbance.
- 6.5.4 Environmental Protection has advised that a Noise Assessment of any proposed plant/equipment will be required and this can be dealt with by way of a condition.
- 6.5.5 External lighting is proposed and will comprise typically LED wall mounted and under canopy luminaires to illuminate all final exits from the buildings. The staff car park (on and off-site) will have column mounted LEDs. To ensure there is no harm to neighbouring properties from artificial lighting a condition will be imposed requiring details of external lighting to be submitted to, and approved by, the local planning authority. Conditions requiring the submission of a Construction Method Statement and restricting hours of construction work and prohibiting bonfires are also recommended.

(v) Traffic generation and parking

6.6 Further to the comments provided by Transport the applicant is undertaking additional surveys. This additional information has not yet been submitted and an update will be provided.

6.6.1 Transport have requested a contribution of £5,000 be provided to enhance the parking restrictions along Church End Lane and as a result of the additional pedestrian movements alongside the additional vehicle movements and parking demand surrounding the school, pedestrian crossing facilities should be enhanced. A contribution of £40,000 is required to improve the pedestrian crossing facilities which would facilitate the provision of a controlled zebra crossing and another at grade uncontrolled crossing. This will be dealt with by way of a legal agreement.

(vi) Trees

6.7 The proposals involve the removal of a number of trees and the submitted Tree Survey demonstrates that these trees are of sufficiently low quality to justify their removal either in arboricultural grounds or to allow for development. The proposal will provide a minimum of 13 new trees to be planted within the school grounds which is positive along with additional hard and soft landscaping. These plans will be in conjunction with comments from Ecology in regards to biodiversity enhancements. Indicative plans have been provided however the location of the trees will need to be formally agreed with the school. This can be dealt with by way of conditions.

6.7.1 The proposed off-site car park would not impact on adjacent trees however soft landscaping around the proposed car park would be considered appropriate (subject to agreement with Parks). This matter can be dealt with by way of a condition.

(vii) Environmental Issues

6.8 In relation to sustainability, the Council's policy requirement is that major non-residential developments meet a BREEAM score of 62.5% (halfway between 'Very Good' and 'Excellent'). The applicant states that they will not be able to undertake a formal BREEAM assessment given the cost implications and the requirement of the school to open in time for the 2015-2016 academic year. They have, however, submitted a Sustainability Statement to support the application which states that although BREEAM would not be sought, 'the intention remains to create sustainable school buildings that will comply with the principles of sustainable construction, design and energy efficiency'. The key points contained within the statement are that the development would:

- include a commitment to low carbon design to reduce energy requirements
- adopt the principles of BREEAM
- use daylighting to reduce artificial lighting/energy use
- include a natural ventilation system
- improve biodiversity as part of the landscaping proposals
- include conservation measures such as bat and bird boxes
- incorporate sanitary fittings with low water usage.

6.8.1 The development would not comply with specific requirements as set out in Policy CS1 of the Core Strategy (or the Council's adopted Sustainable Design and Construction SPD). However, it would meet the objectives of this policy by providing a sustainable building, subject to the development being carried out in accordance with the principles as set out in the Sustainability Statement, which is proposed as a condition.

(viii) Other Matters

6.9 In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. There is no indication or evidence (including from consultation on the application) that the protected groups have or will have different needs, experiences, issues and priorities in relation to the particular planning application.

6.9.1 In terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

6.9.2 The Community Infrastructure Levy (CIL) was implemented by the Council from April 1st 2015. Although the proposed scheme would be CIL liable development, because education facilities attract a zero CIL charge in the Borough there would be no CIL payable for this scheme.

7. CONCLUSION

7.1 Subject to the outstanding matters above being resolved the proposed development is considered acceptable in planning terms and for the reasons set out in the report above.

Case Officer: Claire Ringwood

Appendix A - Transport comments

It is proposed that the School would expand from 420 to 630 permanent pupil places (a 1 form entry increase; 210 additional permanent spaces, 30 children per year group) with progressive entry from September 2019. It is expected that the full 630 spaces would be taken up by September 2025 year. This equates to 169 spaces over the current number on roll.

The School needs to expand in order for it to meet the current shortfall and anticipated increase in pupil numbers arising principally from new residential developments in Central West Reading identified in the Reading Housing and Economic Land Availability Assessment (May 2017). The proposed new residential sites would be located within a two mile walking radius of the School.

The school day begins at 8.55am and ends at 3:10pm for years R to 2, and 3.15pm for years 3 to 6. A morning club is available before school from 8.00am. An after school club runs from 3:15 pm until 4.15 pm on Wednesdays only. A nursery school also operates from the site.

The School is located on Church End Lane in a residential area with a good network of footways. It is north of The Meadway and south of Norcot Road; both local distributor roads with primary bus routes, 30mph speed limits and street lighting. The area of Church End Lane surrounding the main pedestrian and vehicular entrance to the School is subject to a 20mph zone. Parking restrictions including zig-zag lines and double yellow lines are in place in the vicinity of the School.

The School has three pedestrian accesses into the School site from Church End Lane and from a footpath connecting Church End Lane with Calder Close. There is also a walking route in the form of an unmade path from Teviot Road linking into the footpath between Church End Lane and Calder Close. There is another pedestrian entrance into the nursery site. Vehicular access into the staff car park is from Church End Lane, separate from the pedestrian entrance. Teviot Road and Calder Close are subject to 30mph limits.

A scoping Note had previously been provided and it had been confirmed that a Transport Statement would be sufficient. I have reviewed the Transport Statement and I comment as follows:

Trip Rates

An assessment has been undertaken that assigns the trip rate mode of the existing pupils to the proposed increase in pupil numbers based on where those children would be travelling from. This is an acceptable methodology but can it be confirmed that all the children identified within the residential site allocation would be required to attend Moorlands or whether the allocation of pupils will be reviewed to ensure that pupils could actually attend a school within a closer proximity to their place of residence.

If the children would be allocated their closest school (subject to parent choice) I would be happy to use the overall travel percentage by car which would be lower than that currently assessed.

The result of the surveys currently provided identifies increases per mode as stipulated in Table 4 below (Taken from the Transport Statement).

Table 4: Projected pupils per mode for new pupils.

	Walk	Car	Bus	Cycle or Scoot	Park and Stride	Total
Projected new pupils per mode*	55	93	34	5	23	210

*Figures have been rounded.

It has been stated that a person dropping the child at School may return home, or travel onwards as part of a linked trip e.g. a parent driving to work. It has therefore been stated that the vehicles associated with pupils travelling by car could generate two two-way trips; one in the morning and one in the afternoon as these vehicles will not remain on the school site during the day. When combined, the projected number of new two-way trips (car and park and stride) associated with additional pupils in each of the AM and PM peaks is 116 (93+23).

A bulge class is currently accommodated at the school and cars associated with the bulge year children can be removed from this new demand. Based on the current modal split this equates to a reduction of 6 vehicles, taking the new demand from 116 down to 110.

A total of 22 new staff in 14 full time equivalent posts will be associated with the school expansion, again with growth in numbers over time. Table 5 below (Taken from Transport Statement) identifies the projected number of new staff at 2025 per mode based on a recent staff survey.

Table 5: Staff Trip Generation

Trip generation by mode for staff (2017)	Walk	Cycle	Car Alone	Car Share	Bus	Other	Total
Current staff modal split %	12.8	0.0	79.4	2.6	2.6	2.6	100%
Projected new staff per mode	2.82	0.00	17.47	0.57	0.57	0.57	22

The vehicles associated with new staff would result in new one-way trips in the morning and afternoon, as the staff would park on site. Therefore, it can be expected that there would be up to 18 one-way vehicular trips on the highways in the morning and afternoon/evening associated with new staff.

From the calculations above, the applicant has projected that there would be an additional 220 one-way trips by car associated with pupils and 18 new one-way trips by car in both the morning and afternoon/evening associated with staff. This results in a total of 238 vehicle movements in both of these periods.

The applicant has deemed this a robust methodology as it does not include the following caveats that are likely to reduce new trips by car:

Breakfast / after school clubs

The existence of breakfast and after school clubs is likely to space out the arrival/departure of pupils and further lessen the traffic at peak times. However, as has been stated the breakfast club starts at 8am and an after school club only occurs on a Wednesday. It has also not been confirmed how many children can currently be accommodated at these clubs and whether this is to be expanded / increased following the expansion of the school.

Sibling data

The "car" and "park and stride" modes assume that one child is travelling with one driver, the school survey used by the applicant collected data per child and not per car. Children within one family who would naturally travel together in one car have therefore been counted separately in these calculations. The trip generation is therefore an overestimate of car trips associated with pupils.

It has been confirmed that there are currently 118 pupils at the School with at least one sibling also attending; following the current modal split, 38% of these children would arrive by car and a further 6% by park and stride; the applicant has therefore stressed that car sharing within families would reduce the cars associated with these children from around 52 to around 26. However, I do not understand how this conclusion was obtained and further clarification should be provided.

The assessment I have undertaken has established that 28% of the school currently has a sibling, I am therefore happy for this percentage to be reduced from the proposed projected number of pupil trips as these would already be on the network. See Table below:

	Walk	Car	Bus	Cycle / Scoot	Park and Stride	Total
Projected New Pupils Per Mode	55	93	34	5	23	210
Projected New Pupils Per Mode Minus Those With Siblings	40	67	24	4	17	151

Given the above the proposal would still generate 74 vehicle movements associated with the proposed increase in pupil numbers.

Travel Plan

The new intake of pupils will be phased over a number of years which will enable the School Travel Plan to have time to support children and their parents to change towards more sustainable modes. The measures included within the Travel Plan are deemed acceptable and the timescales sufficiently spread leading up to the opening of the expansion so as to not be too daunting a task to implement. One option not included within the Travel Plan is to review the use of cycle / scooter parking and to provide additional parking should it be required.

Although these points may help to reduce the overall numbers this has not been fully assessed and therefore I cannot fully take this into account, my own assessment has also identified that substantial trip numbers would still be generated as detailed in the table above.

As requested by officers automated traffic counts (ATCs) for speed and volume were undertaken due to the existing pressures within the surrounding area especially at the Church End Lane / The Meadway signalized junction and the Church End Lane / Norcot Road priority junction. The surveys were undertaken from 15th to 22nd of November on The Meadway and Church End Lane.

Of note, The Meadway demonstrated a two-way 24 hour mean average speed of 26mph (the posted limit is 30mph) and a two-way, 5 day, 24 hour average daily flow of just under 15,000 vehicles. Multiple controlled crossings are located along this road to help pedestrians to cross, including crossings close to the junction with Church End Lane.

Church End Lane demonstrated a two-way 24 hour mean average speed of 21.75mph, lowering to 20.15mph from 8-9 AM and 20.3mph from 3-4 PM (around School start and end times). These speeds are very close to the 20mph posted zone limit. The average two-way daily flow was much lower than The Meadway at 5,450 vehicles.

It has been stated at Paragraph 4.4.4 that '*assuming all vehicles associated with new pupils and staff travel along Church End Lane, up to an additional 238 two-way trips a day (116 in the AM and PM school peaks) would be generated by the expanded School*', however this is in conflict with Paragraph 3.1.8 and Table 6. These state the following '*it is projected that there 3.1.8.would be an additional 220 one-way trips (110 two-way trips) by car associated with pupils and 18 new one-way trips by car in both the morning and afternoon/evening associated with staff. This results in a total of 238 vehicle movements in both of these periods, as can be seen in Table 6*'.

Table 6: Projected Trip Generation

Combined projected trip generation due to new expansion per peak	
One way trips associated with pupils	220
One way trips associated with staff	18
Total trips per peak	238

This would therefore need to be clarified. I would reiterate the point at Paragraph 3.1.3 that states that 'if accompanied, the person dropping the child at School may return home, or travel onwards as part of a linked trip e.g. a parent driving to work' the highlighted section therefore confirms that two-way trips could be generated during the drop-off and pick of children. It would therefore not be as simple and doubling or halving the travel modes etc.

Irrespective of the above the assessment undertaken represents a c.4% increase in daily traffic along Church End Lane. At the School peaks where these trips would likely be concentrated the new trips (128 increase in vehicle trips) represent a 26% increase in the AM and 32% increase in the PM over the existing average flow (489 vehicles in the AM and 396 in the PM).

When based against my assessment for sibling data these new trips could be reduced to 102 which would represent a 21% increase in the AM Peak and 26% in the PM Peak.

These calculations are only based on one-way trips and therefore two-way trips would significantly increase any impact on the network. However, regardless of this these increases still represent a material increase in vehicle flows within these

peak periods and will impact the Church End Lane / The Meadway signalized junction and the Church End Lane / Norcot Road priority junction. As a result of these increasing these aforementioned junctions should be fully assessed.

Parking

Approximately 16 parking spaces are currently provided on the school site, one of which is accessible; only 5 of these spaces are marked out. Additionally, when the ground is dry enough, vehicles also park in tandem on a grass mat area behind this car park. During a site visit on 15.11.17 the applicant has claimed that 22 vehicles were parked in total. These spaces are for staff and visitors only; pupil drop off and pick up is not normally permitted on site.

The Councils Parking standards requires a maximum provision of 1 space per FTE member of Staff and therefore equates to a provision of 14 additional spaces, 3 of which should be accessible. A motorbike space is also required.

The applicant has however expressed that there is currently pressure on the parking provision at the existing School resulting in the need for a number of staff to park on the highway. It is therefore agreed that in order to relieve this parking pressure, and bring the parking provision closer to the projected provision for a 3FE School, additional formal parking spaces will be provided. 22 formally marked and surfaced spaces are proposed (to match the current informal provision) on site and 24 spaces will be delivered off site, within a new parking area accessed through the adjacent recreation ground car park. This provision has been deemed acceptable. It is also proposed that 2 motor bike spaces will also be provided which exceeds the standard by 1 space.

The existing public car park can accommodate 15 cars with the extra space accommodating recycle bins. The proposed access from within this car park would reduce this parking further, although it is noted that the submitted drawing illustrates a provision of 15 spaces. The retention of the car parking spaces is due to the extension of the hardstanding area to re-provide for the bins currently located within the car park. In the circumstances there are no objections given the current parking numbers are retained.

The proposed staff car park on the adjacent Recreation Ground would be accessed through the public car park via a controlled barrier providing fob/ card reader access to enter and an induction loop release on exit, using a power supply from the existing school site. The car park will be used by school staff during the week only and at limited other times. RBC Parks department will also have access for maintenance to the Recreation Ground. It is not proposed to open the car park out of school hours for public use, which could cause management difficulties for the school.

All the illustrated car parking spaces have been illustrated to the required standards.

Car park surveys have been undertaken of the surrounding area and this has identified that there is an increase in on street parking around the drop off and pick up times at the school. Overall this is well distributed throughout the survey area and it is identified that on street parking capacity is still available to accommodate any additional short term parking. However, it is noted that there is substantial capacity on Church End Lane where I would anticipate any additional parking to be located given the distances that pupils are expecting to travel and the desire for parents to park as close to the school as possible. This would generate increased parking on both sides of the carriageway which would

detrimentally impact the flow of vehicles and also the visibility of pedestrians crossing Church End Lane. A contribution of £5,000 should be provided to enhance the parking restrictions along Church End Lane.

As a result of the additional pedestrian movements alongside the additional vehicle movements and parking demand surrounding the school pedestrian crossing facilities should be enhanced. A contribution of £40,000 is required to improve the pedestrian crossing facilities which would facilitate the provision of a controlled zebra crossing and another at grade uncontrolled crossing.

The Councils standards require 3 cycle spaces for staff and 16 for pupils. It has been stated that the School already has an under utilised covered cycle shelter directly in front of the School reception and for this reason, the expansion does not propose to add staff cycle parking. However before this can be agreed evidence is required to demonstrate this underutilization.

The development proposes to increase cycle and scooter provision above the 16 spaces required for pupils. It is proposed that 15 racks (providing 30 spaces) would be provided for bicycles, in addition a scooter rack or pod will also be provided. Given that this is in excess of the Councils standards this is acceptable however a revised drawing will be required demonstrating that this cycle parking is to be covered and the spaces to the required spacings etc. I am however happy for this to be dealt with by way of a condition.

Access

Access arrangements to the school are to remain as existing and these are therefore deemed acceptable. Tracking diagrams have also been submitted to demonstrate that a fire appliance can access and egress the rear of the site.

Please ask the applicants agent to submit suitably amended plans / information to address the above points prior to determining the application.

S106

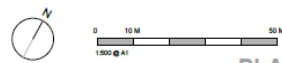
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Existing Site Block Plan



- Existing Site Key:**
- Site Ownership Boundary
 - Development Site Boundary
School site area c. 1650sqm
Playing Field site area c. 1258.5sqm
 - ▼ Pedestrian Entrance
 - ▼ Vehicular Entrance
 - ▽ Main Entrance
 - 1 Main Entrance & Admin Facilities
 - 2 Staff & Visitor Parking
 - 3 Early Years Play Space
 - 4 Key Stage 1 Playground
 - 5 Key Stage 2 Playground
 - 6 School Playing Fields
 - 7 Overspill Staff Parking
 - 8 Public Car Park
 - 9 The Meadow Recreation Ground
 - 10 Tennis Courts
 - 11 Skate Park



PLANNING

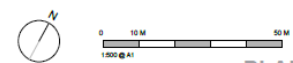
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	<p>DATE: 28.01.18</p> <p>SCALE: 1:500 @ A1 1:1000 @ A3</p>	<p>PROJECT: Moorlands Primary School Expansion to 3FE Church End Lane</p>	<p>CLIENT: Hampshire County Council</p> <p>PROJECT NO: E03153-A-1005</p>

Proposed Site Block Plan



- Proposed Site Key:**
- Site Ownership Boundary
 - Development Site Boundary
School Site area c. 9550sqm
Playing Field site area c. 1328.5sqm
 - ▼ Pedestrian Entrance
 - ▼ Vehicular Entrance
 - ▼ Main Entrance

- 1 Refurbished Main Entrance & Admin Facilities
- 2 Staff & Visitor Parking (parking reconfiguration to provide 22 no. spaces)
- 3 Early Years Play Space
- 4 Key Stage 1 Playground
- 5 Key Stage 2 Playground, extended
- 6 School Playing Fields
- 7 New off-site staff car parking (24no. spaces)
- 8 Public Car Park
- 9 The Meadow Recreation Ground
- 10 Fenced Courts
- 11 Skate Park
- 12 Proposed Year R Extension
- 13 Proposed Key Stage 1 teaching block
- 14 Proposed Admin Extension
- 15 Proposed Key Stage 2 teaching block
- 16 Relocated basketball court



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<p>PLANNING</p> <p>HCC Property Services The Millers House, 10 High Street, Winchester SO20 9LJ, Wiltshire, Hampshire SO20 9LJ, UK (01962) 424701</p> <p>Project Name: Moorlands Primary School Expansion to 3FE Church End Lane</p> <p>Project No: E03153-A-1505</p> <p>Revision: P3</p>																																																					



Aerial View facing North



KS2 Block view facing North



Aerial View facing North West



Aerial View facing South

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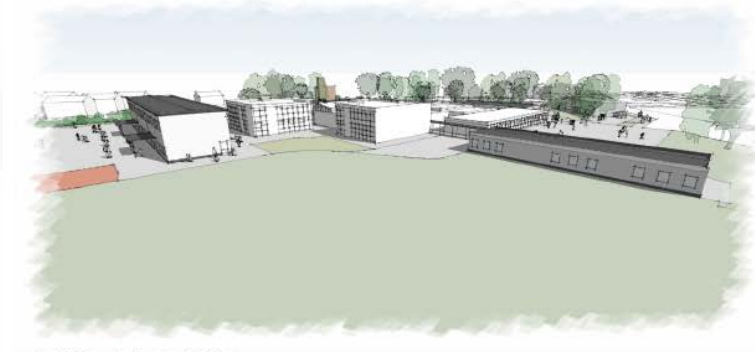
View Towards Entrance and Admin Area



View Facing Year 2 Classrooms




View facing Year R Classrooms



Aerial View facing South East

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**Hampshire
County Council**

Moorlands Primary School
Expansion to 3FE
Church End Lane

**Proposed Visualisations
Sheet 2**

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NTS @ A3 25.01.18

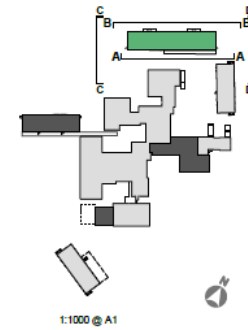
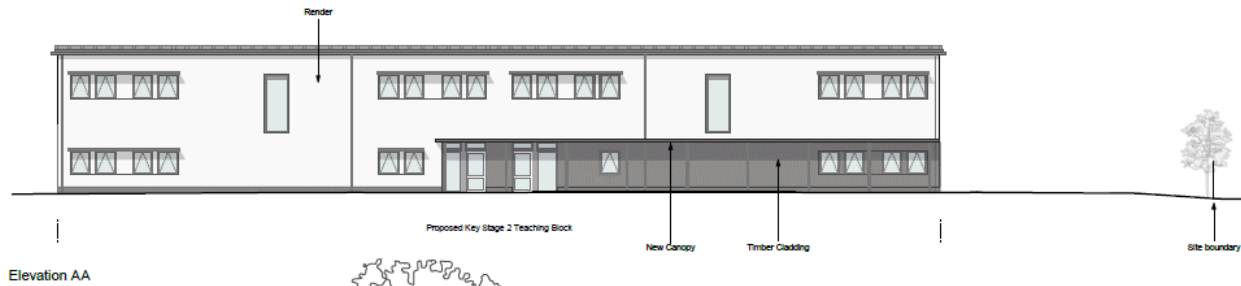
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DRAWN: HD

PROJECT NO: E03153-A-1801

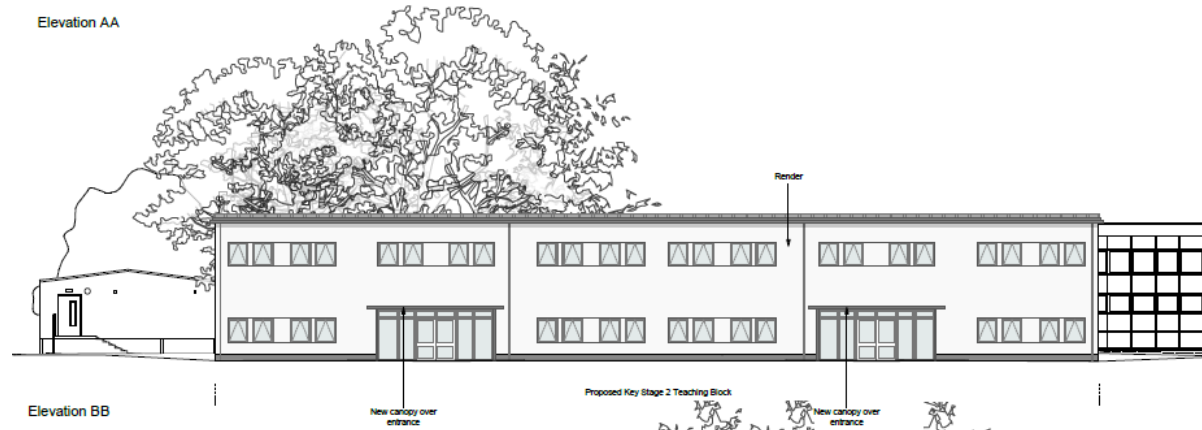
REVISION: P1

HCC Property Services,
Three Modern House,
25 High Street, Winchester SO20 9JJ,
Wt (01962) 547001

PLANNING



Elevation AA



Elevation BB



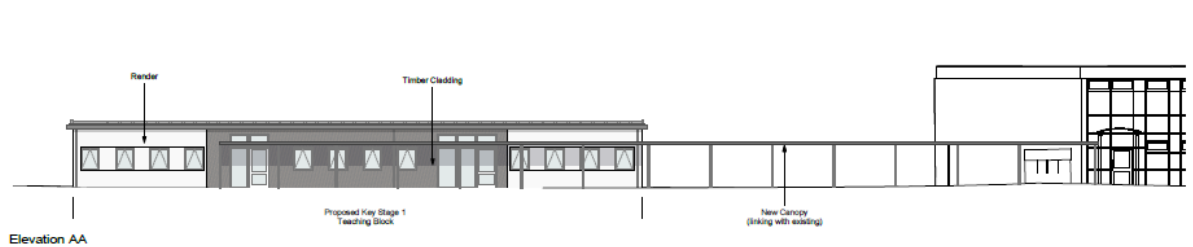
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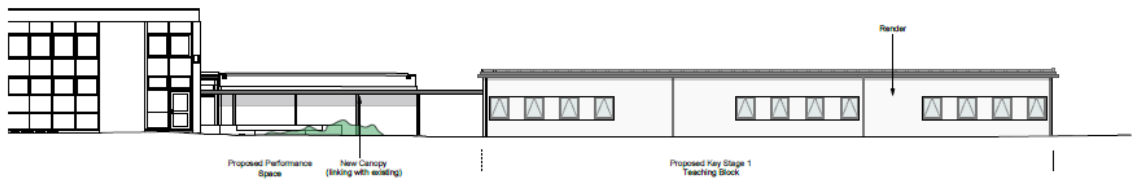
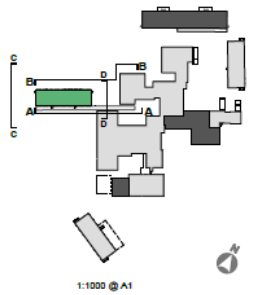
Proposed Key Stage 2 Teaching Block

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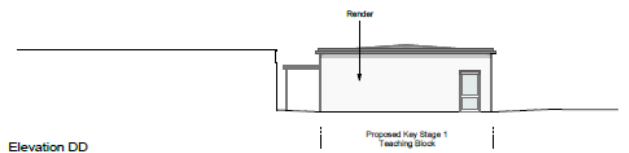
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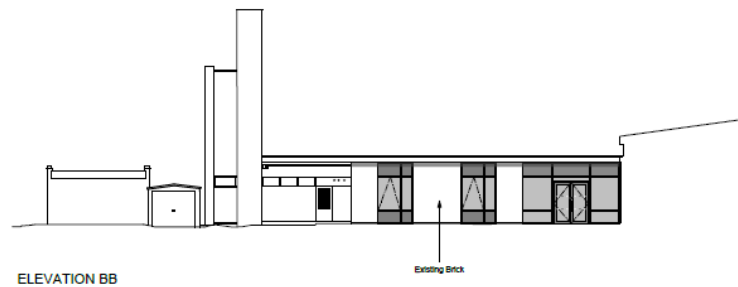
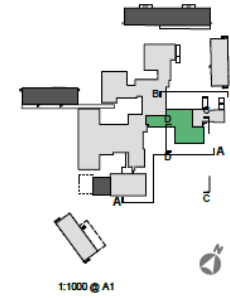
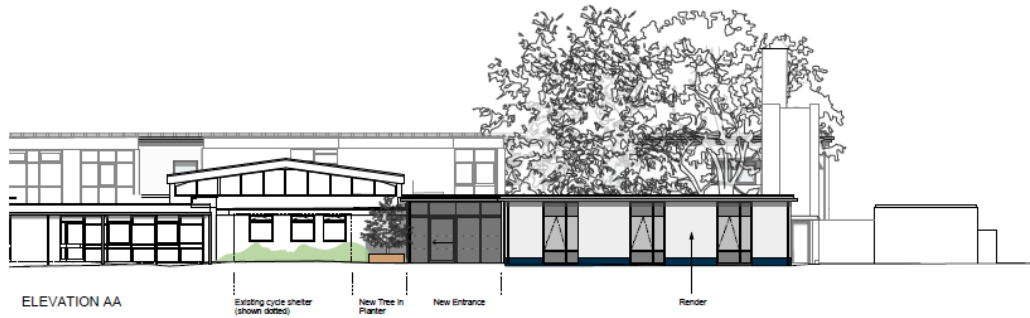
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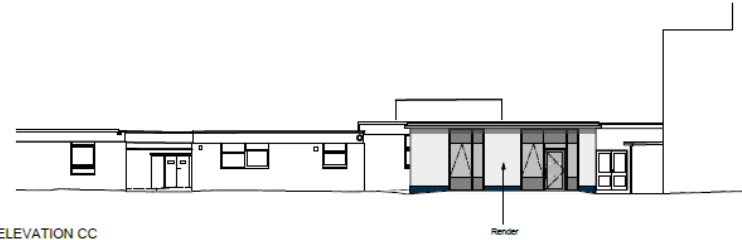
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PLANNING



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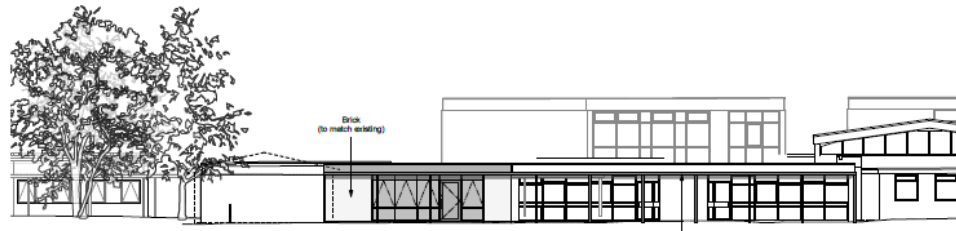
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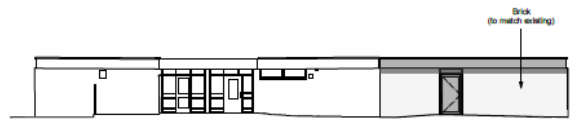
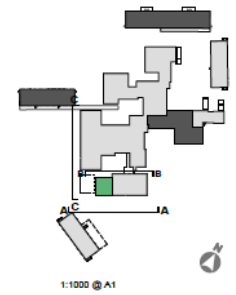
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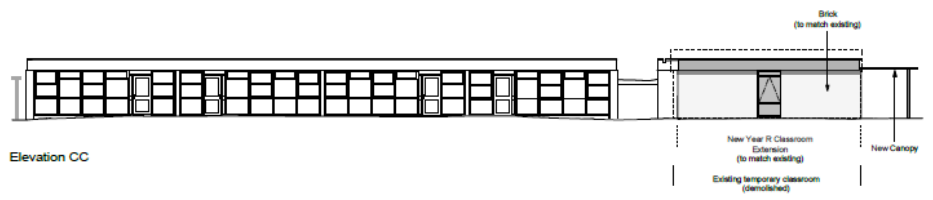
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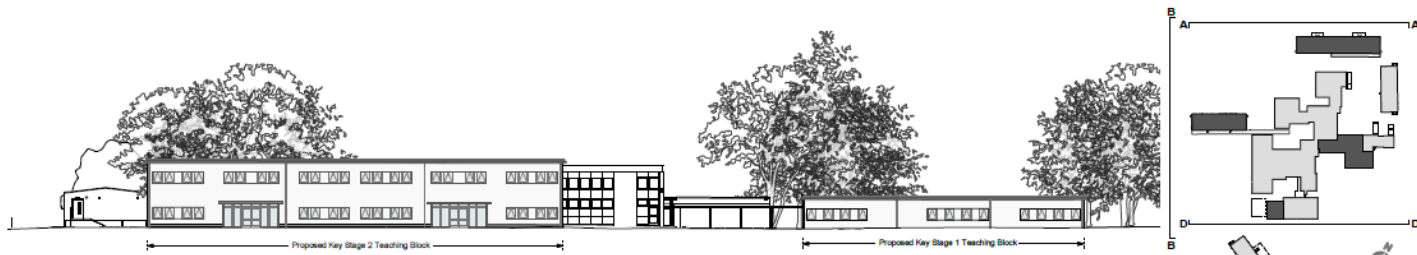
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No.	Description	Date	By
1	Issue for Planning	2017/12/04	
2	Issued for elevation	2018/01/08	

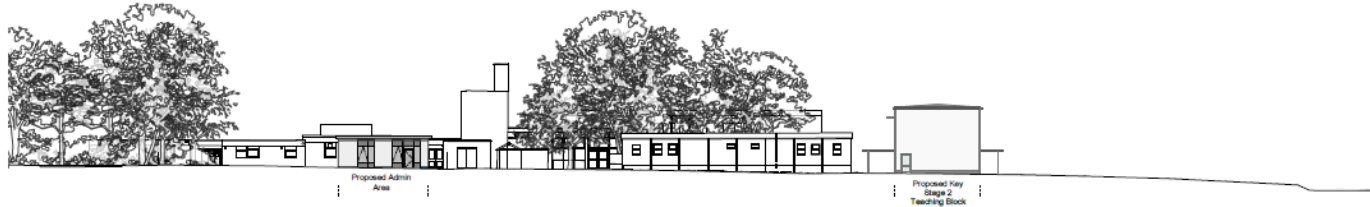
		HCC Property Services, Three Milnes House, 75 High Street, Winchester SO2 8LJ, Wiltshire, UK.	
Moorlands Primary School Expansion to 3FE Church End Lane		Proposed Year R Classroom Elevations	
SCALE 1:100 @ A1 1:200 @ A3	DATE 28.01.18	DRAWN RB	CHECKED HD
Drawn by E03153-A-3003			REVISION P2



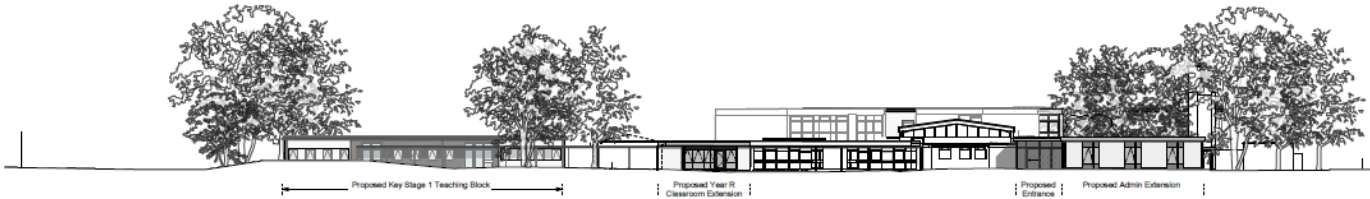
Proposed North-West Elevation (A-A)



Proposed South-West Elevation (B-B)



Proposed North-East Elevation (C-C)



Proposed South-East Elevation (D-D)

Notes
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3. The user is responsible for ensuring that any work is carried out in accordance with the relevant regulations and standards.

No.	Description	Date	By
1	Issue for Planning	20.01.18	RS
2	Issue for Building		
3	Issue for Building		
4	Issue for Building		
5	Issue for Building		
6	Issue for Building		
7	Issue for Building		
8	Issue for Building		
9	Issue for Building		
10	Issue for Building		

<p>Hampshire County Council</p>	<p>MOORLANDS PRIMARY SCHOOL Expansion to 3FE Church End Lane</p>		<p>HCC Projects Section, Three Moors House, 25 High Street, Winchester SO3 0AL, Tel: 01962 182000</p>	
	<p>PROJECT Proposed Site Elevations</p>		<p>SCALE 1:200 @ A1 1:400 @ A2</p>	
<p>DATE 20.01.18</p>		<p>DRAWN RS</p>		<p>ISSUED BY HD</p>
<p>DRAWING NO. E03153-A-3006</p>			<p>REVISION P2</p>	

PLANNING