

DEVELOPMENT CONTROL AND REGULATORY BOARD

15TH MAY 2008

REPORT OF THE DIRECTOR OF COMMUNITY SERVICES

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

PART A – SUMMARY REPORT

APPLICATION NO. & DATE:	2008/0158/06 (2008/L209/06) – 19 th February 2008
PROPOSAL:	Erection of new education block and associated development to provide parking, tennis courts, landscaping and access facilities
LOCATION:	Belvoir High School, off Barkestone Lane, Bottesford (Melton Borough)
APPLICANT:	Leicestershire County Council
MAIN ISSUES:	Development plan policies, visual impact, impact on residential amenity, traffic and highway safety, the need for the development, and any mitigating requirements.
RECOMMENDATION:	PERMIT subject to conditions as detailed in the appendix of the main report.

Circulation Under Sensitive Issues Procedures

Mr. J. B. Rhodes, CC

Officer to Contact

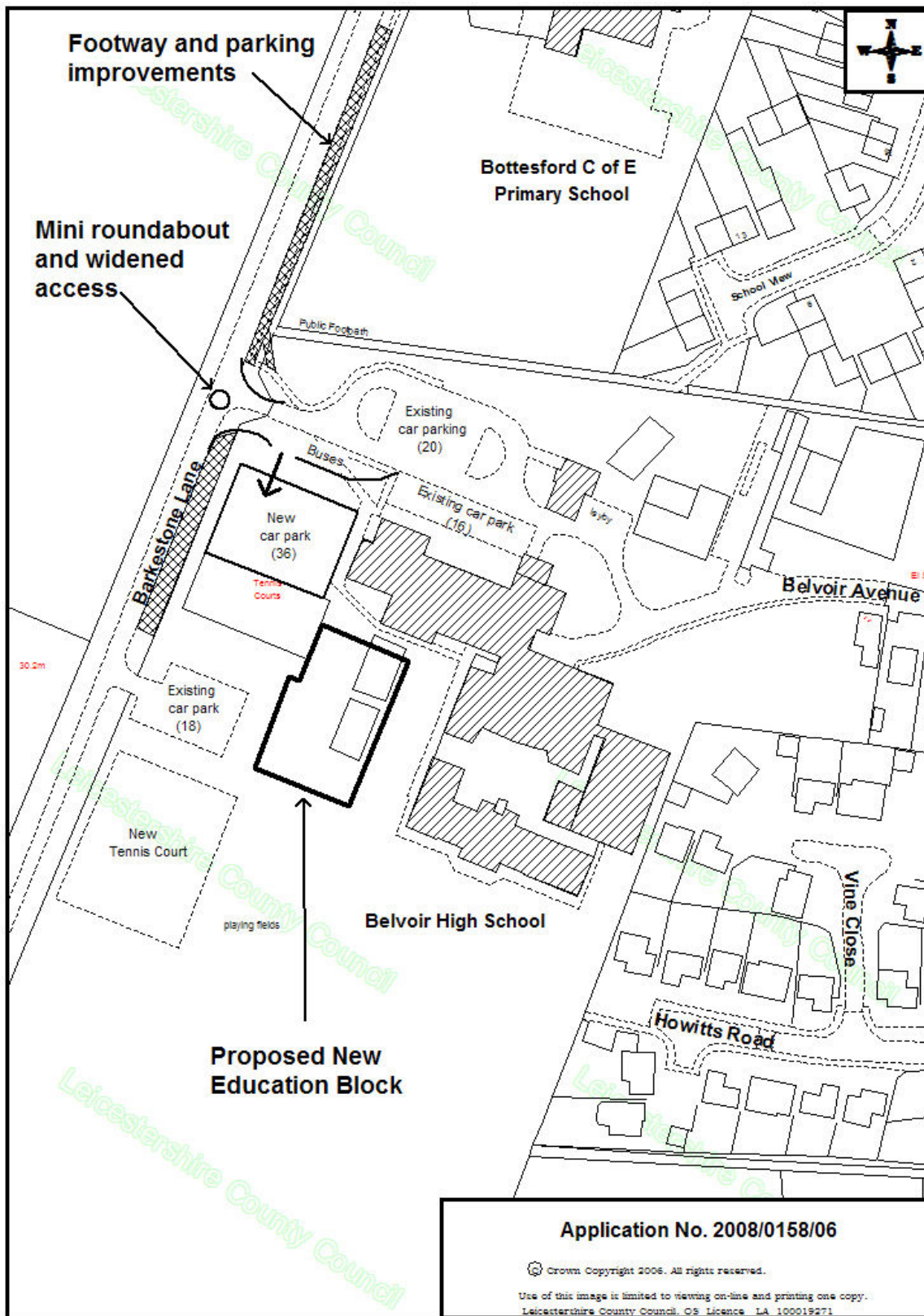
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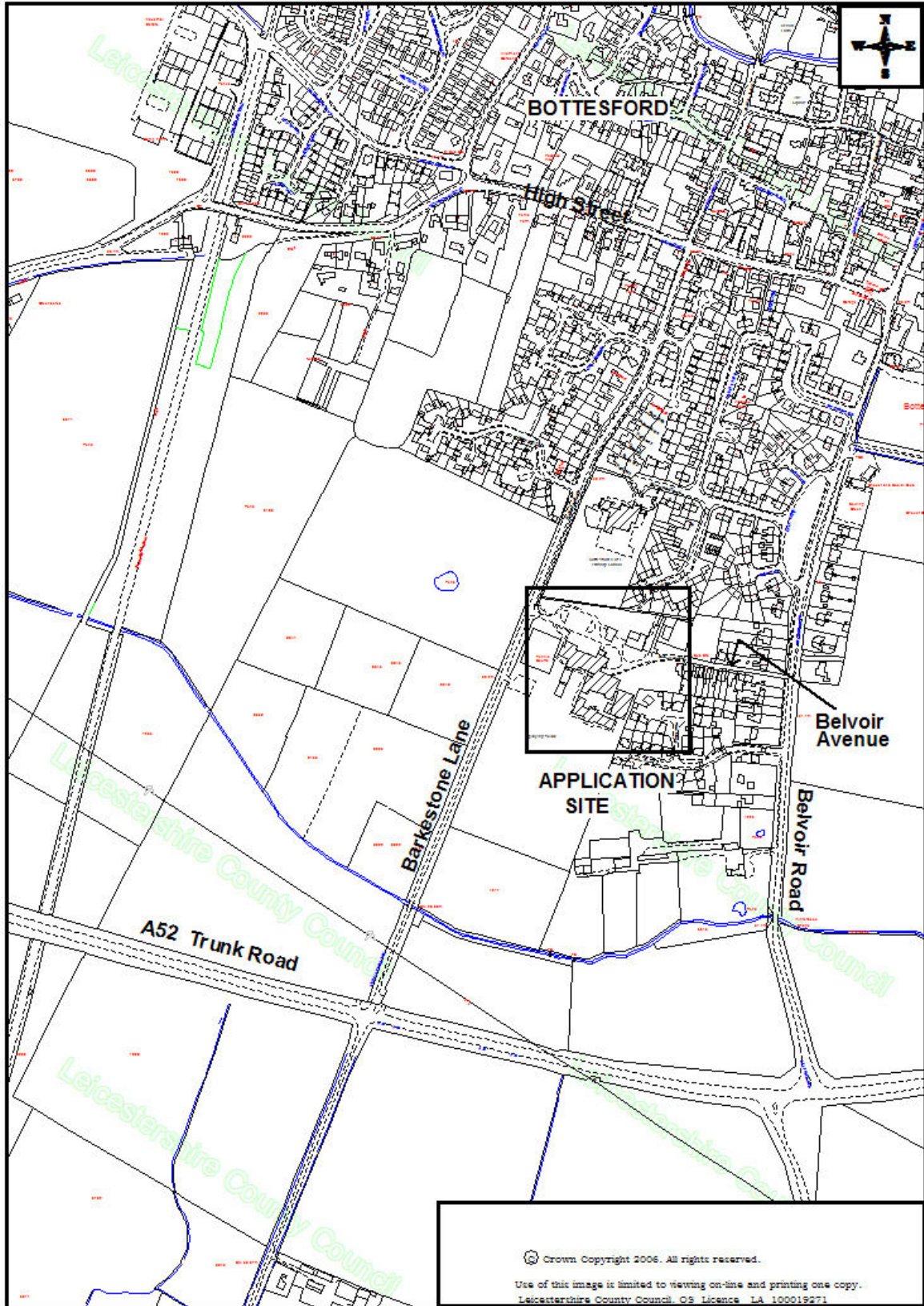
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PART B – MAIN REPORT

Background

1. In March 2007, the Cabinet approved the County Council's preferred option for the reorganisation of schools in Melton Mowbray and the Vale of Belvoir. As a result it is intended to implement the following changes to education provision within the area:
 - Development of three 11-19 age group schools in Melton Mowbray, each with 800 places for 11-16 years old on existing school sites (Longfield; John Ferneley and King Edward VII);
 - Provision of a new (jointly managed) post-16 centre of 600 places;
 - Re-modelling of Belvoir High School from 10-14 age groups to 11-16 age group with 600 places; and
 - Changing the age range of primary schools in the Vale of Belvoir to accommodate pupils in Year 6 (age 11 years).
2. The changes in age range between primary and secondary sectors will take effect from the start of the academic year 2008-09 (i.e. September 2008). In line with DfES capital funding to support the overall review, it is intended that the completion of new and/or refurbished schools should take place by September 2009, although this might depend on transition arrangements and other factors.
3. As a consequence of the overall re-organisation, the capacity for pupils at Belvoir High School will need to increase from the current 450 to 600 in total. The school will require additional facilities to accommodate the extra pupils and specialist areas for the GCSE curriculum. There are currently 72 staff employed at the school and this figure is expected to increase to about 90 staff. The catchment area of the school will remain unchanged, but clearly Year 6 pupils will stay at their respective primary schools, whilst 15-16 year groups would no longer need to travel to secondary school in Melton Mowbray.
4. Two existing mobile classroom (retained from earlier years) will be removed from site. However, a short-term temporary consent has been granted (ref. no. 2008/0191/06 under delegated powers) to retain and relocate these classrooms to the north-east side of the main school, as they provide essential space for pupils in the transition period before new accommodation has been provided.
5. Additionally, the High School will retain its present community uses, based in other temporary units on the north side of the site, which are subject of extant three year temporary permission under ref. no. 2007/0909/06. These facilities are available from 0900 – 1500hrs (Mondays-Thurs) and 1900 – 2100hrs (Mondays – Weds) and will be unaffected by the current proposals. The DfES has awarded £5.9m to support the changes at Belvoir High School.





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6. Apart from the latest applications for retention of temporary buildings on the site, the more recent planning permissions at the High School include consent for a new dance studio and classroom block (Debdale Block) on the south east side of the main school (granted January 2002 under ref. no. 2001/0858/06). Separate consent was granted for a new car parking area on the south-west side, off Barkestone Lane, which provides some 18 spaces (ref. no. 2003/0241/06). Planning permission has been granted recently for a new lift shaft at the front of the school (north side), which will provide full accessibility for pupils with physical disability (under ref. no. 2007/1317/06). Consent for siting of a small wind turbine at the southern end of the school playing fields has been approved in April 2008 (ref. no. 2008/0307/06).

Description of Proposal

7. Belvoir High School occupies a rectangular site on the south side of Bottesford village, on the east side of Barkestone Lane (a cul-de-sac leading from High Street close to the village centre). The main school buildings are situated at the northern end of the school site, with vehicular and pedestrian access from the Lane itself, leading into the main car park. The 'overflow' car park is situated further south along Barkestone Lane, with a separate vehicular access. There is an alternative pedestrian/cycle access on the east side of the school site, from the end of (unmade) Belvoir Avenue.
8. There is established residential development on the north and east sides of the school. Bottesford C of E Primary School is located immediately to the north, on the opposite side of a public footpath that connects with School View. The High School playing fields extend to the south of the school buildings, adjacent to open countryside on this side of the village.
9. Barkestone Lane is 5.8m wide with a footpath on either side at its northern end, from the cross-roads junction at High Street. It provides vehicular access to 117 dwellings and the High School itself, with a 30 mph speed limit that reduces to 20mph adjacent to the two schools. Between the primary school and High School, there is a 2.4m grass verge and 1.4m footway on the eastern side. Just south of the main access into the High School, the Lane reduces to 2.8m wide carriageway with grass verges, terminating at the A52 Bottesford Bypass some 500m to the south. At this point, vehicular access onto the A52 trunk road is restricted by traffic regulation order (although the field gate is often left open).
10. The proposed development provides for the erection of a new teaching block on the south-west side of the school buildings, forming a new courtyard between the Debdale Block and the new building. The new accommodation has been designed to blend with the original school and the Debdale Block, which reflect different styles and materials. The original school is a multi-storey, flat roof structure, whilst the Debdale Block has a curved roof and coloured blockwork to the elevations.
11. The materials and design of the proposed new building seeks to provide a transition between the 'old' and the 'new' on site. A plinth of glazed blockwork matches the Debdale Block, whilst the upper walls would be constructed in split concrete (buff colour), together with vertical panels of glazed blockwork. It would have a flat roof with rubber membrane, whilst the atrium roof would have curved timber beams.

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12. The proposed two-storey teaching block would measure some 27m wide by 42m long and 7.3m high generally, although a central atrium would reach 9.5m above ground level. On the ground floor, there would be office, administrative and toilet accommodation, IT suite, prep room and 5 science laboratories. On the first floor there would be 8 classrooms, IT space, library and VLE centre, together with additional toilet facilities.
13. The new building would be adjacent to the existing school buildings to the north and east sides. It would face onto a landscaped area and car park on the Barkestone Lane elevation (west side), whilst the school playing fields are situated to the south, alongside open countryside.
14. The proposal incorporates works to the existing access from Barkestone Lane, to allow for easier traffic movements and parking of school buses. Improvements would be carried out to Barkestone Lane itself, in the vicinity of the school (see below). A new car park for 36 vehicles would be provided in the position of the existing tennis courts, which in turn would be repositioned to the south on the edge of the school playing fields. A paved courtyard would be provided between the existing and proposed buildings.
15. Landscaping would consist of reinforcement to the boundary hedgerow along Barkestone Lane, together with tree planting. Planting and paving would be provided around the new building, including a water feature. A new security fence is proposed along the south-east boundary, erected in colour coated weldmesh design at 2m in height.

Supplementary Information

16. The application is supported by a number of supplementary documents that deal with various technical and environmental matters. These include a Flood Risk Assessment, as the application site partially within flood zone 2 of the Winter Beck watercourse which runs 300m to the south (i.e. between a 0.1% and 1.0% risk of flooding in any year). The remainder of the site is within flood zone 1, which represents a very slight risk of flooding (below 0.1% in any year). In 2001 the existing site flooded to a level of approximately 30.1-30.2m AOD.
17. Whilst the proposed development will increase the non-permeable site area by approximately 0.5ha, guidance in PPS25 permits development within flood zone 2, if the materials of construction are robust and finished floor levels (FFLs) are set approx. 300 – 600mm above the 1 in 100 year flood level, adjusted for climate change (i.e. 20% increase in the 1 in 100 year peak, valid until 2115).
18. The flood risk assessment concludes that, in the event of an extreme flood occurrence, the school site (and proposed extension) would be vulnerable. It is recommended that the FFL be set about 300mm above the recorded flood levels of 2001 (at the same height as the Debdale Block erected in 2002). A safe evacuation plan should be put in place. Additionally, compensatory flood area needs to be provided within the Winter Beck flood zone 3 (at or below 30.0m AOD), within or adjacent to the application site. This would replace the capacity of the flood area lost to the proposed development.

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19. An Archaeological Desk-based Assessment has been carried out on behalf of the applicant. It concludes that any building works at the northern end of the school site is likely to have little impact on archaeological remains, due to the previous built development in this area. Remains have not been discovered close to the application site, although there is moderate potential for archaeology from Iron Age to Roman periods. There is low to moderate potential that remains of the former Bottesford Mill (post-medieval) may be discovered.
20. An Ecological Report (Extended Phase 1 Habitat survey) has been submitted, which examined the potential of the development to impact on protected species. It is recommended that measures be incorporated into the development to safeguard nesting birds and bats, with potential for providing suitable habitats for such species. A bat survey may be required if the works involve the remodelling or alteration to existing buildings. There is no evidence of badgers on the site.
21. A Tree Survey has identified 17 trees that might be affected by the proposals, including a group of 6 trees on the Barkestone Lane frontage (adjacent to car park) which are of high quality and semi-mature. These should be retained and protected within the scheme. A second group of 11 poor quality and immature trees exists on the east side of the development site, which will need to be removed; it is recommended that they should be replaced by appropriate species in a suitable long-term location.

Transport Assessment

22. Since the application was first registered, a subsequent Transport Assessment has been prepared and submitted at the request of the Highway Authority. This document addresses the highways and transportation issues associated with the proposed development. In so doing, it examines the nature of the proposals; the potential for sustainable transport facilities; the character of the local highway network; and existing and future levels of trip generation.
23. The report concludes that the development proposals accord with the relevant national, regional and strategic transport policies, relating to the promotion of more sustainable travel modes and reduction in car usage (see below). It also finds that there are no inherent accident problems on the local highway network and that the development would not exacerbate existing safety levels.
24. In terms of trip generation, the High School presently generates 6 (contract) bus journeys each morning and afternoon on Barkestone Lane. About three-quarters of the existing 412 pupils travel on the 6 different bus routes serving the catchment area. The school also generates up to 119 car movements (am peak hour) and 86 such movements (pm peak hour), inclusive of dropping-off/picking up of pupils. Staff arrive and leave mainly outside the busy periods, and 72% travel by their own car. By way of comparison, it is estimated that existing residential properties generate some 76 car movements on Barkestone Lane (am peak) and 54 such movements (pm peak).
25. As a result of the proposed development (and consequential increase in pupils and staff at the High School), it is estimated that some 440 (74%) of the 600 pupils would travel by bus; about 90 (15%) would walk; and about 65 (12%) would travel by car. Staff might generate some 65 car journeys each day (the remainder of journeys being by other modes, or as passengers).

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26. The anticipated increase in traffic movements arising from the development have been calculated for future years 2009 and 2014, in order to assess the capacity of the road network. There would be a small increase in the number of buses using Barkestone Lane (from 6 to potentially 9 in total), which in itself, does not have a material impact on traffic generation. In terms of car journeys, there is an estimated increase in movements on the Lane, in the order of 100 during the morning peak (0800-0900hrs) and 80 during the afternoon peak (1515-1615hrs).
27. The Transport Assessment concludes that the peak hour traffic movements likely to arise from the proposed development can be accommodated within the local highway network. There is ample 'reserve capacity' at the Barkestone Lane/High Street junction to accommodate the resulting forecast increase in traffic. The figures are set out in the Table One below.

TABLE ONE: Peak traffic movements on Barkestone Lane

	Belvoir HS – Traffic Generation	Am Peak Period (0800 – 0900hrs)	Pm Peak Period (1515-1615hrs)
	Existing (2008)		
	High School (access)	57	55
	Drop Off - Pick Up	62	31
A	(Sub Total – HS in 2008)	119	86
	Add Residential (Estimate)	76	54
	Total: Barkestone Lane (2008)	(195)	(140)
	Future (without development)		
	High School (accesses)	79	57
	Drop Off – Pick Up	70	36
B	Total HS (no development)	159	93
	Future (with development)		
	High School (accesses)	115	112
	Drop Off – Pick Up	101	52
C	Total HS (with development)	216	164
C - A	Change (2008 + development)	+97	+78

28. Following consultation with the County Highways Authority, it has been agreed that some improvements would be required to a section of Barkestone Lane itself, in the form of footway widening, parking laybys, and turning facilities at the entrance to the school. These works are set out in a supplementary plan now accompanying the application.
29. It is recommended that a Travel Plan is formulated for the extended Belvoir High School (this matter is already in hand) and finds no overriding reasons for the proposals to be rejected from a transportation aspect.

Screening Opinion (Environmental Assessment)

30. The Environmental Impact Assessment (EIA) Regulations set out the circumstances in which a development proposal should be the subject of a 'screening' opinion, the purpose of which is to determine whether it should be the

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subject of an Environmental Statement (i.e. constitutes 'EIA development'). The current proposals fall within the definition of an 'urban development project' in para 10b of Schedule Two of the Regulations.

31. As the development is considered to be within the above definition, Regulations require the development to be 'screened', as to (i) whether it includes a site within a 'sensitive' location; or (ii) whether it exceeds the threshold(s) set out in the particular category of development- - in this case 0.5ha. On the first issue, the site is neither within, nor does it include, any 'sensitive' location, such as a Site of Special Scientific Interest (SSSI), Scheduled Ancient Monument (SAM), National Park, Area of Outstanding Natural Beauty, or nature conservation site. On the second issue the site marginally exceeds the relevant threshold.
32. It is necessary, therefore, to consider whether the development will give rise to 'significant environmental impacts' by reason of its nature, size, and location. The relevant Circular provides examples (Annex A), which suggests that for 'urban development projects' particular consideration should be given to traffic, emissions and noise. It states that an EIA is more likely to be required on greenfield land if the scheme extends to more than 5ha; provides for more than 10,000m² of new commercial floorspace; or exceeds 1000 dwellings.
33. The CPA has the advantage of responses to consultations on the application and other pre-application investigations that were carried out. It has already been established that there are no significant issues relating to archaeological or ecological matters, adverse ground conditions or landscape impact, protected species of flora and fauna. Subject to relevant mitigation, there does not appear to be any adverse impact on the water environment, land drainage, and ecology/nature conservation.
34. The amount of traffic generated by the new development would appear to be marginal, albeit there might be short periods at both ends of the School day when there will be a concentration of journeys to and from the site. The County Highways Authority has no objection to the proposal, subject to specific requirements for on-site servicing and parking facilities and minor improvements to the local highway network.

Planning Policy

National and Regional Policy

35. The relevant policies in this instance are set out in Planning Policy Statement 1 (PPS1) (Delivering Sustainable Development); Planning Policy Statement 7 (PPS7) (Sustainable Development in Rural Areas); and Planning Policy Statement 13 (PPG13) Transport. The Regional Spatial Strategy for the East Midlands (RSS8) sets out the strategic background, in place of the former Structure Plan, whilst the Melton Local Plan contains the (saved) local policies for the area.
36. Planning Policy Statement 1 (PPS 1) (Delivering Sustainable Development) sets out the Government's aims for providing sustainable development through the planning system. These include (inter alia):

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- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
 - ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community;
 - providing access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car.
37. Planning Policy Statement 7 (PPS 7) (Sustainable Development in Rural Areas) states that development in rural areas should be well-related to existing centres, especially those which can provide for a range of services and facilities that meet the needs of the local community and surrounding area. Priority should be given to the re-use of previously developed (brownfield sites) in preference to the development of greenfield sites.
38. Planning Policy Guidance Note 13 (Transport) sets out the Government's intentions to secure an integrated land use-transportation policy that reduces the growth in use of the private car and encourages alternative means of transport. New development should be located where it can promote accessibility to jobs and community facilities/services by public transport, walking and cycling.
39. Regional Spatial Strategy for the East Midlands (RSS8) was agreed in March 2005 and sets out the regional guidance for development in the East Midlands and applies the general principles for sustainable development as set out in national guidance. Most new development should be directed to locations in the following priority order (*Policy 2*);
- (a) previously developed sites and buildings within urban areas that are or will be well served by public transport;
 - (b) other suitable locations within urban areas;
 - (c) suitable sites in locations adjoining urban areas, which are or will be well served by public transport, particularly previously developed land; and
 - (d) Suitable sites in locations outside of (that is not adjoining) urban areas, which are or will be well served by public transport, particularly previously developed land.

Local Plan Policies

40. The adopted Melton Local Plan (1999) provides the detailed framework for the control of development in the area including the application site. Whilst this Plan covered the period to 2006 and will be superseded by the Local Development Framework in due course, many of the policies have been 'saved' as interim measures. The northern portion of the High School site (including the location of the proposed new building) is included within the 'limits of development' for Bottesford in the adopted Plan. The remainder of the site (i.e. the playing fields) are outside the defined limits, and in an area where Policy OS2 seeks to restrict new development in the 'countryside' to that which is essential.

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41. *Policy OS1* of the Local Plan states that planning permission will only be granted for development with the town and village envelopes where (inter alia):
- (i) the form, character and appearance are not adversely affected;
 - (ii) the form, size, scale, mass, materials and architectural detailing of the development is in keeping with the character of the locality;
 - (iii) it would not cause loss of amenity;
 - (iv) it would not significantly have an adverse effect on open areas including historic built environment; building structure of local importance; and
 - (v) satisfactory access and parking provision is made available.
42. *Policy T2* states that planning permission will not be granted for development unless sufficient parking provision has been made for off-street parking and turning facilities to ensure that the development would not endanger highway safety and would not generate on-street parking to the detriment of visual amenity. *Policy T6* relates to the provision of safe pedestrian and cycle routes in new development proposals.
43. *Policy CF1* of the Local Plan states that planning permission normally will be granted for new education facilities on land used for education purposes, subject to satisfactory siting, design, parking, access and amenity considerations.

Local Development Framework

44. Melton Borough Council published its Core Strategy (Preferred Options) in January 2008, and the consultation period has expired (March 2008). This document has limited material 'weight' until it has progressed through the plan process.
45. The Borough Council has included a settlement hierarchy for its whole area, with 3 categories of villages. Bottesford is identified as a Category 1 – Rural Centre, given its wide range of local community facilities and regular public transport, providing for a reasonably sustainable community. The Borough Council has also prepared draft settlement limits for the towns and villages within the Borough. The limits of development on the draft map for Bottesford remain unchanged in the proximity of the Belvoir High School.

Other Considerations

46. The 2nd Leicestershire Local Transport Plan (LTP) (2006-2011) sets out the traffic strategy for the area, emphasising travel by sustainable modes. The LTP includes strategies to promote smarter choices through initiating school travel plans and the safe routes to school programme. Examples of school travel plans include 20mph zones, better walking and cycling routes and reviewing bus services. The LTP refers to development proposals for Belvoir High School, and the extension of the age range of pupils that provides a solution to existing problems for pupils over 14 years having to travel substantial distance to Melton Mowbray.

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Consultations

Melton Borough Council - Planning

47. No objections to the proposal and welcomes the additional parking spaces, as parking has become a problem on Barkestone Lane

Bottesford Parish Council

48. Whilst there is no objection to the additional accommodation at the school, concerns have been expressed on the application (as originally submitted), relating to the additional traffic that would be generated. It is suggested that consideration be given to alternative vehicular access for school traffic, in consultation with the Highway Authority.
49. On receipt of the supplementary transport assessment, the Parish Council considers that further progress on this proposal should be postponed, until traffic problems through the village to Barkestone Lane have been resolved. It is suggested that buses servicing the site (together with the adjacent primary school) should be allowed access to/from Barkestone Lane directly off the A52.

Highway Authority

50. On receipt of the transport assessment, including modification to the access and improved footway and on-street parking facilities, it is considered that the proposal would be acceptable in highway safety terms. It is recommended that a number of conditions be attached to any consent, relating to the off-site highway improvements, car parking provision, bus parking facilities, arrangements for construction traffic and a school travel plan.

Environment Agency

51. No objection, subject to conditions relating to the finished floor level of the building and construction materials. It is also required that a detailed scheme for provision of floodplain compensation be submitted and approved, to ensure that no net reduction in storage capacity of the floodplain occurs. Similarly, a scheme for surface water run-off limitation is required, incorporating sustainable drainage principles.

Severn Trent Water

52. No objections subject to a condition relating to the disposal of surface and foul water drainage.

Archaeological advice

53. An archaeological desk-based study has been conducted and the application site is unlikely to have any significant archaeological potential.

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Ecological advice

54. There is no evidence of protected species on the site, which has minimal ecological value. In accordance with the recommendation in the ecological report, a watching brief should be maintained throughout the development, and any necessary mitigation works undertaken if necessary. It is recommended that all new planted material be common and native to the area, taken from local stock.

Publicity

55. The proposal has been advertised by site notices posted on the 20th February 2008. Individual neighbour letters have been delivered to the immediate residential properties in Bakestone Lane, Lime Grove, Walnut Close, Hoopers Close, School View, Vine Close, Howitts Road and Belvoir Avenue. Further publicity of the supplementary Transport Assessment and submitted highway improvements to Barkestone Lane was carried out on 3rd April 2008, in the same manner.

Representations

56. A number of letters have been received from the occupant of No 2 Lime Grove, on behalf of the 'Bottesford Residents Group', and representing the views of six residents in the village (3 properties in Lime Grove; one in Belvoir Road; one in Chestnut Close). At the writer's request, these representations are made available to Members of the Board (See Appendix B).
57. Objections to the original submission include the following:
- In the short term, inadequate account of the routes for contractors' traffic;
 - Inadequate account the routes taken by all other traffic to/from the High School;
 - Inadequate evidence of the impact on the health and safety of residents and pupils, arising from the 'huge increase in traffic (noise, air pollution, buses, etc);
 - Inadequate provision for on-site parking for parents' and other visitors' vehicles, leading to street parking;
 - Inadequate consultation with residents of dwellings off Barkestone Lane;
58. Whilst the educational benefits are welcomed, it is asserted that the associated increase in traffic will impose a strain on road access through the village and add to 'severe congestion' on Barkestone Lane.
59. Following the submission of the supplementary transport assessment (TA), further representations have been received from the same 'group', confirming no specific objections to the extended school per se, but re-iterating concerns about the additional traffic in Bottesford, with resultant air/noise pollution, health and safety, and road congestion.
60. The correspondence complains about lack of consultation between the authors of the TA and local residents, who perceive the 'reality of the situation'. The design

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and access statement accompanying the application is considered inadequate for this reason. It also complains about the (original) length of time in which to absorb the contents of the TA.

61. The crux of the objections relate to 'severe traffic problems' in the centre of Bottesford, associated pollution, and the failure to identify alternative routes for vehicles to/from the High School. Reference is made to parental parking on Barkestone Lane and lack of designated facilities. It is considered that the TA should address future 6th Form and primary school extensions. The overall increase in traffic generation conflicts with policy objectives to reduce the need to travel by car.
62. The 'Residents' Group' is of the opinion that the TA is flawed and should address the whole of Bottesford. It is suggested that all traffic to/from the High School should access the site via the A52 Bottesford Bypass (southern end of Barkestone Lane).
63. To date, 12 letters of support for the proposal have been received from residents and parents of pupils (including several from villages within the catchment area). These letters offer the following reasons for supporting the application:
- Any objections to the development on traffic grounds should have been put forward (e.g. by the Parish Council) at an earlier stage. There seems to be no concerns about the additional traffic in the village from recent growth;
 - The reorganisation of education provision is well overdue and the proposed work is essential and vital;
 - Belvoir High School would become an even greater asset to the local community and the Vale,
 - The development has much wider than local interest;
 - Apart from local children who walk to school and 'a handful' of parents in cars, the only extra traffic to the site would be additional school buses (i.e. minimal);
 - Opposition to the proposal is misguided, as the actual number of additional pupils and traffic will be marginal;
 - The staff, parents and pupils have put years of effort into the education programme and the vast majority of people support the scheme;
 - The new buildings will be a vast improvement on current accommodation;
 - As a Rural Centre, Bottesford is the ideal place for such a school
64. A separate letter of support has been received from the Headteacher of Belvoir High School, which emphasises the importance of the re-organisation of education in the Vale and the benefits for the local community. Existing 15-16yrs secondary education at Melton Mowbray is some 30km away. There is said to be overwhelming support for the expansion of the High School, following widespread consultation with parents over many years. The project is now one of a small number of initiatives to receive DfES funding.
65. It is suggested that the environmental impact of the development would be negligible, if not beneficial, because it overcomes the necessity to transport the majority of older secondary pupils some considerable distance to Melton

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Mowbray (King Edward VII). There would be overall savings in travel patterns. The proposed building has been carefully designed and the Board are invited to support the planning application.

66. The Headteacher of Redmile C of E Primary School has also written in support of the application, drawing attentions to:
- the benefits to all the Vale pupils, which should far outweigh all other considerations;
 - the fact that the 8 schools in the Vale have campaigned for many years to see through the intended re-organisation of education provision;
 - the enormous efforts and preparations already made in all these schools, in terms of expenditure and arrangements, to introduce the re-structuring of Year groups by September 2008.
67. It is suggested that the additional traffic arising at Belvoir High School will be minimal, given that there would be only one extra year group overall.

Assessment of Proposal

68. This proposal, like any other application, must be determined in accordance with the development plan, unless other material considerations indicate otherwise. In reaching a decision, it will be necessary to take account of current relevant Government guidance, relevant statutory or non-statutory policies and make a careful assessment of the issues involved. If any of these issues give rise to harm, it is necessary to consider whether such harm is offset by other relevant considerations (i.e. the *weight* given to each issue), or can be satisfactorily mitigated by conditions.
69. In the light of the above, it is considered that the relevant issues in this case (which are dealt with below) are:
- the relationship to government guidance and development plan policies,
 - the environmental impacts in regard of:
 - (i) landscape and visual impacts;
 - (ii) impact on residential amenity;
 - (iii) traffic impact and highway safety; and
 - (iv) the need for the development and any 'exceptional' circumstances.

Development Plan and Policy

70. In locational terms, the development accords with the general thrust of national policy guidance for the location of community facilities. The existing school is well-placed within a Rural Centre to serve the wider rural area, attached to a relatively large settlement. In the context of PPS1 and PPS7, the development would support existing community facilities in a rural settlement and provide for social well-being.
71. In the context of national (PPG13) and local transportation policies, whilst the development would give rise to a significant % increase in private car journeys (from existing patterns), the *overall* proportion of journeys would be made mainly by alternative means, especially bus journeys. There is significant opportunity for pupils and staff to use pedestrian and cycling modes, being well-placed for Bottesford itself.

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72. The anticipated % of total journeys by private car is relatively low, *and* there would be an overall reduction in school trips in the Melton area, as a result of the re-organisation of education facilities (i.e. year groups). Furthermore, positive improvements could be achieved in the reduction of car journeys by means of a robust travel Plan for the High School (which is being prepared currently).
73. The built development (main extension) would be contained within the defined limits of the settlement, as set out on the existing Local Plan and prospective LDF. Those elements beyond the limits relate solely to 'ground level' facilities within the playing fields area to the south.
74. In terms of the criteria in Policy OS1 of the Local Plan, the development would represent a suitable scale and appearance for the locality, and be carried out using suitable materials. The overall proposals accord with the intentions of Policy CF1 on educational land.

Landscape and Visual Impacts

75. The visual impact of the proposals will be determined by their scale and design, together with any existing or proposed planting. The proposed building is considered to be a good quality design, incorporating features and materials that complement existing development on the site. Indeed, it could be seen as a vast improvement on the character of the original school premises. As mentioned above, the scale of the building is considered appropriate for this site.
76. Whilst some small, immature trees would be lost to the development, existing mature ones would be retained and enhanced by additional planting. The implementation of a landscape scheme, especially along the 'open' aspects of the site (from the countryside perspective), would enhance the overall appearance of the development. In this context, the development meets the objectives of Policy OS1 of the Local Plan.
77. Any intended lighting to the scheme would need to be carefully controlled, so that the impact of light intrusion is contained on this fringe of the village, where the building and other elements would be visible across open land to the south.

Residential amenity

78. Given the location of the new extension building and associated development in relation to residential properties and their intended (restricted) use to enhanced educational purposes, it is considered that the development would have marginal impact on the amenities of local residents. The site is obscured largely from the views of the nearest dwellings off Barkestone Lane. However, the main impact is likely to be from any additional activity in the vicinity (especially movements of people and vehicles along Barkestone Lane – see below), which is concentrated at either end of the 'school day'.

Traffic and highway safety

79. It seems clear that the main concerns about the proposed expansion of Belvoir High School relate to the perceived increase in traffic generation and related environmental implications. From the submitted evidence (Table One), there is

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likely to be a significant % increase in future traffic movements on Barkestone Lane as a result of the development (in the region of an additional one-third). However, the *actual* number of movements would remain acceptable, and well within the capacity of the local highway network.

80. The County Highway Authority (CHA) accepts these findings, but has identified a need for certain improvements to Barkestone Lane, in the vicinity of the High School. These are set out on the supplementary plan and provide for improved turning and access facilities in the Lane, additional footways and new on-street parking bays. These facilities would be improvements over the existing situation, along with new on-site bus turning parking and additional dedicated parking areas. All of these measures are considered to mitigate any adverse impacts on traffic generation and highway safety. The CHA does not appear to have any concerns about traffic in the 'wider' area of Bottesford itself.
81. Opponents to the scheme promote the use of alternative means of vehicular access to the (extended) High School via the A52 Bottesford Bypass, at the southern end of the site. There is already a traffic regulation order that prevents egress from Barkestone Lane, which is effectively a long cul-de-sac. The A52 is a fast stretch of trunk road with limited junctions and turning facilities, in the interests of highway safety; the Highways Agency would contest any proposal to allow turning movements into and out of this 'junction', which would constitute a serious hazard to road safety.
82. The cost implications of such alternative arrangements, including the widening of some 450m of the narrow Lane, would be significant, although such option should not be discounted on cost alone. In this case, there is simply no reasonable justification for such additional highway works, even if they were considered acceptable from a highway safety aspect (which clearly they are not).

Need

83. In the context of the overall re-structuring of education in the Vale, there is an unquestionable need for the proposed development. This fact appears to be acknowledged by opponents to the planning application as submitted and, of course, the proven need does not mean that proper 'weight' should be given to the various impacts of the development. However, in this case the suitability of the development does not depend on an 'overriding' need, because it accords with the fundamental policy objectives and is acceptable on planning grounds.

Conclusions

84. The development is acceptable in principle, in the context of the relevant settlement and environmental policies of the development plan. The scale and design of the proposed development would not detract from the character and appearance of the locality, subject to the sympathetic use of external materials. There would be no significant impacts on amenities of residential properties.
85. In terms of transportation objectives, the development offers appropriate opportunities for the use of alternative means of travel, especially dedicated bus

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travel. Subject to the submitted improvements to Barkestone Lane in the vicinity of the application site, there appears to be adequate capacity on the local highway network to accommodate any additional traffic generation arising from the proposals. As such, the development would not have a material adverse impact on the safety of highway users.

Recommendation

- A. Permit, subject to the conditions as set out in the Appendix A.
- B. To endorse, as required by the Town and Country Planning (General Development Procedure) Order 1995 (as amended) a summary of the:
 - (i) Policies and proposals in the development plan which are relevant to the decision, as follows:

This application has been determined in accordance with the Town and Country Planning Acts, and in the context of the Government's current planning policy guidance and the relevant circulars, together with the relevant Development Plan policies, including the following, and those referred to under the specific conditions, as set out in the appendix:

Melton Local Plan (1999):
Policies OS1; OS2; T2; T6 AND CF1

- (ii) Reasons for the grant of planning permission are set out in the conclusions above.

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Permit, subject to the following conditions:

1. The development hereby permitted shall be begun within three years from the date of this permission.
2. This consent relates to the application as amended by revised plan no. 2008/0158A/06 (A040894/001/Rev B) dated 15/04/2008, submitted with and forming part of the planning permission.
3. A written schedule of the materials and colours to be used externally in the construction of the proposed development shall be deposited with and approved in writing by the Director of Community Services before development commences.

Landscaping and trees

4. Before the development authorised by the permission is commenced including site works of any kind, a detailed landscaping scheme showing the treatment of all parts of the site (to remain unbuilt upon) shall be submitted to and agreed in writing by the Director of Community Services. The scheme shall include details of:
 - (i) the position and spread of all existing trees, shrubs and hedges to be retained or removed;
 - (ii) new tree and shrub planting, including plant type, size, quantities and locations;
 - (iii) means of planting, staking and tying of trees, including tree guards;
 - (iv) other surface treatments;
 - (v) fencing and boundary treatments;
 - (vi) any changes in levels;
 - (vii) the position and depth of services and/or drainage runs which may affect root trees.
 - (viii) the provision to be made for the protection of existing trees on the site.
5. The approved landscape scheme shall be carried out in accordance with a programme of implementation to be first agreed in writing by the Director of Community Services. All planted material shall be suitably maintained and replaced as necessary by the applicant(s) or owners of the land at the time for a period of not less than 10 years from the date of planting.
6. Before the development hereby permitted is commenced, including site works of any kind, existing trees, shrubs or hedges to be retained under the provisions of condition no 4 above shall be protected by fences erected at a distance equivalent to not less than the existing spread of the branches from the trunk, in accordance with details to be agreed by the Director of Community Services. No materials whatsoever shall be stored, rubbish dumped, fires lit or buildings erected within these fences; no changes in ground level shall be made within the spread of any tree, shrub or hedge without the previous written consent of the Director of Community Services. If any trenches for services are required in the fenced off area(s), they/it shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 5 cms. or more shall be left unsevered.

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7. Details of siting, design and appearance of all fencing to be erected on the site shall be submitted to and agreed by the Director of Community Services before development commences

Lighting

8. Details of the siting, design, luminance, direction of light distribution and the shielding of all means of external lighting shall be submitted to and agreed by the Director of Community Services before any such provision is made within the development.

Transportation and Access

9. The proposed development hereby permitted shall not be brought into use until such time as the proposed access alterations and highway improvement works shown on revised plan no. 2008/0158A/06 (A040894/001/Rev B) dated 15/04/2008 have been completed to the written satisfaction of the Director of Community Services, in consultation with the County Highways Authority.
10. The proposed development hereby permitted shall not be brought into use until such time as bus parking provision has been made available within the cartilage of the site, in accordance with details that shall first be submitted to and agreed in writing by the Director of Community Services, in consultation with the County Highways Authority.
11. The car parking, bus parking, access and servicing facilities indicated on the approved plans shall be suitably hard surfaced and marked out to the satisfaction of the Director of Community Services and made available before the proposed development is brought into use. Thereafter, these areas shall be kept free from obstruction and remain available for such use at all times.
12. No development shall commence until details of secure cycle parking arrangements at the extended school have been submitted to and agreed in writing by the Director of Community Services. The approved cycle parking provision shall be provided prior to the development being first brought into use and shall thereafter be so maintained and remain available for use at all times.
13. The existing footpath/cycle link between the High School campus and Belvoir Avenue shall be retained and remain open for use during the normal school day and community activities.
14. A school travel plan which seeks to reduce the number of car journeys to the school/community centre shall be submitted to and approved in writing by the Director of Community Services and adopted prior to the first occupation of the proposed extensions, or to a timescale as may otherwise be agreed in writing by the Director. The travel plan shall, amongst other things, set out:
 - (a) the details of measures to be adopted;
 - (b) the mechanisms and time scales of implementing those measures;

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- (c) the details of how the travel plan shall be kept under review to achieve continual improvements in the reduction in the number of car journeys to the site. This shall include a monitoring report to be submitted annually, or the anniversary of the approval of the travel plan, to the Director of Community Services, which shall set out:
- (i) details of progress in implementing the plan;
 - (ii) details of any enhancements or additional measures or other amendments to be implemented in the light of the monitoring report; and
 - (iii) details of how failures to implement the measures in the approved travel plan are to be remedied.

Any enhancements, additions or remedies as referred to in (ii) and (iii) above shall have first been approved by the Director of Community Services before being implemented and shall thereafter form part of the approved travel plan

Ecology

15. A watching brief shall be maintained for all protected species during the course of the development. In the event of any protected species being discovered, works shall cease until such time as expert advice has been sought and appropriate mitigation measures put in place, in accordance with details to be first agreed in writing by the Director of Community Services.

Drainage and Flood Risk

16. Before development commences, including site works of any kind, a scheme for the provision of surface water and foul water disposal shall be submitted to and agreed in writing by the Director of Community Services.
17. The details required by condition no. 16 above shall include a scheme for the provision and implementation of a surface water run-off limitation facility. The approved scheme shall incorporate sustainable drainage principles and shall be implemented in accordance with an agreed programme of provision.
18. The finished floor level of the proposed building shall be set at or above a level of 30.47m AOD(N). The building shall be constructed using materials and methods resilient to flood damage, in accordance with the details approved under condition no 3 above.
19. Prior to the commencement of development, a detailed scheme for the provision of floodplain compensation shall be submitted to and approved in writing by the Director of Community Services. The scheme shall ensure that no net reduction to the storage capacity of the floodplain occurs as a result of the development, and shall ensure that the flooding regime in the locality is not negatively affected.

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Limitations on Use

20. Unless first agreed in writing by the Director of Community Services, the development hereby permitted shall only be occupied for purposes in connection with, or ancillary to, educational and community activities on the site and for no other purpose within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any other Order amending or re-enacting that order).

Construction Works

21. Unless otherwise agreed in writing with the Director of Community Services, all site preparation, movement of materials and machinery and construction and demolition works within the site in connection with the approved development, shall only take place between 0730 – 1900 hours (Monday to Friday) and 0800 – 1400hrs on Saturdays. No such activities shall take place at any time on Sundays or Statutory Public or Bank Holidays. There shall not be any work carried out under floodlights on the construction site unless otherwise in writing with the Director of Community Services.
22. Notwithstanding the provisions of condition no 21 above, no deliveries or exportation of materials or plant/machinery shall take place between 0800-0900hrs or 1515-1615 hours on any school day.
23. Before any development commences on site, the developer shall make provision at any access from the site for the wheels of vehicles to be cleaned before leaving the site. Such provision shall be in accordance with details of location and specifications to be first agreed in writing by the Director of Community Services.
24. For the period of construction of the development, vehicle parking facilities shall be provided within the site in accordance with details to be first agreed in writing by the Director of Community Services. All vehicles associated with the development shall be parked within the site.

Reasons

1. To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990, and to enable the County Planning Authority to review the position at the end of this period.
2. For the avoidance of doubt and to ensure a satisfactory form of development in the context of highway and traffic considerations.
3. To ensure a satisfactory appearance and grouping of materials.
(Policy OS1 of the Melton Local Plan)
4. To enhance the development and safeguard the appearance of the locality.
(Policy OS1 of the Melton Local Plan)
5. To ensure that the work is carried out within a reasonable period and is properly maintained.

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6. To ensure that proper steps are taken to safeguard the existing vegetation during the course of construction.
(Policy CF1 of the Melton Local Plan)
7. To enhance the development and to safeguard the appearance of the locality.
8. To ensure the proposed use remains compatible with the surrounding locality and does not give rise to loss of amenity.
(Policy OS1 of the Melton Local Plan)
9. In the interests of highway safety and to ensure satisfactory access facilities & 10 will be available to serve the premises when they are brought into operation and thereafter.
(Policy TR2 of the Melton Local Plan)
11. In the interests of road safety and to ensure that suitable parking and servicing facilities will be available to serve the premises when they are brought into operation.
(Policy OS1 of the Melton Local Plan)
12. To ensure that adequate provision is made for pedestrians and cyclists & 13 using the new development and adjacent community facilities.
(Policy TR6 of the Melton Local Plan)
14. In order to reduce the number of car journeys to the site.
15. To ensure that appropriate measures are taken to protect features of importance to nature conservation, including protected species and their habitats, and reduce ecological impacts of the development.
16. To ensure that provision is made for the satisfactory drainage of the site.
17. To ensure that appropriate measures are included in the surface water drainage facilities to meet sustainable drainage systems (SuDS) objectives.
18. To afford protect against the risk of flooding.
19. To prevent the risk of flooding to surrounding property.
20. To ensure that the use of the premises remains compatible with the existing development in this locality and to enable the County Planning Authority to assess the impact of any alternative or additional uses, particularly on the amenities of the nearest residential properties.
(Policy CF1 of the Melton Local Plan)
21. To minimise the impact of the construction works on the surrounding area, and to minimise the impact on the amenities of nearby residents.
22. In the interests of highway safety and avoid conflicts of movements at times when pupils are arriving at, or departing from, the school premises.

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23. To reduce the possibility of deleterious material being deposited in the highway and becoming a hazard to road users.
24. To ensure that adequate off-street parking provision is made to reduce the possibilities of on-street parking problems in the locality during the construction period.

Notes to applicant:

- (i) All works within the limits of the highway with regard to the access shall be carried out to the satisfaction of the Northern Area Manager (telephone: 01509 622100).
 - (ii) C.B.R. tests should be taken and submitted to the County Council's Area Manager prior to development commencing, in order to ascertain road construction requirements. No works should commence on site without prior notice being given to the area Manager.
 - (iii) Any street furniture or lining that requires relocation or alteration shall be carried out entirely at the expense of the applicant, who should first obtain the separate consent of the Highway Authority.
 - (iv) All new planted material should be commonly found in the vicinity and taken from local stock.
 - (v) The Environment Agency should be consulted in connection with the requirements of condition nos. 18 and 19 above (please contact Jon Vann on 0155 8463653).
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2008/0158/06 (2008/L209/06) - continued

**OBJECTION BY RESIDENTS OF BOTTESFORD TO
LEICESTERSHIRE COUNTY COUNCIL'S PLANNING
APPLICATION FOR BELVOIR HIGH SCHOOL**
Council Identity Number 2008/L209/06

BASIS AND TERMS OF OBJECTION.

Short Term Issues.

The above Objection is based on the fact that the County Council has not taken into consideration the routes which the Contractors' traffic will take during the build period.

Long Term Issues.

The County Council has not taken into account the routes to be taken by other traffic whose destination or starting point is the Belvoir School, namely, school buses, staff cars, administrative staff cars, parents' cars, service vehicles or any other vehicles which may have occasion to visit the school officially or unofficially.

The County Council has not commissioned a professional report into the Health and Safety of the residents and school children in Bottesford or the impact on the village arising from the huge increase in traffic with resultant noise and air pollution which would be exacerbated by additional buses and other vehicles.

The County Council has not made clear the provision required for the parking of vehicles on site to avoid street parking outside residential houses i.e. Parents' and other visitors' vehicles to the site.

The County Council has not consulted adequately on the scheme as the vast majority of houses on the Lime Grove and Walnut estates have not received a copy of the Notification of Planning Application. All these houses have to use Barkeston Lane to arrive at the Bottesford High Street.

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The above aspects are considered essential to any satisfactory and acceptable planning extensions and should also apply to the impact which the Primary School Extensions and the proposed 6th Form would make.

Whilst the academic benefits to the local children are most welcome and have general support from the community, the associated increase in traffic will impose a strain on road access through the village and the Barkestone Lane residential area which are already experiencing severe traffic congestion, air and noise pollution problems.

The following residents of Bottesford are responsible for this Objection and wish to speak at the Meeting of the Development Control and Regulatory Board on the 17th April, 2008.

Councillor Miss C. Morton 4 Chestnut Close, Bottesford. NG13 ODP (Bottesford Parish Council)
Mr. N.M. Baird 2 Lime Grove, Bottesford, NG 13 OBH
Mrs. A. Smith, 22 Lime Grove, Bottesford NG.13 OBH
Mr. M. Smith, ditto
Mr. C. Love, Arnold House, Belvoir Road, Bottesford NG 13 OBG
Mr. H. Matthews 24 Lime Grove, Bottesford NG 13 OBH

Notes for information of Councillors.

The basis for the Objection was discussed with the Project Co-ordinator for the scheme in August 2007 and a number of times since that date and again as late as six week ago at an Open Day to discuss the scheme. It was impressed upon the Project Co-ordinator that the scheme would be unacceptable unless the points made in the Objection were addressed and an offer was made to her to meet certain residents to discuss the points and offer solutions.

The Project Co-ordinator stated that she wished to be aware of residents' apprehensions and that these would be taken into account. We are clear that the Project Co-ordinator is

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completely aware of the problems outlined above but are gravely disappointed to learn that an Application will be dealt with on 17th April, 2008, without the Members of the Authority being aware of the basis for this Objection.

The brief outline of the problems is based on the fact that there is a serious problem of noise and air pollution in Bottesford at the present time and an increase of buses from three to six and an increase of staff vehicles from approximately fifty to seventy five without examining alternatives routes is quite unacceptable. We understand unofficially that a professional Traffic Impact Survey may take place but this has not been confirmed. It would appear that such a detailed objective Survey would not be in time for your consideration at the Planning Committee.

We are deeply concerned about this matter in respect of the lack of consultation and the timing of the planning application. We are convinced that the Leicestershire County Council Members have not been made aware of the impact that this Application will have on the health and welfare of the residents of Bottesford and plead that these objections are considered by the Councillors before the planning application is considered.

We are now informed that the Bottesford Parish Council is submitting a separate Objection to this Planning Application.

17th March, 2008

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2 Lime Grove,
Bottesford,
Nottingham.
NG 13 OBH

10th April, 2008.

**SUPPLEMENTARY OBJECTION BY RESIDENTS OF
BOTTESFORD TO LEICESTERSHIRE COUNTY COUNCIL'S
PLANNING APPLICATION FOR BELVOIR HIGH SCHOOL
Council Identity Number 2008/L209/06**

Belvoir High School Extensions.

The Bottesford Residents' Group wishes to reiterate that they have no specific objections to the extension of the Belvoir High School per se. Their concerns centre on the significant additional traffic being brought into Bottesford with the increase in air and noise pollution, health and safety of the children and the exacerbation of the already serious road congestion.

Absence of Local Consultation.

A central complaint regarding the Traffic Assessment Study is the absence of consultation by the authors of the Traffic Assessment Study. No residents or other stakeholders have been contacted to give their views on the recommendations prior to the report being finalised and presented to the County Council.

Close consultation would have given local people the opportunity to contribute towards the solution of problems and enabled them to feel that they have had a stake in their village. Many of the residents have been born here or have spent much of their adult life in the area and are very much aware of the problems besetting their environment from a historical as well as a current perspective.

The collection and collation of statistics can often have no relevance to local people who perceive that the reality of the situation bears no resemblance to cold statistics and the administrative decisions which are based on statistics.

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The administrative rules contained in the Leicestershire County Council Planning Guidance Note 3: Design and Access Statements (County Matters and County Council Developments) are quite unequivocal. They state (inter alia) :

“Content

The most important message to convey is that the application is based on a good understanding of the local character and circumstances. Therefore a general process needs to be followed to encompass this objective as set out in the list of objectives below.

Assessment

An examination of the context of the site and the surroundings including:

Physical characteristics – the existing built form, landscape features, topography **and movement routes**;

Social context – **How the site would affect people in the locality**

Economic context – the contribution the development will have on the **local economy** and

Relevant land use policies that effect and shape the development of the site (i.e. land use allocation, **transport**, amenity etc).

Involvement/Consultation

This means clearly showing what groups of people the scheme will be discussed with. This would be likely to encompass:

User Groups; Community Groups; Professionals; Nearby Neighbours

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Evaluation.

The information from the previous two stages should be evaluated to:

Make explicit the constraints informing the scheme;
Identify development options; and

Any conflicting requirements to be resolved

Chosen Scheme

The information collected above will then inform the design of the scheme.. The statement should illustrate how the submitted scheme has evolved, explaining and justifying the chosen solution. **It would illustrate how the proposal is based on an understanding of the circumstances that affect the application site and not written as an afterthought."**

It is therefore with some considerable unease to note that there has been no consultation with the local people on the anticipated traffic problems.

Traffic Assessment Study dated 1st April, 2008.

The Bottesford Residents' Group has already submitted an Objection dated 17th March, 2008, to the above Planning Application. The Group recognised that an independent Traffic Impact Study was required and referred to this in the original Objection.

The Traffic Assessment Study in support of the Application (not an independent Report) dated 1st April, 2008, was delivered by hand to each member of the Group on the 3rd April, 2008, under cover of a letter dted 3rd April, 2008, from the Leicestershire County Council, Environment and Heritage Services.

As the Report contains over 83 pages, the Group wishes to record the unreasonableness of the time allotted to them to deal with this Report.

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As other Reports on this Application have been filed to the Planning Authority in ample time e.g. on Wildlife, Flooding and Archaeology, why was the important aspect of Traffic Assessment not submitted to the Planning Authority and interested parties until such a late stage?

Traffic Problems in Bottesford.

There are already severe traffic problems in the centre of Bottesford particularly at peak periods. These include traffic jams, parked vehicles and the consequent air and noise pollution. The vehicle travel routes to the Belvoir High School are through the main streets of the village and then into Barkestone Lane.

1. The Travel Assessment Report does not address these existing problems and in fact exacerbates these by recommending that the additional traffic envisaged by the extensions planned at the School should follow the same routes.

The Residents' Group strongly disagree with this finding.

2. The Report does not address the possibilities for finding alternative routes for traffic to reach the School.

The residents deeply regret this serious omission as consultation with the local community would have indicated a number of possibilities for discussion and costing.

3. The Report indicates that at the present time there are 70 staff and that this will rise to 90. This indicates that there could be an increase of 20 additional staff cars. At present, there are six buses which are estimated to rise to ten. The totals amount to 90 cars and 10 buses. The Report states that this increase will not exacerbate the traffic problem in Bottesford.

The Residents' Group is of the opinion that such an increase will significantly exacerbate the present traffic problem and health risks.

4. The Travel Assessment Report also does not deal with the serious parking of vehicles on Barkestone Lane by parents delivering children or service vehicles. As there is no designated parking for these vehicles at present or planned, the parents or other drivers cannot be blamed for this problem.

The Residents' Group considers this a serious omission.

5. The Report also ignores (a) the proposed 6th Form at the High School and (b) the extensions to the Primary School with the consequent increase of traffic that these will entail.

The Residents' Group consider that it is essential that these Proposals are planned for at this stage and not left until the present extensions are completed.

6. The Report grossly underestimates the number of vehicles arriving at the school. It states that the number of diesel buses arriving at school at the present time is six. By the Report's own figures for the increase in school pupils (412 to 600) they omit to mention that the true increase in buses will be in the region of nine or ten.

7. The Residents' Group strongly disagree with the following paragraphs within the Traffic Assessment Report:

8.3 The Traffic Assessment Reports states that the existing main access should be Barkestone Lane. The Residents' Group consider that it is imperative that the Belvoir High School should be accessed from the A 52 at the top of Barkestone Lane and not from Bottesford High Street.

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8.4. The Residents' Group is firmly of the view that the proposed increase in car parking is woefully inadequate and does not take into account the reality of the number of cars and other vehicles arriving at the school or future needs.

8.5. The Residents' Group concludes that the conclusion in the Report is risible as the number of vehicles are being significantly increased whereas the main thrust of national, regional and local transport policies relate to sustainable travel modes and reducing the need to travel by car.

8.7. The Residents' Group have no knowledge of a "Highways Impact Report" When was such a Report assessed and by whom? The Residents' Group would be interested to have details of this.

Conclusion

In conclusion, the Residents' Group is of the opinion that the Report is flawed for reasons set out above and should not be received and implemented without an independent, objective Traffic Impact Report encapsulating the whole of the Bottesford traffic problems including the planned development of the proposed 6th Form at Belvoir High School and the expansion of the Primary School. Towards this end, there should be a meaningful public consultation in line with the Leicestershire County Council Guidance Note 3 – Design and Access Statements.

It is hoped that the Leicestershire County Council will accept the Objections outlined above and we respectfully suggest that no action be taken on the main Planning Application until the local problems of Bottesford traffic are addressed.

Yours faithfully,

N.M. Baird
on behalf of the Bottesford Residents' Group.

To: All Members of the Development Control and Regulatory Board of the Leicestershire County Council.

DEVELOPMENT CONTROL AND REGULATORY BOARD

The considerations set out below apply to all preceding applications.

EQUAL OPPORTUNITIES IMPLICATIONS

Unless otherwise stated in the report there are no discernible equal opportunities implications.

IMPLICATIONS FOR DISABLED PERSONS

On all educational proposals the Director of Children's Services and the Director of Resources will be informed as follows:

Note to Applicant Department

Your attention is drawn to the provisions of the Chronically Sick and Disabled Person's Act 1970, the Design Note 18 "Access for the Disabled People to Educational Buildings" 1984 and to the Disability Discrimination Act 1995. You are advised to contact the County Council's Assistant Personnel Officer (Disabled People) if you require further advice on this aspect of the proposal.

COMMUNITY SAFETY IMPLICATIONS

Section 17 of the Crime and Disorder Act 1998 places a very broad duty on all local authorities "to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all reasonably can to prevent, crime and disorder in its area". Unless otherwise stated in the report, there are no discernible implications for crime reduction or community safety.

BACKGROUND PAPERS

Unless otherwise stated in the report the background papers used in the preparation of this report are available on the relevant planning application files.

SECTION 38(6) OF PLANNING AND COMPULSORY PURCHASE ACT 2004

Members are reminded that Section 38(6) of the 2004 Act requires that:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Any relevant provisions of the development plan (i.e. the Regional Spatial Strategy, Structure Plan or any approved Local Plans) are identified in the individual reports.

The circumstances in which the Board is required to "have regard" to the development plan are given in the Town and Country Planning Act 1990:

Section 70(2)	:	determination of applications;
Section 77(4)	:	called-in applications (applying s. 70);
Section 79(4)	:	planning appeals (applying s. 70);
Section 81(3)	:	provisions relating to compensation directions by Secretary of State (this section is repealed by the Planning and Compensation Act 1991);
Section 91(2)	:	power to vary period in statutory condition requiring development to be begun;
Section 92(6)	:	power to vary applicable period for outline planning permission;
Section 97(2)	:	revocation or modification of planning permission;
Section 102(1)	:	discontinuance orders;
Section 172(1)	:	enforcement notices;
Section 177(2)	:	Secretary of State's power to grant planning permission on enforcement appeal;
Section 226(2)	:	compulsory acquisition of land for planning purposes;
Section 294(3)	:	special enforcement notices in relation to Crown land;
Sched. 9 para (1)	:	minerals discontinuance orders.