



DEVELOPMENT CONTROL AND REGULATORY BOARD

11 AUGUST 2022

REPORT OF THE CHIEF EXECUTIVE

**APPLICATION UNDER REGULATION 3 OF THE TOWN AND
COUNTRY PLANNING GENERAL REGULATIONS**

PART A – SUMMARY REPORT

APP.NO.	2022/Reg3Ma/0012/LCC (2022/0009/04)
DATE OF VALIDATION:	2 February 2022
PROPOSAL:	Primary school with associated landscape and external works
LOCATION:	Normandy Fields development, land west of Normandy Way, Hinckley
APPLICANT:	Leicestershire County Council - Children and Family Services
MAIN ISSUES:	School place provision; design and landscaping; highway safety
RECOMMENDATION:	Permit subject to conditions as set out in Appendix A

Circulation Under Local Issues Alert Procedure

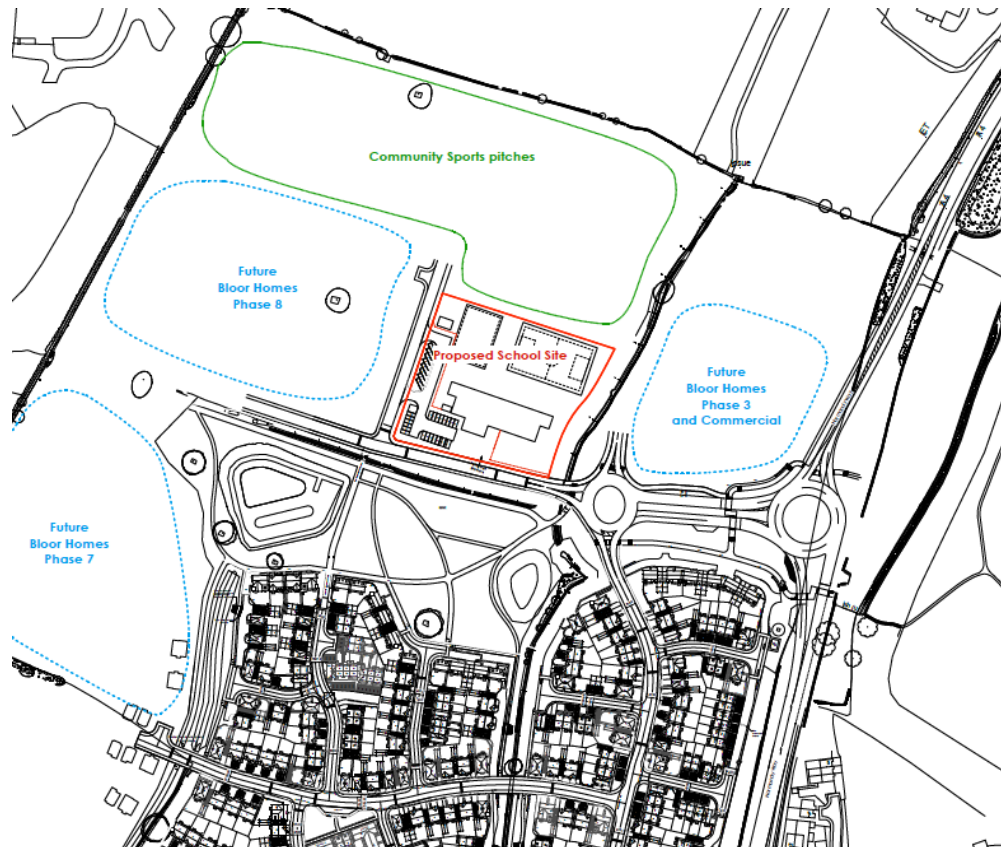
Mr. D. C. Bill MBE CC

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The Site and Surroundings

1. The site of the proposed primary school is a 1 hectare, near-square portion of land located within a residential and commercial development which is currently under construction, on land to the west of Normandy Way, on the north western edge of Hinckley.



2. The land to the south of the application site is generally flat, rising gradually towards the site. The site itself is slightly elevated, and land to the north of the site rises more noticeably.
3. Once the wider development has been completed, the primary school would sit alongside an area of residential development to the east and a combination of residential and commercial development to the west. A small area of parkland will be created across the road to the south, beyond which there will be more residential development. The land to the north of the proposed school is permitted for use as community sports pitches.
4. At present, residential development to the south of the site is under construction and some properties are now occupied. The application site, and land to the east, north and west, is either agricultural or being used to store materials and equipment associated with the construction works.
5. The southern boundary of the application site is bound by a road which is under construction, and when complete this will form the main access road for the wider development from Normandy Way. A minor road defines the school site's western boundary and construction of this is yet to begin, once in use this road will provide access to the housing to the west of the site as well as community facilities to the north.

6. A band of hedgerow and scrub vegetation is located along the eastern boundary of the school site which forms a boundary between the proposal and the residential and commercial development to be developed on land to the east.
7. There are no Public Rights of Way within the application site although there are some in the surrounding area: footpath U5 follows the northern boundary of what will be community sports pitches, footpath T35 sits slightly south of the main spine road the wider Normandy Fields development to the south of the site; and footpath U6 follows the western boundary of the wider development. As part of the wider development, additional pedestrian and cycle routes are proposed across the site including one parallel to the proposed primary school site's western boundary, and another parallel with the eastern boundary.
8. There are no designations covering the application site nor the land immediately surrounding it. The site sits within Flood Zone 1.

Planning History

9. Outline planning permission reference 15/00188/OUT was granted by Hinckley and Bosworth Borough Council (HBBC) on 3 May 2018 for the erection of up to 850 dwellings, 500m² of retail units, a primary school, community facilities including sports pitches, parkland, children's play areas, allotments, sustainable urban drainage systems, a new access and associated infrastructure.
10. A number of subsequent reserved matters applications have been approved by HBBC since which relate to the various phases of the development and the internal roads.

Background

11. A primary school is included in the description of development of planning permission reference 15/00188/OUT, and therefore was granted outline planning permission by Hinckley and Bosworth Borough Council. As Leicestershire County Council are proposing to develop this part of the site, in accordance with regulation 3 of the Town and Country Planning General Regulations 1992, a full planning application for the school has been submitted to Leicestershire County Council.
12. At the time of writing this report, a reserved matters application is being considered by Hinckley and Bosworth Borough which concerns part of the wider development's internal road network. Two access points into the school site, from the road which bounds the site to the west, are included in the application in addition to some pedestrian safety measures which relate to the use of the application site as a school.

Description of Proposal

13. It is proposed to construct a new 210 place primary school to meet the need for school places that was identified in an assessment of the local education provision undertaken as part of the outline planning application for the residential and commercial development.
14. As shown in the table below, a phased approach to enrolling pupils at the school would see a reception class starting in September 2023 and as those children

progress through the school, another reception class would be filled each September to see the school reaching its 210 pupil capacity in 2030.

	1st Year of Opening	2nd Year of Opening	3rd Year of Opening	4th Year of Opening	5th Year of Opening	6th Year of Opening	7th Year of Opening
Reception	30	30	30	30	30	30	30
Year 1		30	30	30	30	30	30
Year 2			30	30	30	30	30
Year 3				30	30	30	30
Year 4					30	30	30
Year 5						30	30
Year 6							30
Total	30	60	90	120	150	180	210

15. The location and design of the proposed primary school aligns with the wider development's masterplan and the Design and Access statement approved by Hinckley and Bosworth Borough Council in the outline planning application. It is designed to be visible within the wider development and identifiable as a public building.
16. The main school building is located in the southern half of the application site. The access points and drop off zone are proposed along the western boundary of the site, and the staff parking area is proposed to be located in the south western corner of the site. A hard outdoor PE area and sports pitch are proposed to be located in the northern half of the application site, with a tarmac playground area located between the school and these facilities. In the south eastern corner of the site, in front of the school building, an outdoor area for foundation level in proposed, along with space to be used by the pupils for allotments and gardening.
17. The proposed school building has a total floor space of approximately 1,300m². It would comprise a rectangular, pitched roof structure combined with a taller, near square flat roof structure.
18. The rectangular portion of the building is oriented west to east, measures approximately 65m in width by 19m in depth, with a pitched roof measuring approximately 3.5m to the eaves and 5.5m to the pitch.
19. The taller, flat roof portion measures approximately 15.5m in width by 14m in depth, with a flat roof measuring approximately 7.5m in height. This portion of the building would protrude approximately 8m from the southern frontage of the rectangular portion, and its flat roof would be approximately 4m taller than the eaves, and 2m taller than the pitch of the rectangular roof.
20. The rectangular form is proposed to contain the school's reception area, seven classrooms, one specialist classroom, offices, group rooms and ancillary facilities, with the taller portion containing the double height hall.

21. At both gable ends, it is proposed that the exterior wall is partially recessed from the extent of the roof to provide covered outdoor spaces; the area on the eastern gable end would be used for teaching and play space for the foundation class, and the area on the western gable end would be used for cycling parking and to house the air source heat pump (ASHP).
22. The school's main entrance would be located at a roughly central point on the southern elevation of the rectangular portion, immediately to the east of the double height portion of the building.
23. The location of the double height hall on the front of the school, as opposed to a more discreet site to the rear of the main rectangular form, will allow the internal layout of the building to be such that the hall can be used for other activities, e.g. as a polling station, without opening up access through the school itself.

External Materials, Design and Appearance

24. The school is proposed to be constructed from cross laminated timber, with roof trusses visible on the gable ends of the main rectangular portion of the building.
25. The pitched roof is proposed to be finished with a mid-grey aluminium cladding, which would extend down onto parts of the rectangular building's exterior walls to near floor level or to above the windows. The remainder of the exterior walls would be finished with linear textured fibre cement cladding in a neutral, hessian colour. A blue engineering brick plinth would extend approximately three courses above floor level on all external walls. Exterior doors and windows would be grey, aluminium finished frames.
26. The double height, flat roof portion of the building is proposed to have some variation in its external cladding, with the bottom third clad in the linear textured fibre cement cladding, aligning with height of this material on the other walls. The remaining height is to clad in a more randomised textured fibre cement cladding. The signage of the school is proposed to be located in a prominent position on the front facing southern facade of the double height hall.
27. Coping and rainwater pipes are proposed to be powder coated to match the windows and doors.

Access and Parking

28. Vehicular access to the school is proposed to be gained from an access point on the site's western boundary; vehicles would be directed southwards along an internal road, either side of which would be five parking spaces (10 in total) for dropping off pupils, to then leave the site through an egress point located further south on the western boundary.
29. The staff car park would be accessible from the internal road, and is proposed to contain 20 car parking spaces, including two disabled spaces and three with electric vehicle charging facilities, and a motorcycle parking area. Staff cycle parking for six bikes is proposed, along with pupil cycle parking for 16 bikes or scooters, and visitor cycle parking for four bikes.

30. A pedestrian access point into the site is proposed on the site's southern boundary, directly south of the school's main entrance, and a second would be located on the pavement next to the vehicle access point on its western boundary.
31. A Transport Assessment has been submitted which demonstrates that the estimated 119 two way vehicle trips associated with staff and pupils either end of the school day can be accommodated by the local highway network. All delivery and servicing arrangements have been accounted for in the design of the internal access routes. It also sets out that traffic calming, dropped kerbs, tactile paving and Traffic Regulations Orders (including double yellow lines and zig zag keep clear lines) would be provided by the wider development to ensure safe and sustainable vehicle and pedestrian access to the school.
32. A School Travel Plan has been submitted which sets out what measures are proposed to be taken to mitigate the transport impacts of the school, including the provision of a Travel Information and Awareness Packs to the parents/guardians of all pupils, and initiatives to promote and facilitate walking, cycling, public transport use and car sharing. The Travel Plan also sets out how it will monitor the effectiveness of these measures.

Landscaping

Hard Landscaping

33. In respect of hard landscaping, the internal car and pedestrian access routes, car park, drop-off zone, playground and land that wraps around the school building is proposed to be laid with tarmac. Areas of bark chippings are proposed in the south west portion of the site in areas that will be used for foundation level outdoor play and school gardening. The hard outdoor PE area will be finished with material suitable for its function.
34. Different types of fencing are proposed to be used across the site, depending on location and function. A 2.4m high metal mesh fencing is proposed around the perimeter of all outdoor space that would be used by pupils, which includes the area to the south east of the site on the main frontage. Within this perimeter, a 3m metal mesh high fence would bound the hard outdoor PE area, and an internal 0.9m timber post and rail fence would define the foundation level outdoor play area. A 1.5m metal mesh fence is proposed around the external perimeter of the drop off zone and carpark, and the remainder of the frontage of the school.
35. A vehicle barrier would be set back from the access road into the site, and another would sit flush with the perimeter fence on the egress road, there would also be a barrier between the drop-off zone and the staff parking area.

Soft Landscaping

36. Areas of the site that are not proposed to be laid with hard surfaces are to be either seeded or planted to provide recreational and play space, habitats, screening and design features which would be achieved with a combination of meadow/wildflower mixes, more formal planting and ground cover, as well as native species of hedgerow and trees planting.

37. Key areas of screening include around the perimeter of the site, around the sprinkler tank to the north west of the school building, and between the drop off area and the school's outdoor spaces. Tree planting is also proposed to line the pedestrian access routes within the site.

Lighting

38. A plan has been submitted with the planning application which shows the lighting arrangement at the proposed primary school and it is accompanied by a scheme setting out the detail in respect of the specification, direction and luminance of the proposed light fixtures. The plan demonstrates that the lighting has been designed to provide adequate visibility within the site whilst minimising light spill.

Drainage

39. A detailed surface water drainage scheme has been submitted with the planning application which is informed by modelling of rainfall and discharge rates, and demonstrates how the application site would sit within the wider sustainable urban drainage system (SuDS). The scheme is also supported by a long term maintenance plan.

Noise

40. A Noise Impact Assessment has been submitted with the planning application which demonstrates that the relevant British Standard noise levels for teaching and learning spaces, and impacts of nearby sensitive receptors, can be achieved.

Archaeology

41. A Written Scheme of Investigation (WSI) has been submitted with the planning application which builds upon archaeological assessment work which was carried out as part of the wider residential and commercial development. It identifies that due to archaeological finds relating to Roman field systems in adjacent plots of land, the application site has the potential to contain buried archaeology that could add to the current understanding of the wider landscape setting of the Roman farmstead. It therefore recommends the excavation of five trenches, covering 5% of the 1ha site, located to target Roman field boundaries. It also sets out the methodology for the excavation itself and the post-excavation reporting and archiving.

Ecology

42. A Preliminary Ecological Appraisal (PEA) has been submitted with the planning application which sets out that the habitats on site are predominately tall ruderal and ephemeral/short perennial with some areas of poor semi-improved grassland, and finds that the hedgerow on the eastern boundary is unlikely to meet the threshold to be considered an important habitat. It notes that there are no statutory designated sites within 2km of the application site, or non-statutory within 1km.
43. The PEA recommends the following measures are employed to mitigate the impacts of the construction of the development on protected species:
- A site walkover to check for ground nesting birds prior to any works on site between March and September

- A 14 day badger camera survey along the southern boundary of the site prior to works on site
 - Preparation of a method statement for supervised ground clearance in relation to reptiles and amphibians
 - Site management measures to protect hedgehogs including the removal of vegetation and brash which could act as a potential refuge if left on site, and following a high cut/low cut method of ground clearance to allow for nest checks
44. Once the school is operational, the PEA recommends that any light splay from artificial lights onto the vegetation along the eastern boundary of the site is limited as this linear landscape feature may be used by bats for navigation.
45. A Biodiversity Net Gain (BNG) report has been submitted with the planning application which finds that the proposed landscape scheme would offer a net gain of 1.17% in area habitats, and 100% in hedgerow units.

Geo-Environmental Constraints

46. A Phase 1 and Phase 2 Geo-Environmental Assessment Report has been submitted with the planning application to identify possible areas of contamination and ground related development constraints. The report presents the results from soil samples which indicate an acceptably low risk of contamination, although it is recommended that if unexpected contamination is encountered that appropriate investigation and potentially remediation work is carried out. Based on four rounds of monitoring, the reports find that ground gas concentrations do not indicate that protection methods are required.

Sustainability

47. The Design and Access Statement submitted with the planning application sets out how three key areas have been considered to reduce the environmental impact and carbon output of the proposed development: embodied carbon (i.e. materials), operational carbon (i.e. energy efficiency), and a simple and optimised design.
48. It sets out that the proposed cross-laminated timber superstructure offers carbon benefits over other construction methods. The energy efficiency of the building is proposed to be maximised through high levels of insulation and air-tightness, maximising natural light whilst managing solar gain, and the installation of solar panels for power and an Air Source Heat Pump for heat. Other site wide interventions to maximise sustainability are proposed to include increased biodiversity and electric vehicle charging.
49. The school would be assessed under the Building Research Establishment Environmental Assessment Method (BREEAM) with the intention to achieve an Excellent rating and a net zero carbon development.

Construction

50. A Construction Environmental Management Plan has been submitted which details how the construction of the proposed primary school would be carried out

to manage its potential impacts on the local community, residents, businesses, the general public and the environment. It proposes measures including:

- Working hours of 8am-6pm Monday to Friday, 8am-1pm on Saturday;
- On-site traffic management including speed limits and gated access;
- Staff and contractor parking within the site;
- Letter to local residents prior to works and a bi-monthly newsletter provide updates during construction period;
- Dust suppression;
- Wheel wash and road sweepers; and
- Bunded fuel and oil tanks.

Planning Policy

The Development Plan

Hinckley and Bosworth Local Development Framework Core Strategy (adopted December 2009)

- Policy 1: Development in Hinckley
- Policy 24: Sustainable Design and Technology

Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document (adopted July 2016)

- Policy SA2: Land west of Hinckley, Normandy Way, Hinckley
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- DM7: Preventing Pollution and Flooding
- DM10: Development and Design
- DM11: Protecting and Enhancing the Historic Environment
- DM13: Preserving the Borough's Archaeology
- DM17: Highways and Transportation
- DM18: Vehicle Parking Standards

National Policy

National Planning Policy Framework (NPPF)

51. Paragraph 95a affords great weight to the need to create schools.

52. Paragraph 84d directs planning decisions to enable the development of accessible local facilities.

Consultations

53. Three rounds of consultation were carried out during the determination of this application, with the second round required due to changes to the layout and access arrangements, and the third following the submission of detailed information to address conditions that had been recommended by consultees in earlier rounds of consultation. The comments included in the report represent the consultees' latest position on the proposed development.

54. **Hinckley and Bosworth Borough Council** – comments.

55. The proposed primary school aligns with the approved masterplan for the wider development and the material proposed align with the wider development's

approved Design and Access Statement. The applicant's use of the design assessment proforma from HBBC's Good Design guide (2020) is welcomed. The school's assessment under BREEAM with the intention to achieve an excellent rating accords with Policy 24 of the Core Strategy (2009).

56. HBBC raise concerns about the character impact of the school, and its compliance with policy DM10 of the Site Allocations and Development Management DPD (2016) due to the prominence and design of the two-storey element of the building (which would house the school hall) which is considered unacceptable without elevational changes to break up the blank two storey façade. Mature landscaping should be used to screen the development so it does not take years to develop.
57. **Local Highways Authority (LCC)** – no objection
58. The LHA considered the site access arrangements to be acceptable. It is noted that the accesses, and the Traffic Regulation Orders and raised table zebra crossing fall outside the planning application boundary for this development and are shown on the wider development's reserved matters application plans, and the LHA have advised HBBC that the LHA has no objection to these plans.
59. The LHA is satisfied that there is sufficient provision of the staff car parking and welcomes the drop off zone to reduce congestion on the surrounding highway network.
60. The submitted Travel Plan needs to be amended in accordance with the LHA comments provided in April 2022.
61. The LHA advises that the impacts of the development on highway safety would not be unacceptable and when considered cumulatively with other developments, the impacts on the road network would not be severe.
62. **Hinckley and Bosworth Borough Council (Environmental Health Officer)** – no objection.
63. The information submitted regarding light is acceptable and suggests no significant impact on residential users of the wider site. Ground gas monitoring is acceptable. Recommended condition requiring investigation and remediation of any previously unidentified contamination. Recommended condition requiring details of all proposed external plant and plant ventilating externally shall be submitted for approval to ensure recommended noise limits are met.
64. **Sport England** – comments.
65. Sports England has concerns about the size of the school field which is below the FA requirements for an under 9/10 football pitch. Site layout changes are recommended to allocate additional land as playing field.
66. **Lead Local Flood Authority (LCC)** – no objection.
67. The proposed development is acceptable based on the surface water design provided, and the development should be constructed and maintained in accordance with these details.

68. **Archaeology (LCC)** – no objection

69. The WSI will provide an adequate assessment of the development area and will inform the need and scope for any additional mitigation.

70. **Landscape (LCC)** – no objection

71. The submitted documents are acceptable, and earlier comments relating to the size and maturity of important screening trees have been addressed. It is highlighted that the maintenance instructions cover the first year of the development.

72. **LCC Ecology, LCC Education, LCC Heritage, LCC Public Rights of Way** – no response received.

Publicity and Representations

73. The application has been publicised by means of site notice, press notice and neighbour notification letters sent to the nearest occupiers in accordance with the County Council's adopted Statement of Community Involvement.

74. No public representations have been received.

Assessment of Proposal

Principle of the Development

75. Policy SA2 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document 2016 (SADMP) relates to the land west of Normandy Way, marked as HIN02 on the accompanying policies map. It allocates the land for 'mixed use' development and requires 850 dwellings to be provided alongside commercial and community development and a primary school. Outline planning permission 15/00188/OUT was granted by Hinckley and Bosworth Borough Council in 2018 for a mixed use development to accord with this policy, including a primary school.

76. The application site sits wholly with the HIN02 allocation, on an area of land marked as 'School Site' on the drawing DE155_002 rev C titled 'Development Framework', which is an approved document under the outline planning permission.

77. A proposed primary school in this location is therefore in complete accordance with policy SA2 and would not conflict with the outline planning permission for the wider development.

Design and Layout

78. Policy DM10 of the SADMP introduces a number of requirements that all development must meet to ensure it enhances the built environment through good design, and makes specific reference to scale, layout, mass, architectural features and materials.

79. The approved Design and Assessment Statement for the wider development describes the primary school as a 'one-off' building within the area which will be accessible and prominent due to its location close to the main entrance. It sets out that the building should be designed as a distinctive landmark with a strong identity which confers a heightened sense of significance due to its social importance. The strong spatial relationship between the school and the central park is also highlighted.
80. In terms of scale and layout, the school is designed to meet the national space requirements for a one form entry school and due to the limited size of the application site, the layout of the development looks to maximise all useable space for educational, play and sports facilities alongside the essential infrastructure required for the development. The school building's siting in the southern part of the application site, and its east to west orientation, would result in its frontage forming part of the street scene of the wider development's main access road and contributing to its identity and structure.
81. The siting of the internal access road and parking along the western boundary of the school site provides the most suitable and safe access arrangements, which are discussed further below. Their location to the west of the school site would also result in their partial screening from view when the school is approached from the east along the main access road into the development, as well as from the pedestrian entrance along the school's southern boundary, due to the shape of the building and proposed landscaping. The location of the school's sports facilities to the rear of the building, in the northern part of the application site, relates these facilities well with the community sports pitches beyond the site boundary to the north. Whilst Sport England have raised concerns about the size of the proposed sports pitches, the size of the site and its topography are constraints that prevent increasing their size beyond what is already proposed. The landscaped frontage of the school would relate well to the parkland to the south.
82. In respect of materials and features, the fibre cement cladding proposed for the parts of school building would have similarities with other buildings in the wider development, situating the school well in its surroundings and contributing to the character of the area, whilst the aluminium cladding as a roof and exterior wall finish and visible wooden roof trusses would elevate the school's design to a distinctive, modern finish with architectural features that add interest to the development, and resulting in the building standing out and conferring its important function within the community.
83. Turning to the mass and form of the building, the siting of the double height portion of the building in a prominent location on the southern frontage is not particularly favourable, largely because there are no windows or doors on the façade to break up its block-like appearance; Hinckley and Bosworth Borough Council (HBBC) have raised concerns about this part of the building due to the prominence and visibility of the school within the wider development.
84. The planning application explains that in order to achieve a practical internal layout for the school, which would allow the hall to be accessible for occasional community use (i.e. as a polling station) without compromising the security of the teaching and play areas, the most workable option was to locate the hall at the front of the building near the main entrance. The NPPF supports the provision of community spaces, and whilst the principal function of this development would be

as a primary school the availability of the hall for occasional use as a community facility would offer benefits to the local community that would justify the slightly unfavourable location of this part of the building. It is also important to note that the wider development's approved Design and Assess Statement looks for the school to achieve a 'landmark' status within the development, and it is considered that the double height portion of the building offers the opportunity to become an attractive landmark if well designed.

85. The use of different textures of cladding on the double height portion of the building would go some way to break up the large, square frontage, and the addition of a large school sign would add interest to the frontage and confer a 'landmark' status to the school which would be fitting of an important building within this community. With the addition of landscaping, which is discussed below, it is considered that the appearance of this part of the building is acceptable.
86. The design and layout of the school development within the application site and the wider area represents the most effective use of a constrained site, and the appropriate use of materials which both relate well and stand out from the wider development, the school development is therefore compliant with these parts of policy DM10 provided a condition is imposed to ensure that the proposed measures to soften the appearance of the double height portion of the building are implemented.

Sustainability

87. Policy 1 of the Core Strategy (CS) requires development in Hinckley to meet the highest environmental standards and references Policy 24 of the CS which requires schools to meet, at a minimum, BREEAM (or equivalent) assessment rating from of 'excellent' unless it would make the development unviable. Policy DM10 of the SADMP requires developments to maximise opportunities for conservation of energy through design, layout, orientation, and construction.
88. The developer's intention to achieve a BREEAM excellent rating accords with policies 1 and 24. The proposed installation of renewable energy and low carbon power and heating facilities, alongside design and construction measures e.g. timber superstructure and minimising solar gain, are welcomed and demonstrate that opportunities for energy conservation have been maximised to accord with policy DM10.

Landscape and Ecology

89. Policy DM10 of the SADMP requires developments to incorporate high quality landscape which adds to quality and siting of a proposal, whilst policy DM6 of the SADMP requires proposals to demonstrate how they restore, conserve and enhance nature conservation value and deliver biodiversity gains.
90. The hard landscaping elements of the proposed school development are functional; they provide suitable surfaces for the various practical, educational recreational and sporting uses that are required within the application site, and the varying fencing types provide appropriate means of enclosure and security for different parts of the site depending on their use. The siting of the access, parking and drop off area to the west of the building offers the benefit of reducing the

amount of hard surfacing in front of the school to preserve the spatial relationship and connectivity between the primary school and the parkland to the south.

91. The proposed soft landscaping across the site offers different functions. Appropriate surfacing for outdoor education and recreational, e.g. the grassed banks between the school building and the sports pitches is provided alongside more formally planted areas to define the site's internal layout. The landscape scheme includes tree planting along the site's western and eastern boundaries to provide screening from the adjacent road and footpath, providing both privacy to for school whilst minimising visual intrusion from views outside the application site. The sprinkler tank to the north of the internal access road has the potential to be an incongruous feature of the site, but the proposed screening planting would soften its appearance. Following liaison with Leicestershire County Council's landscape architect, the applicant enhanced the landscaping along the southern boundary of the application site to soften the appearance of the double height portion of the building.
92. In addition to screening, layout and functional benefits, the proposed soft landscaping scheme also makes a positive contribution to enhancing the biodiversity of the site. The Preliminary Ecological Appraisal which supports the planning application includes a series of measures which would mitigate the potential adverse impacts on existing biodiversity at the site.
93. Based on the proposals submitted, the development accords with policy DM6 and the relevant part of policy DM10.

Traffic, Access and Parking

94. Policy DM17 of the SADMP supports development proposals which can demonstrate they would not have a significant adverse impact on the highway network, whilst making best use of public transport and cycling networks, and providing safe and convenient access for walking. Policy DM10 of the SADMP requires electric vehicle charging points to be provided within development proposals, whilst policy DM18 requires parking provision subject to what other modes of transport are available.
95. As the proposed development is a primary school serving the local area, it is anticipated that a large proportions of trips to the school will be made on foot or by bicycle. The pedestrian access into the school is safe and convenient, with access points on the southern boundary directly in front of the main entrance, and on the western boundary near the drop-off zone. Covered cycle parking facilities are proposed to be provided.
96. To encourage the use of public transport for those travelling from further afield, the Local Highway Authority has asked that the applicant's Travel Plan is amended to include a commitment to provide staff with a travel pack setting out sustainable transport options, with the opportunity for all permanent members of staff to apply for a six month bus pass. These amendments can be secured by condition.
97. For staff travelling to the school by car, the proposed car park includes ample provision of spaces, including disabled and electric vehicle charging, and the internal drop-off zone provides a sufficient number of short stay spaces for pupils being brought to and collected from school by car. The design of the access and

egress points on the application site's western boundary was developed through ongoing liaison with the Local Highways Authority (LHA) and represent suitable and safe access into the school in the context of the wider development. The LHA agrees with the conclusions of the submitted Transport Assessment, which sets out that the traffic impact of the school would not be significant.

98. The LHA have recommended that a Construction Traffic Management Plan is submitted prior to work commencing on site, but the information that would be required within that is already contained within the submitted Construction Environmental Management Plan, which includes wheel cleaning methods and parking provision, and therefore a separate plan is not required.
99. With the imposition of the remainder of the LHA's suggested conditions, the proposed primary school would be compliant with the policies DM17 and DM18, and the relevant part of policy DM10.

Heritage

100. Policy DM13 of the SADMP requires all proposals which have the potential to impact a site of archaeological interest to provide a desk-based assessment, results of field evaluation and mitigation as appropriate.
101. Due to the potential presence of archaeological remains within the application site the application is supported by a WSI which has been informed by desk based assessment and site investigations on adjacent land. Leicestershire County Council's archaeologist confirmed that the trial trenching proposed would provide adequate assessment to inform mitigation measures. Provided the WSI is implemented in full, the development accords with policy DM13.

Amenity

102. Policy DM7 and DM10 of the SADMP both seek to protect existing development from the potential amenity impacts of new development.
103. The plant proposed to be installed at the primary school has the potential to generate noise which could impact upon amenity on nearby properties, and of the pupil and staff using the school. The applicant's Noise Impact Assessment recommends noise limits for proposed external plant which would comply with the relevant British Standards. Whilst HBBC's Environmental Health Officer suggested a condition should be imposed requiring details of the plant to be submitted to ensure it can meet these limits, it is considered that a suitable worded condition imposing noise limits will provide sufficient control.
104. The lighting proposed at the school has the potential to cause light spill and impact upon neighbours amenity. The submitted plan and accompanying detail demonstrate that all lights proposed to be installed within the application site would be directed to avoid excessive light spill, both onto the neighbouring land to the north, west and south but also to the existing vegetation outside the site's eastern boundary, and HBBC's Environmental Health Officer confirmed that there information suggests there would be no significant impact on residential users of the wider site.

105. Due to the siting of the school within the wider development, there are no concerns regarding loss of sunlight or loss of privacy resulting from the school development.
106. In respect on the construction phase of the development, which could give rise to adverse impacts on nearby residential properties and users of the surrounding Public Right of Way network, the Construction Environmental Management Plan (CEMP) that has been submitted with the planning application sets out appropriate measures to mitigate these impacts.
107. With conditions to control noise limits and to secure the implementation of the submitted lighting scheme and CEMP, the proposed development would comply with policies DM7 and DM10.

Geo-environmental

108. Policy DM7 of the SADPM requires development proposals to ensure that appropriate remediation of contaminated land is undertaken. HBBC's Environmental Health Officer confirmed that the monitoring undertaken at the site is appropriate and recommended a condition which requires investigation and remediation should any contamination be identified during the proposed development. With the imposition of this condition, the proposed primary school is compliant with this part of policy DM7.

Drainage

109. Policy DM10 of the SADMP requires the submission and approval of a Sustainable Drainage Scheme. The Local Lead Flood Authority (LLFA) confirmed that the detailed drainage scheme submitted with the planning application, which shows how the proposed primary school site would fit within the wider development's drainage system, and the information relating to its long term maintenance, is acceptable. With conditions imposed to require compliance with these details, the proposed development would accord with this part of policy DM10.

Conclusion

110. The development of a primary school in this location is in complete accordance with the site allocation policy SA2 and the outline planning permission that was granted by Hinckley and Bosworth Borough Council in 2018.
111. The layout of the school represents an efficient use of space within a constrained site. Concerns regarding the form and massing of the school building are balanced with the need to deliver a functional space which is principally for educational use with the potential for occasional community use. The design and landscaping of the development would soften the appearance of its functional form, and would see the school relate well to the wider development whilst conferring a one-off, landmark status to the building to reflect its status as an important building in the community. The landscaping on this site also offers the benefit of enhancing biodiversity, which alongside sustainable building materials and energy efficiency measures would result in the school meeting the high environmental standards required and supported by local policy.

112. With the imposition of conditions to secure the proposed design and landscaping scheme, and manage the impacts of the development on the local highway network, the amenity of the area and the surrounding natural and historic environment, the proposed development accords with the Development Plan and should be granted planning permission subject to conditions.

Statement of Positive and Proactive Engagement

113. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussion; assessing the proposals against relevant Development Plan policies; all material considerations; and consultation responses. Issues of concern have been raised with the applicant and addressed through negotiation and acceptable amendments to the proposals. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

Recommendation

1. PERMIT subject to the conditions set out in Appendix A

Officer to Contact

Becky Knighton (Tel: 0116 305 1576)
E-Mail: becky.knighton@leics.gov.uk

Conditions

1. The development hereby permitted shall be begun within 3 years from the date of this permission.

Reason: To comply with the requirements of Section 91 (as amended) of the Town and Country Planning Act 1990.

2. Unless otherwise required pursuant to conditions of this permission, the development hereby permitted shall be carried out in accordance with the submitted application (as amended), and the following plans, documents, and reports:

- Drawing no. M00480-KAST-XX-00-DR-A-0001-P04 titled 'Location Plan' dated 28/01/22
- Document no. M00480-KAST-XX-XX-RP-A-0003-P04 titled 'Design and Access Statement' dated January 2022
- Drawing no. M00480-KAST-XX-00-DR-A-0003-P19 titled 'Site Plan Proposed' dated 18/07/22
- Drawing no. M00480-KAST-XX-00-DR-A-0103-P09 titled 'Plan Proposed 1 FE 210 Place Roof Plan' dated 15/06/22
- Drawing no. M00480-KAST-XX-00-DR-A-0301-P13 titled 'Elevations Proposed 1 FE 210 Place North, South, East and West' dated 15/06/22
- Drawing no. M00480-KAST-XX-XX-DR-A-0201-P05 titled 'Sections Proposed 1 FE 210 Place - AA BB CC DD' dated 17/03/22
- Drawing no. M00480-KAST-XX-00-DR-A-0101-P07 titled 'Plan Proposed Level 0' dated 10/03/22
- Drawing no. M00480-KAST-XX-00-DR-A-0430 titled 'Material Detail Palette' dated 30/05/22
- Document no. M00480-APEX-XX-XX-RP-Y-0001-P01 titled 'Noise Impact Assessment' dated 24/01/22
- Document titled 'Construction Environmental Management Plan – Normandy Way Primary School' dated 15/06/22
- Document titled 'Normandy Way Primary School, Hinckley, Leicestershire Written Scheme of Investigation Archaeological Evaluation' dated June 2022
- Drawing no. M00480-MLOC-XX-00-DR-L-1001-P11 titled 'Site Arrangement' dated 15/07/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1002-P09 titled 'Hard Landscape Plan' dated 15/07/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1003-P09 titled 'Soft Landscaping Plan' dated 15/07/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1005-P02 titled 'Soft Landscaping Specimen Location' dated 22/06/22
- Document no. M00480-MLOC-XX-00-DR-L-1006-P02 titled 'Soft Landscaping Planting Schedule' dated 15/07/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1011-P02 titled 'Soft Landscaping Top Soil Plan' dated 15/07/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1014 titled 'Boundary and Fencing Arrangements' dated 13/05/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1016-P02 titled 'Hard Landscaping Details' dated 15/07/22

- Drawing no. M00480-MLOC-XX-00-DR-L-1018 titled 'Soft Landscaping Details' dated 13/05/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1019 titled 'Soft Landscaping Details Tree Planting' dated 27/04/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1020 titled 'Soft Landscaping Detail Foundation Area' dated 27/04/22
- Drawing no. M00480-MLOC-XX-00-DR-L-1021-P03 titled 'Hard Landscaping Setout' dated 15/07/22
- Document no. M00480-MLOC-XX-00-SP-L-4001 titled 'Normandy Way External Works Specifications' dated 18/05/22
- Drawing no. 26366 R1 titled 'Exterior Lighting for Planning' dated 04/04/22
- Document no. 26366 titled 'Normandy Way Hinckley School Installation: External Lighting' dated 04/04/22
- Document no. M00480-EST-XX-XX-PEA-E-0001 titled 'Preliminary Ecological Appraisal Survey Report' dated 27/01/22
- Document titled 'Precautionary Method Statement' dated 28/07/22
- Document titled 'Biodiversity Net Gain Report' dated 28/03/22
- Drawing no. M00480-HSP-00-00-DR-D-2000 P07 titled 'Drainage Strategy' dated 15/06/22
- Document no. M00480-HSP-00-00-RP-D-2020-P01 titled 'Normandy Way Drainage Maintenance Schedule' dated 15/06/22
- Document titled 'Surface Water Management Plan Normandy School'
- Document no. HSP2022-C3761-C&S-TR-819 titled 'Normandy Way Primary School Information for LLFA' dated 15/07/22 and its appendices 1-7.

Reason: For the avoidance of doubt as to the development that is permitted.

3. The development hereby permitted shall primarily be used as a school, and for no other purposes than use classes F1(a), F2(b) and F2(c) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: For the avoidance of doubt as to the development that is permitted.

4. All site preparation or construction works, deliveries of and movement of materials and machinery associated with the development hereby permitted shall be limited to taking place only between the following hours:
 - Monday to Friday between 07:30 and 18:00
 - Saturday between 8:00 and 13:00.

No such works shall take place at any other times or on Sundays or bank or public holidays.

Reason: To manage to amenity impacts of the construction phase in accordance with policy DM7 and DM10 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

5. All planting included in the approved landscaping scheme shall be carried out in full in the first available planting season following the substantial completion of the development hereby permitted.

Reason: To achieve high quality landscaping and enhance biodiversity in accordance with policies DM6 and DM10 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

6. Prior to the development hereby permitted being brought into use, an amended Travel Plan shall be submitted and approved in writing by the Local Planning Authority. The Travel Plan shall be based on the document titled 'Framework School Travel Plan' dated April 2022 and amended in accordance with the Local Highway Authority's substantive response dated 21 April 2022. Thereafter the approved Travel Plan shall be implemented in full accordance with the approved details.

Reason: To promote the use of sustainable modes of transport in accordance policy DM17 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

7. The development hereby permitted shall not be brought into use until staff, pupil and visitor cycle parking have been implemented in accordance with drawing no. M00480-KAST-XX-00-DR-A-0003-P15. Thereafter cycle parking shall be so maintained in perpetuity.

Reason: To limit impacts on the highway network in accordance with policy DM18 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

8. The development hereby permitted shall not be brought into use until the site entrance and site exit have been implemented in accordance with drawing no. M00480-KAST-XX-00-DR-A-0003-P15. Thereafter the entrance and exit shall be so maintained in perpetuity.

Reason: To limit impacts on the highway network in accordance with policy DM18 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

9. The development hereby permitted shall be brought not use until vehicular visibility splays of 2.4 metres by 43m to the north and 2.4 x 34m to the south have been provided at the site egress. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access and limit impacts on the highway network in accordance policy DM17 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

10. The development hereby permitted shall not be brought into use until the staff car park and drop off area have been implemented in accordance with drawing no. M00480-KAST-XX-00-DR-A-0003-P15. Thereafter the onsite parking provision shall be so maintained in perpetuity.

Reason: To provide that adequate off-street parking provision in accordance with policy DM18 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

11. No part of the development hereby permitted shall be brought into use until the off-site transport infrastructure comprising traffic calming, dropped kerbs, tactile paving and Traffic Regulation Orders (including school keep clear zig zag lining and double yellow lining), described in document no. M00480-HSP2021-C3761-T&T-TA-428A titled 'Revised Transport Assessment' dated 01/04/22, in addition to a zebra crossing on a raised table on the road which forms the southern boundary of the primary school, have been implemented. Thereafter the off-site measures shall be maintained so in perpetuity.

Reason: To provide convenient and safe pedestrian access in accordance with policy DM17 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

12. If at any time during the construction or operation of the development hereby permitted contamination not previously identified is found to be present at the site, no further development shall take place until a scheme which includes details of how the identified contamination will be remediated has been submitted to and approved in writing by the Local Planning Authority. Any remediation works approved within this scheme shall be carried out in full prior to the occupation of the site.

Reason: To secure appropriate remediation of contaminated land in accordance with policy DM7 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document.

Notes to the Applicant

1. The Environment Agency advises that all building work should be in compliance with best working practices and in particular Government guidance on 'Construction, inspection and maintenance' www.gov.uk/guidance/pollution-prevention-for-businesses#construction-inspection-and-maintenance. You are advised to contact the Environment Agency to arrange a site meeting to agree necessary measures to prevent pollution of the water environment during the construction phase of the development. The Environment Agency can carry out pollution prevention visits. Please contact EastMidWaterQuality@environment-agency.gov.uk for further information and advice.

Town and Country Planning General Regulations 1992

Delegated powers to the Chief Executive to determine planning applications and related matters.

DELEGATED DECISION

RECOMMENDATION AND JUSTIFICATION FOR THE DETERMINATION OF THE ATTACHED PLANNING APPLICATION REFERENCE

Case Officer:

signed

DATE

Endorsing Officer

signed
Team Manager / Principal Planning Officer

DATE

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