

REPORT FOR WESTERN AREA PLANNING COMMITTEE**Report No.**

Date of Meeting	11 May 2022
Application Number	PL/2021/06702
Site Address	Forest and Sandridge C Of E Voluntary aided primary school, Cranesbill Road, Melksham, SN12 7GN
Proposal	The works include an extension to the existing 2 form entry primary school to provide 4 additional classrooms, a new studio space, 2 No. additional group rooms, additional WCs and storage. There are also internal works to the existing nursery space to enable a new reception classroom to be formed. The existing car park is also expanded to respond to an increase in staff numbers.
Applicant	The White Horse Federation
Town/Parish Council	Melksham Town Council
Electoral Division	Melksham East Cllr Sankey
Grid Ref	391997, 163756
Type of application	Full Planning
Case Officer	Steven Sims

Reason for the application being considered by Committee

Councillor Sankey requested the application be called-in for the elected members of the western area planning committee to determine should officers be minded to approve planning permission for the above proposed development citing the following concerns:

- Environmental/highway impacts
- Car parking
- Overdevelopment of the site

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application should be approved.

2. Report Summary

The key issues for consideration are:

- The principle of development
- Impact on the character and appearance of the area
- Impact on the amenity of neighbouring residents
- Highways/parking issues
- Ecology issues
- Drainage issues
- Other issues

3. Site Description

Forest and Sandridge Church of England Primary School is located within the town limits of Melksham on its eastern outskirts. The site lies in a mainly residential area with access

via Cranesbill Road to the south. There is also a pedestrian access from Snarnton Lane to the north. Residential properties fronting Snarnton Lane are sited to the north of the school and residential properties fronting Cranebill Road are located to the south. The school playing fields are located to the west of the school building and beyond the school grounds to the east, lies the main highway known as Eastern Way – all of which can be clearly seen in the below location insert.



Aerial view of the site and surrounding area above and site location plan below



The school occupies a site of about 2.2 hectares and in addition to the single storey school building, it has playing fields (to the west) and a car park (to the south west), which are easily identifiable in the previous inserts. The existing school building is of steel frame construction, with a mix of facing brick and rendered blockwork walls with a pitched, profiled metal roof. The roof is split into segments with two separate pitched roofs meeting at a central corridor. This corridor includes high level windows. 2m high fencing defines the school boundary along with some low-level shrubbery along the northern boundary. The school accommodates approximately 420 pupils, and the existing car park has space for 49 cars including 2 disabled spaces and 2 motorcycle spaces.



Existing building gable, location for new extension.

4. Planning History

W/13/00489/REM – Construction of a new dual-use two form entry Primary School, with associated access and landscaping – Approved

W/04/01895/OUTES – Comprehensive mixed use urban extension comprising residential development of 670 dwellings and associated ancillary facilities and works including local centre, primary school, sports and recreation facilities and distributor road – Approved

5. The Proposal

The application seeks full planning permission for the erection of a single storey classroom block to provide 4 additional classrooms, a new studio space, 2 additional group rooms, additional WCs and storage. The scheme would provide additional space for 120 pupils taking the school roll to 540. Staff numbers would increase from the current 41 Full Time Equivalents (FTE) to 49 FTE, and 6 additional car parking spaces are proposed

The scheme also includes some minor alterations to the western elevation where a window would replace a doorway and various internal works to the existing nursery space to enable a new reception classroom to be formed.

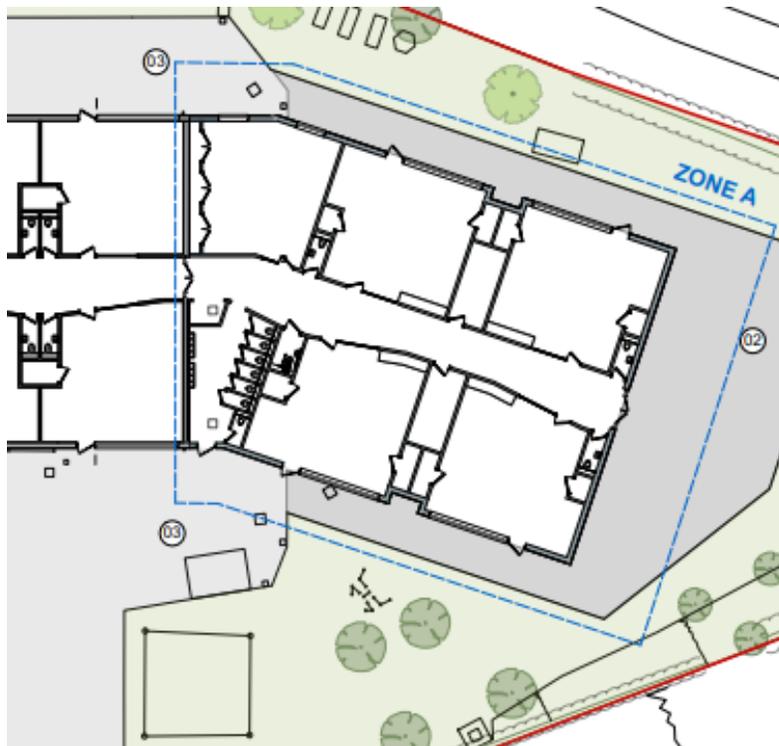
The height of the proposed extension would be 5.3 metres overall with 3.6 metres to the eaves and the development would have a gently sloping roof as seen in the elevation drawing below. The height would match the existing lower-level standing seam roof of the main building as illustrated in the proposed elevation plan inserts reproduced below. The length of the extension would be approximately 31 metres while the width would be about 20.6 metres. Materials to be used on the external facades would match the existing building i.e. red brick and standing seam pitched roofing. The high-level windows included within the main existing school, has not been replicated in the design of the extension.

The school is a 2-form entry school accommodating approximately 420 pupils. The proposed extension is required in order to allow the school to accommodate and meet the demand for additional school places in the Melksham area. The extension would allow the school to take an additional 120 pupils over the next few years.





Above and Below: The proposed floor plans detailing the extent of the extension to the east of the main building and additional parking to the west of the existing car park



Close up of the proposed floor plan east elevation extension to the main school building



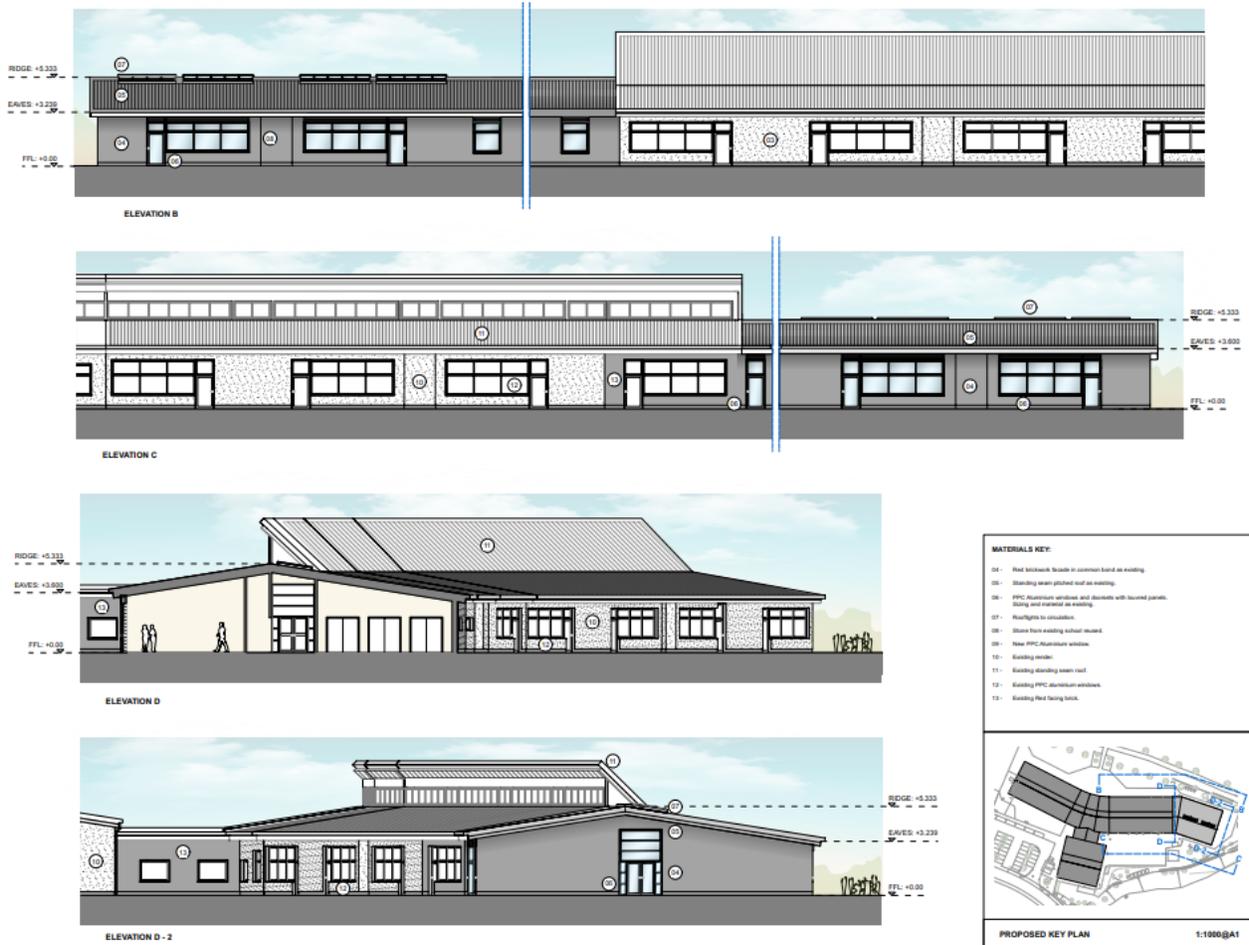
Existing eastern elevation of main building



Proposed additional parking area to south west of main building



Photograph of access with new parking area to the right of the gates



Proposed elevations

6. Local Planning Policy

Wiltshire Core Strategy (WCS) - Relevant policies include: Core Policy 1: Settlement Strategy; Core Policy 2: Delivery Strategy; Core Policy 3: Infrastructure requirements; Core Policy 15: Spatial Strategy – Melksham Community Area; Core Policy 41: Sustainable construction and low-carbon energy; Core Policy 50: Biodiversity and Geodiversity; Core Policy 51: Landscape; Core Policy 57: Ensuring high quality design and place shaping; Core Policy 60: Sustainable Transport; Core Policy 61: Transport and Development; Core Policy 64: Demand Management; Core Policy 67: Flood risk

National Planning Policy Framework 2021 (The Framework)

Other

Planning Practice Guidance (PPG)

Wiltshire Local Transport Plan 2011-2026

Wiltshire Local Transport Plan 2011-2026: Cycling Strategy

Made Joint Melksham Neighborhood Plan 2020-2026

7. Summary of consultation responses

Melksham Town Council: Objects for the following reasons:

- *the existing road infrastructure cannot cope with the existing traffic volumes at peak school times.*
- *the proposal indicates an increase of around 120 children at the school which would lead to a likely increase of 40-60 cars at school pick up and drop off times.*

Should Wiltshire Council approve the application it is requested that the following steps are taken in mitigation:

- *consider the installation of a proper crossing point where the northern pedestrian exit from the school joins Snarlton Lane, opposite Nightingale Close. The lack of a crossing point is a major issue, exacerbated by the use of Snarlton Lane as a drop off point as a COVID-19 mitigation measure during the recent pandemic. This established pattern of behaviour amongst parents remains.*
- *provide a vehicular access from Eastern Way in order to mitigate congestion of the existing road infrastructure.*
- *build up to second storey level, rather than building out at ground level, which would mitigate the loss of green space.*

Wiltshire Council Highways Officer: No objection subject to conditions. Also advised as follows:

“I note the submission of the revised Transport Statement and the additional School Travel Plan (STP). The STP is welcomed and I understand that the Council’s School Travel Plan Advisor has been involved in the process, which has included a travel survey of existing pupils/parents. The travel survey received a decent return rate of over 45% of

all parents/pupils responding and recorded that 76% of parents/pupils walk to school as their most frequent mode of travel. As the survey was undertaken in November, there is further scope for an increase in walking trips during warmer months and the STP targets a 10% overall reduction car trips through the travel plan measures. As a result, the STP reports that the proposed extension would now be likely to create an increase of around 23 (AM) and 21 (PM) trips, which is a significant reduction from that previously reported.

The revisions/additions have not included an increase in on site car parking, however, I note that the survey provided very positive results for the suggested 'walking bus', with over 40% of respondents showing an interest. This could therefore significantly help reduce the amount of parking occurring around the school and I would strongly recommend the school to act on this, through the travel plan process and in liaison with the School Travel Plan Advisor. The school will also be required to regularly provide travel data to the Council upon request of the Council, so that any issues that arise can be addressed in a timely manner.

Whilst some concern remains in respect to the additional trips and parking locally, I am content that the STP process will have a significant impact in helping to address not only the additional trips generated by the proposed extension, but also, the existing problems that exist at the school. On this basis therefore, I am able to recommend that no Highway objection is raised, subject to conditions being attached to any permission granted".

Wiltshire Council Landscape Officer: No objection and requested landscape-based planning conditions on any approval

Wiltshire Council Archaeologist: No objection. There are no archaeological issues that I would wish to raise in this instance.

Wiltshire Council Ecology Officer: No objection subject to conditions

Wiltshire Council Rights of Way Team: No comments

Wiltshire Council Education Team: No comments

Wiltshire Council Drainage Team: No concerns raised

8. Publicity

The application was publicised by individually posted notification letters sent to neighbouring/properties within close proximity of the site. The following comments were received:

- No objection to the design of the extension, however the proposal would lead to highway safety issues/poor parking using yellow lines/kerbs, exacerbated by delivery lorries/vans, yellow lines, poor turning facilities etc
- Children safety issues
- Inadequate parking/infrastructure for school drop offs and pickups.

- This proposal is a short-term measure to address demand for school places without considering the bigger picture of all the housing that is being built in Melksham
- Does not address the underlying problem of demand for primary school places that will only get worse over the coming years across all existing primary schools
- Lack of consultation with regard to changes made to the configuration of school when first constructed
- Local roads are often blocked during the day at drop off and pick up times
- Local residents are routinely inconvenienced by parents dropping off/picking up children
- Extending the school to accommodate a greater number of children and therefore be accessed by a greater number of parents, will result in more cars/vehicles, which will lead to greater dangers to pedestrians and more access/congestion issues for residents.
- The school is completely unwilling to talk to residents about the continuing issues with parents who block access - that are rude and abusive
- The applicant has misled the Council about them consulting with local residents
- Loss of green space used by children
- Disruption during building construction stage
- Drainage issues in relation to the field
- Area of wasteland near the shops should be used as additional parking
- The extension should include Swift nesting bricks

9. Planning Considerations

9.1 The Principle of Development

The proposal is for an extension to the existing Forest and Sandridge C of E primary school located within the settlement limits of Melksham. The school in its current form was approved under application W/13/00489/REM as part of the wider urban extension for 670 dwellings approved under application W/04/01895/OUTES. The proposed extension is required in order for the school to accommodate and meet the increased demand for additional school places in the Melksham area following the recent housing development growth.

The proposed extension (to accommodate 120 children) would enable the school to accommodate an additional 105 pupils over the next few years.

Core Policy 1 of the adopted Wiltshire Core Strategy (WCS) supports the growth of market towns such as Melksham and where necessary the expansion of existing facilities to support growth.

The provision of essential infrastructure that includes additional school floorspace to meet the growing needs of Melksham is supported by the adopted WCS. The remainder of this report appraises the material planning considerations for this proposal.

9.2 Impact on the character and appearance of the area

Core Policy 57 of the WCS requires a high standard of design for all new development which should respond positively to the existing building, townscape and landscape in terms of the building layout, built form, height, mass, scale, building line, plot size, design, materials and streetscape.

The site lies in a mainly residential area with residential properties located to the north and south. The extension would extend off the eastern section of the main school building positioned at a slight angle to the main building and would form 4 additional classrooms.



The proposed extension would be about 5.3m high, 20.6m wide and 31m long (see visual representation of the proposed extension on the following page). The scheme also includes minor alterations to the western entrance to remove a doorway that would be replaced with a window. In addition, alterations are proposed for the existing car park to create 6 additional spaces which is acceptable to planning and highway officers.

The extension would extend into an area of hardstanding and amenity grassland, which from the photograph below, appears to reveal that it is used as sitting out space with picnic tables and is not a sports field or formal play area.

The footprint of the proposed extension would be approximately 638sqm – which officers accept can be accommodated within the school grounds and not appear as overdevelopment of the site school grounds.

The playing fields located to the west of the school would not be materially affected.



View of the proposed location for the new classroom extension looking north/ northeast

As shown below, the design of the proposed extension would match the height of the existing lower main school building's seam roof (excluding the high-level windows which are not incorporated into the new design). In addition, the proposed extension would use materials that would match those of the existing building (i.e., red brick and standing seam metal roof). The fenestration detailing would also match the existing – all of which is considered acceptable to officers, including the proposed alterations to the western elevation and the new car park layout, which is considered compliant with Core Policy 57 of WCS.



Visual representation of the extension

9.3 Impact on the Amenity of Neighbouring Residents

Core Policy 57 of the WCS requires development to have regard to: the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and to ensure that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution.

The site lies within a mainly residential area with vehicle and pedestrian access via Cranesbill Road to the South and pedestrian access from Snarlton Lane to the north. The closest residential properties to the new extension would be those fronting Snarlton Lane (No's 351, 351a and 351b in particular) to the north and these would be approximately 30 metres distant (elevation to elevation). With this separation and in having cognisance of the proposed height of the school extension, officers are satisfied that the development would not have a material detriment to the living conditions of local residents in terms of loss of light or overbearing impacts.

Windows are proposed within the new ground floor extension facing north, however due to the separation distance of 30 metres between elevations, and the boundary treatments to the rear of these properties (consisting of 2-metre-high wooden fences and hedging as shown below), the development would not lead to material harm in terms of loss of privacy or overlooking to adjacent residents.



Photo above is taken from the pedestrian footpath located to the north of the school grounds and to the rear of the properties and gardens fronting Snarlton Lane

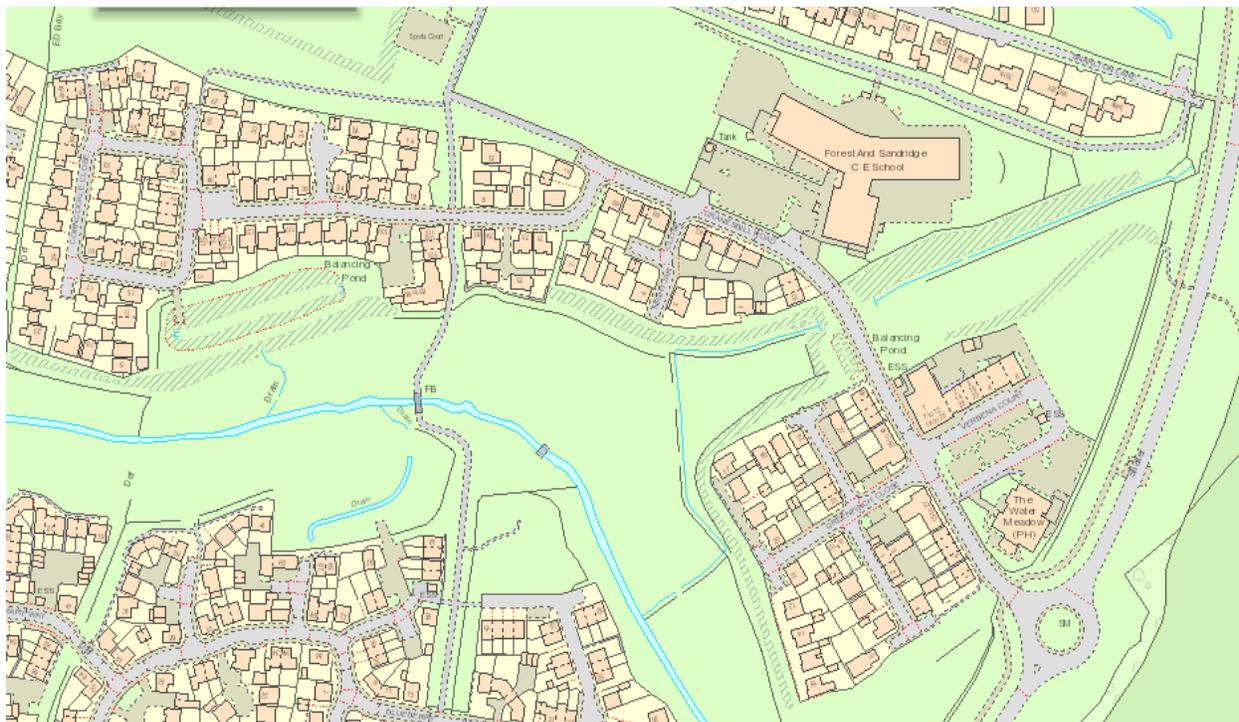
The submitted travel statement advises that the school expansion would lead to approximately an extra 46 two-way vehicle trips in the morning peak hour and 42 in the afternoon. However, as these vehicle journeys would be generated at certain times of the day and school terms with the imposition of planning conditions, the Council's highway officer is satisfied that the proposal would not lead to substantive harm or conflict with

Core Policies 57 and 64 of the WCS, with the latter setting out to manage the demand for parking and sets residential parking standards based on minimum parking standards, which this proposal complies with.

9.4 Highways/Parking Issues

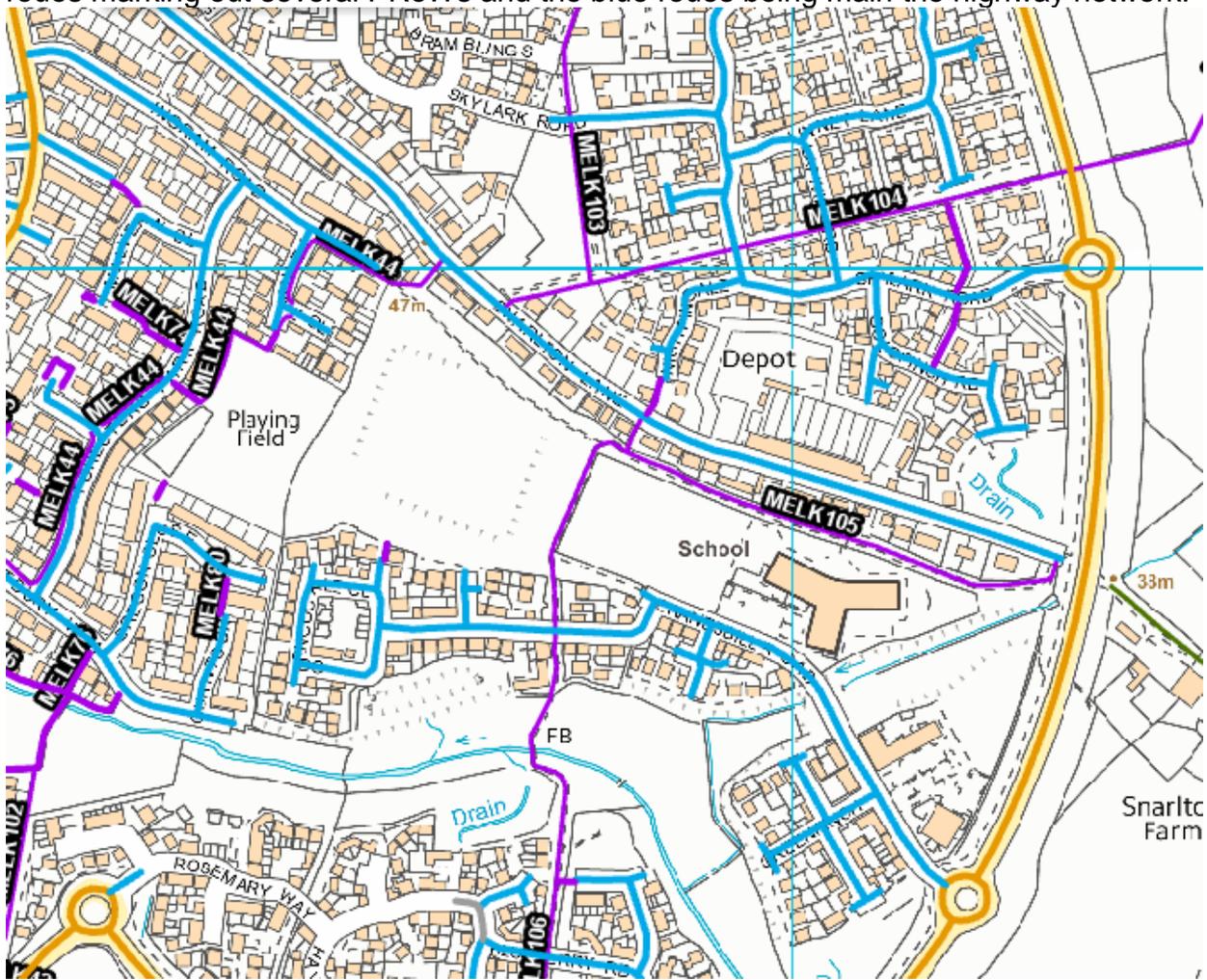
Following on from the previous chapter, it is also important to appreciate that paragraph 110 of the NPPF states that in assessing specific applications for development, it should be ensured that safe and suitable access to a site can be achieved for all users. The Council's highways officer is satisfied that this would continue to be the case for this proposed development. Moreover, paragraph 111 of the NPPF states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

Officers acknowledge that parents dropping off and collecting children are causing levels of inconvenience and traffic congestion for local residents, but the highways officer has not identified substantive harm that would otherwise justify a refusal of planning permission. Paragraph 111 of the NPPF is very categorical and unless the Council can demonstrate unacceptable impacts and severe harm to highway safety and the use of the local road network, the application should not be refused on highway grounds. With the supportive comments from the highways authority any refusal would leave an appeal very difficult to defend and could expose the Council to an award of costs for unreasonable behaviour.



The school site is accessed off Cranesbill Road, which is a no-through road and serves over 100 hundred properties as shown above. Cranesbill Road is accessed via a roundabout off Eastern Way and the road is subject to a 20mph speed limit. Along Cranesbill Road and in the vicinity of the school, there are waiting restrictions in the form of zigzags along the school frontage and single yellow lines elsewhere. The single-yellow lines limits waiting during the hours of 08:30 to 09:30 and 14:45 to 15:45. It is disappointing to read there are parking conflicts, but that is not a matter that should manifestly influence the determination of this application. The school would be bound by a travel plan that would need to be updated annually and the Council's school travel plan officer in the highway's authority has responsibility for the travel plan reviews. It is also important to appreciate that all parking and highway enforcement is a matter for the appropriate authorities, not the planning authority.

In addition to walking along the adopted footpath network there are several PRow that could be used by parents and children as the following insert illustrates, with the purple routes marking out several PRow and the blue routes being main the highway network:



In addition, the nearest bus stop to the school site is located to the east along Eastern Way, which is a short walk of some 250m from the school entrance, which offers people an alternative to relying on private motor vehicles.

Also, as mentioned by some local residents, to the south of the school, there is a small neighbourhood shopping centre incorporating a supermarket, takeaways and a pub/restaurant with a car park that has approximately 64 parking spaces – which could be utilised temporarily by parents.

The application is supported by a transport statement with an updated travel plan. The transport statement asserts that the school site is highly accessible by walking, cycling and scooting, with a network of footpaths in numerous directions. A recent school Travel Plan survey indicated that 76% of pupils walked, scooted or cycled to school. Based on this data and the observations made by the highway officer, the proposed increase in pupil numbers could lead to an extra 46 two-way vehicle trips in the morning peak hour and 42 two-way trips in the afternoon. However, this is considered a worst-case scenario based on evidential data.

It is also noteworthy to mention that the updated school travel plan sets out measures to reduce the number of car trips made to and from school, and thus minimising the levels of highway congestion and local resident inconvenience associated with “the school run”. The school travel plan seeks to promote more children to walk to school and to introduce a staggered approach to the collection and drop off of children as well as introducing traffic calming measures at the front of the school premises, in a similar manner to how some nurseries operate in residential areas.

To conclude, whilst the strong objections raised by local residents have been fully taken on board, officers are satisfied that this development proposal should be approved subject to planning conditions, including the imposition and annual review of the school travel plan, and that any inappropriate parking should be raised with and enforced against in compliance with the highway code and local highway restrictions.

Members are also advised to note and read the appended transport statement addendum that has been produced by the applicant’s architects which followed an on-site meeting with Cllr Sankey and others. The succinct statement recognises the local resident and Town Council concerns and sets out to fully engage with the local community and introduce improvements where possible and reasonable.

9.5 Ecology Issues

WCS Core Policy 50 ‘Biodiversity & Geodiversity’ requires that all development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale, alongside the expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Furthermore, the policy specifies that all development should seek opportunities to enhance biodiversity.

The school site comprises the main school building with hard-standing and amenity grassland play areas, with two areas of semi-improved grassland with ornamental

planting around the car parking areas with some immature hedgerows and trees present. Large areas of the site consist of amenity grassland such as the playing field to the west around the main school building. These areas are considered well managed. Two small sections of semi-improved grassland are present on-site, with one in the eastern part of the school site being less well managed and an area in the southern part which is under regular management. There are several hedgerows all of which have been recently planted and are immature, along with several immature trees.

The scheme is accompanied by a Preliminary Ecological Appraisal including an extended Phase 1 Habitat survey and bat survey. The appraisal concludes that there are no overriding ecological constraints to the development subject to the implementation of appropriate mitigation measures.

On-site habitats are considered to be sub-optimal for bat species and the bat report concludes that roosting bats are absent from the existing on-site building. The school building is also unlikely to support an important assemblage of breeding birds due to the local landscape and limited nesting opportunities. Habitats on-site are also not suitable for harvest mouse, water voles, dormouse or amphibians, and there was no evidence of badgers recorded on-site.

The site does have the potential to support common and widespread species of invertebrate and it is noted that some homemade invertebrate houses are placed within the school grounds. The site provides some foraging opportunities for hedgehog, and it is recommended that hedgehog boxes are provided which can be secured by planning condition.

Due to the findings listed above the following biodiversity enhancements have been identified:

- Incorporation of native plants and those of wildlife importance within the landscaping scheme to provide foraging opportunities
- New hedgerow planting and infill planting
- The incorporation of hedgehog boxes

In conclusion for ecology matters, there are no overriding constraints subject to the implementation of appropriate mitigation measures that can be suitably conditioned.

9.6 Drainage Issues

The proposal would connect into the existing mains sewers. Third party issues with regards drainage of the playing field adjacent to the main school block have no material relevance to this proposed development.

9.7 Other Issues

Concerns have been raised by third parties that the school did not engage with the local residents. Whilst officers encourage developers to positively engage with local communities prior to a formal planning submission, it cannot be forced upon a developer or the school in this case.

Additional concerns have been raised with regard to the consequential disruption created during building work. To address such concerns, a pre-commencement construction method statement (CMS) is recommended as a planning condition, which would require the school to submit additional details prior to any on site works commencing and to minimise the consequential impacts on local residents during construction (condition no. 8 refers).

In response to the Town Council's suggestions and materially revising the application to provide an alternative vehicular access off Eastern Way and have a two-storey extension instead of the proposed single storey addition (thus negating the potential loss of some of the amenity grassland). Members are advised that these suggested options are not supported by planning or highway officers; and are both considered to be unreasonable and unnecessary. Indeed, in the case of a direct access off Eastern Way would be opposed by the local highway authority (as confirmed by senior highway officer who reported that such a proposal "*would lead to a number of issues and likely create far worse highway safety issues than those that already exist*" following receipt of the corrected consultation response by the Town Council on 26 April).

Members are also respectfully reminded that it is not within the remit of the Committee to request an applicant to propose an alternative development to the one they have submitted and consulted upon. Instead, the merits of what is proposed require to be determined.

Lastly, in response to the Town Council's other suggestion, the local highways authority have confirmed that there is insufficient space and adequate footway to facilitate a controlled crossing point on Snarlton Lane, and that the amount of vehicular traffic using Snarlton Lane would likely to preclude the introduction of a controlled crossing point. Whilst an informal crossing of a type (such as with coloured surfacing) could be considered as a local infrastructure improvement, it is not justified or necessary in the context of this application. The Town Council could consider raising this as a separate matter (as a CATG) issue if desired.

10. Conclusion (The Planning Balance)

The application site is located within the settlement limits of Melksham and is considered to be a sustainable location with the principle of development for additional school infrastructure supported by policy.

In terms of neutral impacts, the supporting information demonstrates that the proposed school building extension would be a sufficient distance from neighbouring residential properties to protect residential amenity. The school would be served by a safe access to

the highway network and would have appropriate visibility splays and that the increased number of children attending the school would not result in severe residual cumulative harm to highway or pedestrian safety.

In terms of negative impacts, the development would introduce some disruption during the construction phase of the development and the classroom extension would result in some loss of some hardstanding and amenity grassland within the immediate vicinity of the school building. However, these issues warrant only modest weight in the planning balance.

In conclusion, the development would provide additional school accommodation for up to another 120 pupils which merits significant weight in the planning balance. There would also be some short terms benefits during the construction phase of the development through direct and indirect job creation which merits modest weight.

Whilst there would be some impacts, the benefits of the development outweigh the negative aspects and the application is recommended for approval subject to conditions.

11. RECOMMENDATION: APPROVE subject to the following conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

See Document Issue Sheet SL/P20010 dated 5/10/21 detailing the approved plans

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

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in material, colour and texture those used in the existing building.

REASON: In the interests of visual amenity and the character and appearance of the area.

4. No development hereby approved shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

- Details of tree protection measures for the protection of trees to be retained during construction work
- A detailed planting specification showing all native plant species, new hedgerow planting including infill works, planting sizes and densities

REASON: In order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

5. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

6. The proposed secure fencing hereby approved shall match the existing in height detail and colour.

REASON: In the interests of visual amenity and the character and appearance of the area.

7. The development hereby approved shall be completed in accordance with the recommendations contained within Section 5.4 (including the incorporation and provision of hedgehog boxes) of the Preliminary Ecological Appraisal produced by CSA Environmental and dated April 2021 and that the development shall not be brought into use until photographic evidence is submitted to discharge the condition showing the installation of the biodiversity enhancement features which will require to be submitted to and approved in writing by the local planning authority.

REASON: To provide mitigation /enhancement for biodiversity.

8. No part of the development hereby approved shall commence on site until a Construction Method Statement, which shall include the following:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- measures for the protection of the natural environment.
- hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: In order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

9. No part of the development hereby approved shall be first brought into use until the 6 additional parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter.

REASON: In the interests of highway safety and the amenity of future occupants.

10. The development hereby approved shall not be first brought in to use until those parts of the Travel Plan capable of being completed prior to occupation, have been implemented. Those parts identified for implementation after occupation shall be implemented in liaison with the Council's School Travel Plan Advisor. The Travel Plan Co-ordinator and Travel Plan Working Group shall carry out the identified duties to implement the School Travel Plan in perpetuity, including providing the Council with travel data upon request.

REASON: In the interests of reducing the number of private car movements to and from the development.

Informative to Applicant:

There is a small risk that bats may be found at the site, and the applicant is advised to inform all construction personnel to be aware that if bats are encountered during on site works, they and any roosting habitat are protected at all times by the Conservation of Habitats and Species Regulations 2010 and that expert advice should be obtained whilst works cease. Planning permission for any development does not provide a defence against prosecution under the above legislation; and, nor does it act as a substitute for the need to obtain a bat licence if bats are found. Consideration should be given to obtaining a survey from a professional ecologist before commencing work. If bats or evidence of bats is found at any stage of development, the applicant is advised to follow

the advice of a professional ecologist or to contact Natural England's Bat line which is available online.

The applicant is encouraged to engage with the Council's highways team pursuant to reinstating line markings along Snarlton Lane as well as the Council's Travel Plan Coordinator in terms of confirming the introduction of staggered drop-off and collection times for parents to reduce car parking congestion along the public highway.

studiolime
architects

To : Mr. Steven Sims (Planning Officer)
Issued by : Alex Robertson (Studio Lime Architects)
CC : David Maine (WHF)
David Gilbey (F&G)
Ruth Durrant (School Travel Plan
Adviser – Wiltshire Council)

Prepared: 25.04.22

Dear Mr. Sims

REF: PL/2021/06702 Forest and Sandridge school Melksham SN12 7GN

This statement follows the recent meeting on site between Cllr. Mike Sankey, Mr. David Maine, Mr Scott James and Ms. Clara Davies, on 6th April 2022.

We understand that within the local community there remain a number of concerns regarding parent parking around the school at pick-up and drop-off times.

Although we are keen to resolve as many of the highways and parking issues as part of the planning application process, we recognise that an ongoing dialogue between the School and their neighbours will be necessary, in order to address issues as they arise. The introduction of measures in one area is inevitably going to push traffic issues to another location, so an adaptive system needs to be in place that can adapt as required.

The School would like to work with the local community to ensure a fair balance between protecting the amenity of the local communities and providing appropriate drop off provision for pupils.

There are a number of areas that can be considered for improvement and we have provided a few examples below for future discussion.

Short Term

- The school will continue to work with the parents of new and existing pupils, to ensure that appropriate behaviour is encouraged from the outset.
- The School will look to engage with The Council to arrange for the line markings on Snarlton Lane to be reinstated.
- The School will continue to monitor feedback from local residents and work to resolve any issues.
- The Schools Travel plan will continue to be developed.

Medium Term

- The school will continue to undertake Vehicle Movement Analysis at peak times to review where congestion hot-spots are occurring. Further analysis of Snarlton Lane and the adjoining lane has already been requested.

Long Term

- We understand that the area of unused land adjacent to the Co-op carpark has been set aside for a new Community Centre. The School would like to liaise with the Council in due course to explore opportunities for using this new community centres car park as overflow at peak times.

We trust that this information is clear and we look forward to discussing the application further at the upcoming Planning Committee Meeting. If there are any queries then please don't hesitate to contact me.

Kind regards,

Alex Robertson

Director
Studio Lime Architects