

PLANNING APPLICATION NUMBER:P09/0200

Type of approval sought	Full Planning Permission
Ward	BELLE VALE
Applicant	Windsor High School
Location:	WINDSOR HIGH SCHOOL, RICHMOND STREET, HALESOWEN, HALESOWEN, B63 4BB
Proposal	CONSTRUCTION OF A NEW SIXTH FORM CENTRE, SPORTS HALL AND ASSOCIATED FACILITIES
Recommendation Summary:	APPROVE SUBJECT TO A 106 AGREEMENT

SITE AND SURROUNDINGS

- 1 The application site is 0.67 hectares and comprises the southern part of a Secondary School Site. It contains a former tennis court (which has been redundant for 10 years) and a parking area (formally laid out for 8 spaces). The land rises steeply up to the southern boundary: there is a difference in levels of approximately 7 metres and the tennis court is contained within retaining walls. The boundary comprises retaining walls and fencing to the rear of dwellings fronting Windsor Road. There is a vegetated area between the tennis courts and the boundary and also a wooded area to the west of the site (within the school grounds). To the east of the site is the boundary to the dwellings fronting Richmond Street.
- 2 The site fronts onto a 2 storey block (part of the school buildings), which is alongside an all weather pitch. Access to the car park is gained off Richmond Street – this is a secondary access, with the main access to the school being further north along Richmond Street.

PROPOSAL

- 3 This for the erection of 2 no. joined blocks at split level on regraded land, with the block at the rear (accommodating a sports hall and a fitness centre on a mezzanine floor above) sited on a plateau approximately 3.5 metres higher than the other

block. The lower block, nearer to the existing school buildings, is shown as 2 storey accommodating classrooms, study and social areas. There is a staircase and lift shown within an entrance lobby in the lower block leading up to the sports hall. The total floorpace proposed to be created amounts to 2893 square metres.

- 4 Both blocks are shown as flat roofed. There is curtain wall glazing beneath a canopy proposed on the lower block and opalescent curtain walling in a band on the frontage of the proposed sports centre. No openings are proposed on the rear elevation of the sports block (to the southern boundary).
- 5 The existing access is proposed to be utilised leading to 2 linear parking areas either side of the proposed buildings with 12 spaces proposed in each. A hard surfaced area is proposed linking the existing and proposed blocks with a seating area and 32 no. cycle bays alongside the facing elevation of the existing block. Landscaping is proposed around the proposed blocks, particularly in the space at the rear and to the side (alongside the shared boundaries with the dwellings which back onto the site).
- 6 To following documents have been submitted in support of the application: ground investigation; Governors' statement; minutes of a local community meeting, Building Research Establishment Environmental Assessment (BREEAM - assessing sustainable development – under which the project scores 63.54% “very good” standard); Flood Risk Assessment; Phase 1 Habitat Survey; Sustainability Strategy; Tree Survey; Design and Access Statement; Travel Plan; Ground investigation; Transport Statement.
- 7 The sixth form centre is intended to provide places for 300 students. The applicants have stated that it is intended that 75 % of the sixth form students will be existing pupils. They also stress that the school is already an 11-18 years school (as a result of the process by which they were granted that status).
- 8 There was a pre-application local community consultation evening held on 23/01/09, at which 22 local residents attended.

HISTORY

- 9 The school has been incrementally enlarged with a series of planning permissions spanning 50 years.

PUBLIC CONSULTATION

- 10 A petition with 33 signatories from local residents has been received, objecting to the proposal. The relevant issues raised, in summary, are –
- A sixth form college has already been refused on the site (and allowed at appeal) – *this is understood to refer to the decision of the LEA*;
 - Scale is excessive;
 - The new building will dominate the neighbouring dwellings, including the houses in Richmond Street, where it will be to the south of those dwellings;
 - The design is unsatisfactory – the current buildings are red brick – the proposed building is of industrial type design and will be prominent;
 - No access for emergency vehicles;
 - An additional 300 students, together with additional teachers, will impact significantly on the number of vehicles in the area – especially impacting upon Windsor Road and Sunbury Road;
 - The tennis courts should be preserved;
 - Trees have already been felled – prior to this clearance, the site supported abundant and numerous wildlife habitats;
 - The buildings are being squeezed onto the site – an alternative site would be preferable.

OTHER CONSULTATION

- 11 Head of Environmental Health and Trading Standards: – The site of the proposed development is adjacent to existing residential properties on Windsor Road. The proposed sports hall has no window or door openings on the façade facing Windsor

Road so there should be no significant noise breakout. However, the nature of the use may require the installation of fixed plant to facilitate air movement in and out of the building. There are no objections subject to a condition restricting the rating level of noise arising from such installations.

- 12 Group Engineer (Development): – no objections, subject to the provision of additional parking on the site (35 spaces in total) and a more fully fledged Travel Plan document (which would inform on the potential need to increase the number of secure cycle facilities). A Planning Obligation is also required to offset the impact of the development on the local highway infrastructure.
- 13 Sport England: – the new facility is at least equivalent in terms of its size, usefulness, attractiveness and quality as the lost sporting facility and therefore there are no objections subject to a condition requiring the submission of a community use agreement (to ensure well managed and safe community access to the facility).

RELEVANT PLANNING POLICY

- 14 Unitary Development Plan (UDP) (adopted 2005)
DD1 (Urban Design);
DD4 (development in residential areas)
DD6 (access and transport infrastructure);
DD7 (planning obligations)
DD8 (provision of open space and sports facilities)
DD9 (public art)
DD10 (nature conservation and development);
AM1 (an integrated, safe, sustainable and accessible transport strategy);
AM11 (cycling);
AM14 (parking);
AM16 (travel plans);
LR6 (protection of sports and recreation facilities);
CS4 (education provision);
NC6 (wildlife species)
- 15 Supplementary Planning Document
Parking standards and travel plans;

ASSESSMENT

16 The key issues are –

- Principle
- Design;
- Impact on residential amenity;
- Impact on trees/nature conservation;
- Access and Parking;
- Planning Obligations.

17 Principle

The proposal represents the intensification of an educational use within existing school grounds and the replacement of a sports facility with one which is larger in scale and provides for a potential wider range of sporting activities. Sport England support the proposal, subject to a condition requiring that the sports hall be made available to the wider community. There is therefore concurrence with UDP policies, particularly LR6 (on the replacement sports facility) and CS4 (on the potential dual use of that facility).

18 Design

The proposed building will be within the school grounds, away from any highway frontage and with significant areas of tree planting around it – it will therefore be largely discreet within the public realm.

19 Notwithstanding this, the design of the proposed building is considered to utilise the topography of the site in a relatively successful manner, with the blocks of a similar height to the existing school buildings and the entrance point to the sixth form centre, emphasised by a glass frontage and canopy on this part of the building.

20 The proposal also shows the potential for landscaping to frame the building and provide for seating areas, with hard surfacing linking the proposed buildings with the existing. The applicants have also submitted information as to how the building will be constructed using integrated environmental design, incorporating natural ventilation, background heating and the building's fabric helping to modulate the internal environment. Given this assessment, the design of the building is considered satisfactory.

21 Impact on residential amenity

The submitted cross sections show the rear elevation of the sports hall to be 5 metres above the bank which it cuts into, with the top 2 metres at a higher level than the land at the shared boundary with the dwellings fronting Windsor Road. The proposed sports hall is shown approximately 35 metres away from the rear elevation of those dwellings. Given –

- that reasonably large separation distance;
- the roof of the sports hall is at approximately the same level as that of the base of the rear elevation of those dwellings;
- no windows are proposed on the rear elevation of the sports hall;
- landscaping is proposed within the land between the rear of the sports hall and the shared boundary;
- there is existing boundary treatment (retaining wall and fencing) along that boundary,

it is considered that the proposed building will not be over-bearing on those dwellings.

22 A similar conclusion can be drawn with regard to the potential impact on the dwellings fronting Richmond Street. However, here, the separation distance is slightly larger (37 – 44 metres) than that pertaining to the dwellings to Windsor Road. Again, it is considered that a combination of the separation distance and the proposed planting on the intervening land will help mitigate against any significant impact.

23 That the building will internalise sporting activities is significant. In addition, a condition has been recommended to restrict any noise arising from associated plant (reflecting that recommended by the Chief Environmental Health Officer).

- 24 Given the above considerations, it is considered that there will be no significant impact on residential amenity arising.
- 25 Impact on trees/ nature conservation
With reference to the objectors' concerns, it is acknowledged that some trees have been cleared off the site previously, however the applicants have stated no (further) trees will be removed as a result of this proposal. In addition, it is considered that there is scope for the planting of a substantial number of replacement trees - this is shown illustratively on the layout plan forming part of this submission. The applicants have also indicated that are seeking to ensure that the new planting provides a suitable habitat for wildlife and screening to the surrounding dwellings.
- 26 Further information has been requested with regard to the more accurate plotting of the existing trees and more detail on the replacement planting. An update on this issue will be provided at the meeting as necessary.
- 27 With specific regard to nature conservation, as no trees are proposed to be removed and/or buildings demolished, bats are unlikely to be affected, with the proposed landscaping providing the opportunity to enhance the nature conservation value of the site.
- 28 In addition, it is considered that there is the potential for the existing wooded embankment to the west of the site (within the school grounds) to be enhanced as habitat. Conditions to provide for nature conservation measures there and across the site are therefore recommended.
- 29 Access and parking
A Transport Assessment (TA) and Travel Plan form part of the submission. The TA concludes that with a "strong" Travel Plan, the traffic impact of the proposed sixth form centre on the surrounding street network will be reduced.
- 30 The Travel Plan sets out targets for the school prior to the development being brought into use: 10 % reductions in the number of students and staff travelling to/from school by single occupancy car. Measures to achieve these targets are set out within the plan. These include cycling based initiatives, and 32 cycle bays are shown within the development site.

31 The Group Engineer generally concurs with these views, particularly on the need for a Travel Plan to be strong/ authoritative. This will inform on the number of cycle bays needed to be provided – there is likely to be a substantial increase from the number currently shown. A condition has consequently been recommended requiring a revised Travel Plan to be submitted for agreement.

32 In terms of parking provision, the Group Engineer has recommended that further parking spaces are provided: there are 24 spaces currently shown, it is recommended that that number be increased by a further 11-12. The applicants are looking to revise the layout accordingly. An update will be provided at the meeting as necessary.

33 Given the above, and subject to the relevant recommended conditions, it is considered that there will be no undue impact on highway safety (over and above the existing situation).

34 Planning Obligations

The proposed development has a requirement to mitigate against the consequential planning loss to the existing community. Should permission be granted, a S106 Agreement would be required in respect of the following contributions -

Offsite Contributions:

The proposal attracts a requirement for a commuted sum to be paid towards the following infrastructure:-

- transport infrastructure improvements - £12,819.42
- monitoring costs – £1,307
- legal costs - £400

In addition, it is reasonable that the development provide for economic and community development benefits (this could be in the form of jobs being provided for local people during the construction phase).

35 Furthermore, it is considered that the proposal would trigger a requirement for the provision of public art. This could either be achieved through an Obligation or provided as part of the scheme. In this instance, it is considered reasonable to require the provision of public art as part of the scheme (potentially in the hard landscaping between the existing and proposed buildings) – a condition has been recommended to ensure this is undertaken.

CONCLUSION

36 It is considered that the proposed buildings are of a satisfactory design and would not significantly impact on the amenity of the residents living in close proximity to the site. In addition, the proposed landscaping provides the opportunity for screening and for the enhancement of the nature conservation value of the site. It is considered that highway safety will not be unduly prejudiced as a result of this proposal. The proposal is consequently considered in compliance with the development plan, in particular UDP policies DD1, LR6 and CS4.

RECOMMENDATION

- 37 It is recommended that the application be approved subject to:
- a) The development shall not be commenced until a scheme for the submission and approval of a planning obligation to guarantee a financial contribution for transport infrastructure improvements has been submitted to and agreed in writing by the Local Planning Authority.
 - b) The Scheme shall include the method, timing and arrangements including a means to guarantee a financial payment, increased through index linking from the first April each subsequent year, in accordance with the Council's planning obligations policies.
 - c) The following conditions, with delegated powers to the Director of the Urban Environment to make amendments to these as necessary

Reason for approval

It is considered that the proposed buildings are of a satisfactory design and would not significantly impact on the amenity of the residents living in close proximity to the site. In addition, the proposed landscaping provides the opportunity for screening and for the enhancement of the nature conservation value of the site. It is considered that highway safety will not be unduly prejudiced as a result of this proposal. The proposal is consequently considered in compliance with the development plan, in particular UDP policies DD1, LR6 and CS4.

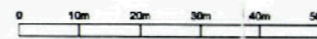
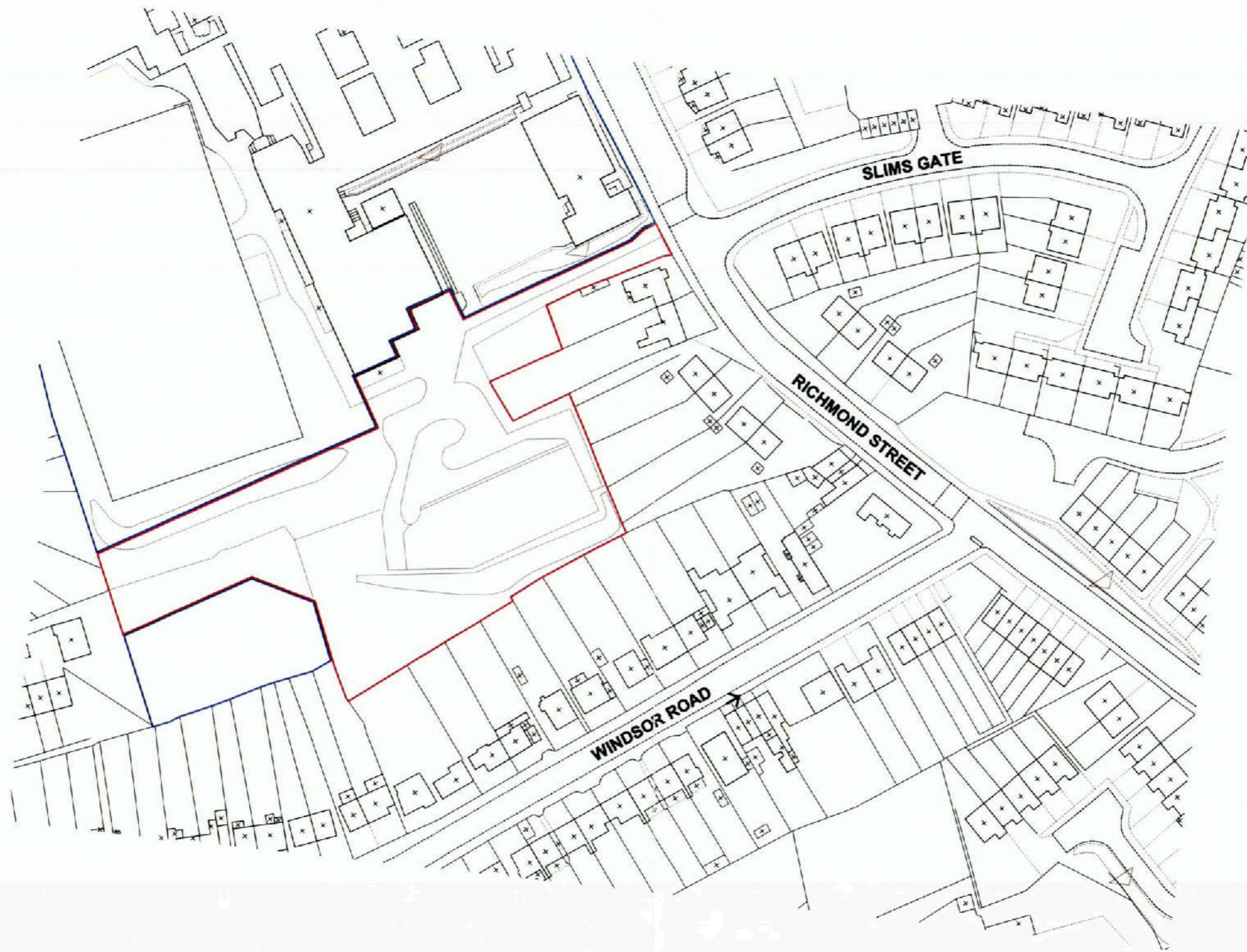
Note for Applicant

A. The development hereby permitted shall be built in accordance with the approved plans numbered 3032 AL (0) - 000, 004, 005, 010A, 011, 012, 013, 020, 021, 022 - unless otherwise agreed in writing by the Local Planning Authority (as an amendment). These amendments might be either minor amendments agreed through correspondence, or an application to vary the consent, the conditions or a whole new application for the site or part of it.

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The Rating Level of noise arising from fixed plant/machinery within the boundary of the proposed development, when measured or calculated, as a 60 minute LAeq (between 07:00 and 23:00 hours) shall not exceed the background noise level (LA90) of the same period by more than +5dB on any day at the boundary with the closest residential property. The rating level of noise arising from activities within the boundary of the proposed development, when measured or calculated, as a 5 minute LAeq (between 23:00 and 07:00 hours) shall not exceed the background noise level (LA90) of the same period by more than +5dB on any day at the boundary with the closest residential property. The LA90 background level referred to above is the background noise level representative of the local area, measured when the plant/machinery at the proposed development site is not in operation. All measurements and assessments are to be made in accordance with the main procedural requirements of BS4142:1997 'Method of rating industrial noise affecting mixed residential and industrial areas'.
3. The development shall not commence until a scheme for the provision of transport infrastructure improvement and economic and community development benefit measures has been submitted and approved in writing by the Local Planning Authority.
4. Prior to the commencement of development, details of the existing and proposed levels of the site (including finished floor levels), which should be related to those of adjoining land and highways, shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved levels.
5. Development shall not commence until details of a travel plan for the school have been submitted and approved in writing by the Local Planning Authority. The approved details shall be operational before any of the additional facilities within the building hereby permitted are first brought into use and shall thereafter be retained throughout the lifetime of the development with necessary updating as may be determined by the approved travel plan.

6. Prior to the commencement of development, details of the types, colours and textures of the materials to be used on the external surfaces of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details.
7. Prior to the commencement of development, a detailed landscape scheme for the site and the wooded embankment adjoining the site to the west (as shown on plan 3032 AL (0) 005), shall be submitted to, and approved in writing by. the Local Planning Authority. This scheme shall include the provision of measures to enhance the nature conservation value of the site and wider area, and shall include a timetable for the implementation of the works and their ongoing maintenance. The scheme shall be implemented in accordance with the approved details.
8. Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development, details of the boundary treatment to be installed on the site, including any retaining structures as necessary. The development shall proceed in accordance with the approved details, which shall be installed on site prior to the development being brought into use and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.
9. Prior to the commencement of development, details of any lighting to be installed on the site in connection with the development, shall be submitted to, and approved in writing by, the Local Planning Authority. The lighting shall be installed in accordance with the approved details.
10. Prior to the commencement of the use a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority. The Agreement shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.
11. Prior to the commencement of development, details of the hard landscaping areas, including the seating areas and at least one public art installation, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being brought into use or to an alternative timescale to have been previously agreed in writing by the Local Planning Authority.
12. Prior to the commencement of development, details of secure cycle facilities, in accordance with the Council's cycle parking standards for schools, shall be submitted to and approved in writing by the Local Planning Authority. Unless a lower number is agreed as a result of evidence submitted as part of the Travel Plan required by condition 5, the number of cycle stands to be provided shall be at least 120 in number. The approved cycle facilities shall be implemented and made available prior to the development hereby approved being brought into use and thereafter maintained for the life of the development.



FOR PLANNING

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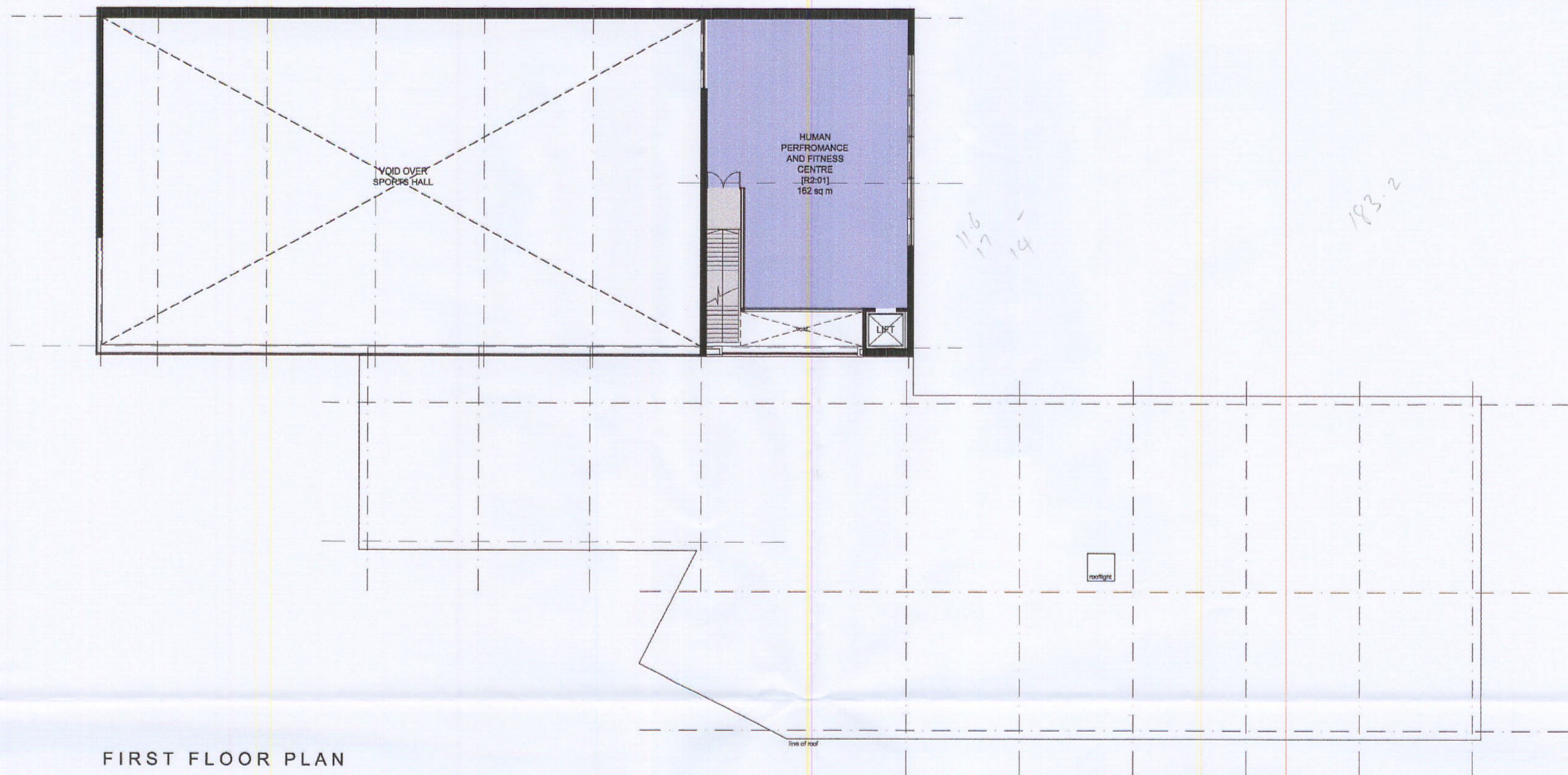
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3032 AL (0) 020

LOCATION PLAN
WINDSOR HIGH SCHOOL
NEW SIXTH FORM CENTRE

1:1250 @ A3

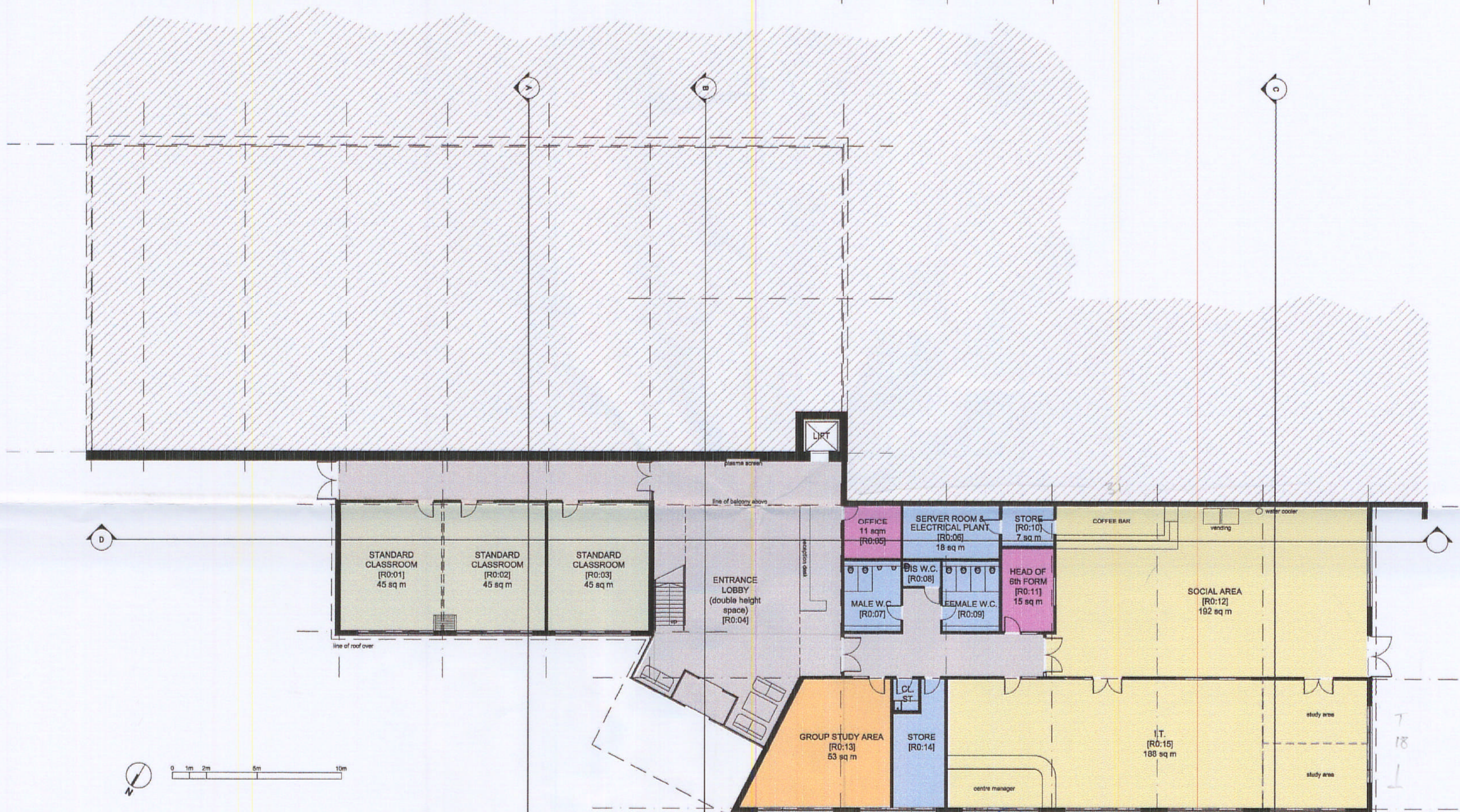
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FIRST FLOOR PLAN



UPPER GROUND FLOOR PLAN



LOWER GROUND FLOOR PLAN

LEGEND

- TEACHING AREAS
- SOCIAL AND STUDY AREAS
- STAFF AREAS
- ANCILLARY AREAS
- SPORTS FACILITIES
- CONFERENCE/COMMUNITY
- CIRCULATION

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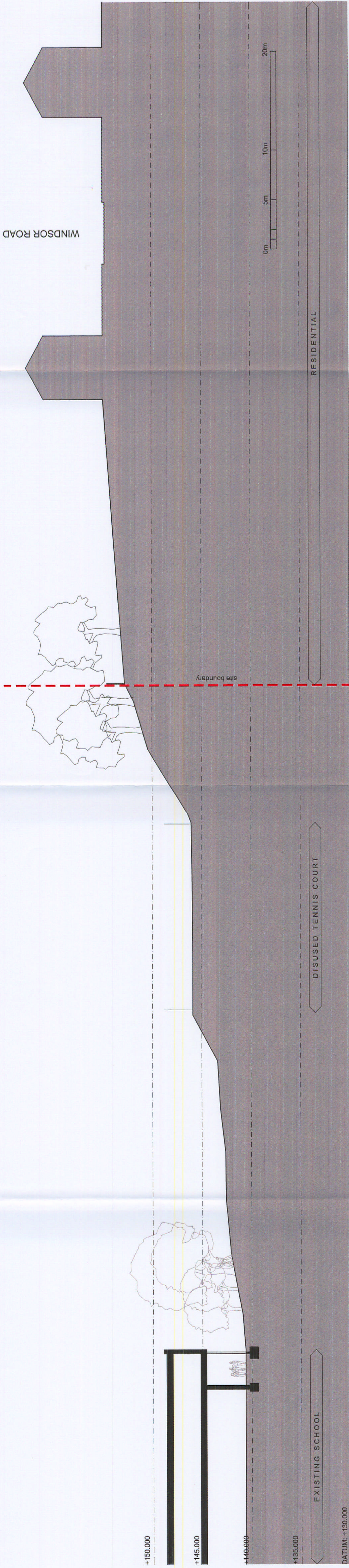
FLOOR PLANS WINDSOR HIGH SCHOOL SIXTH FORM CENTRE

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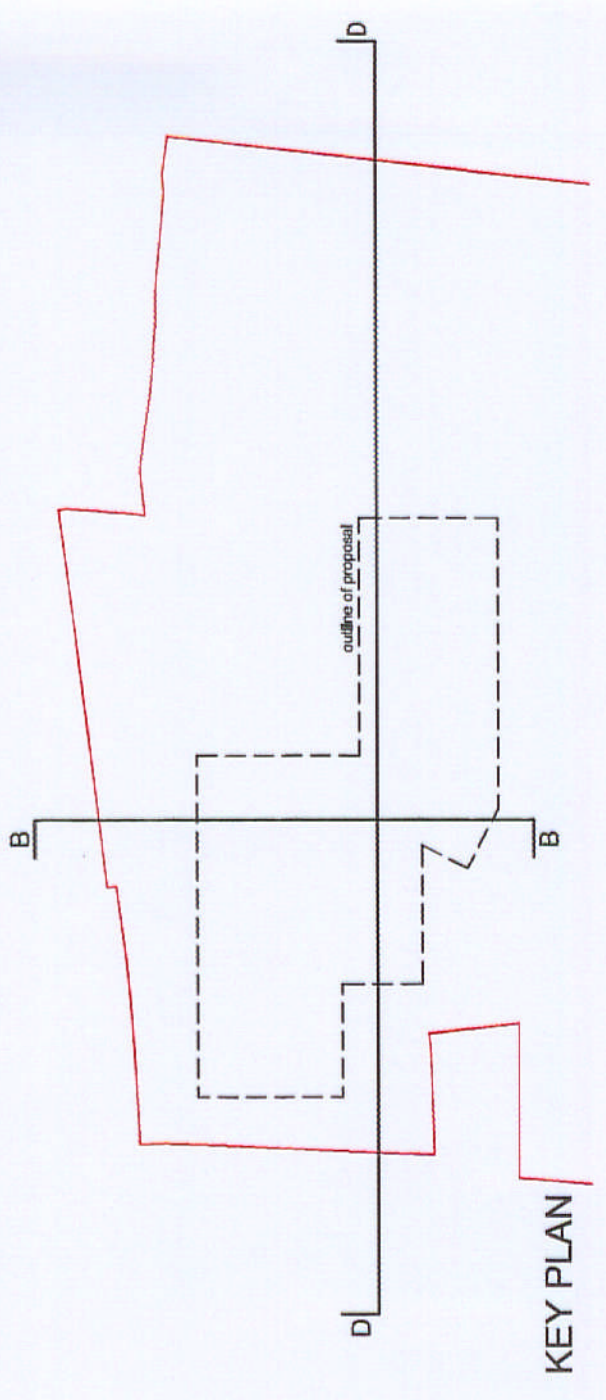
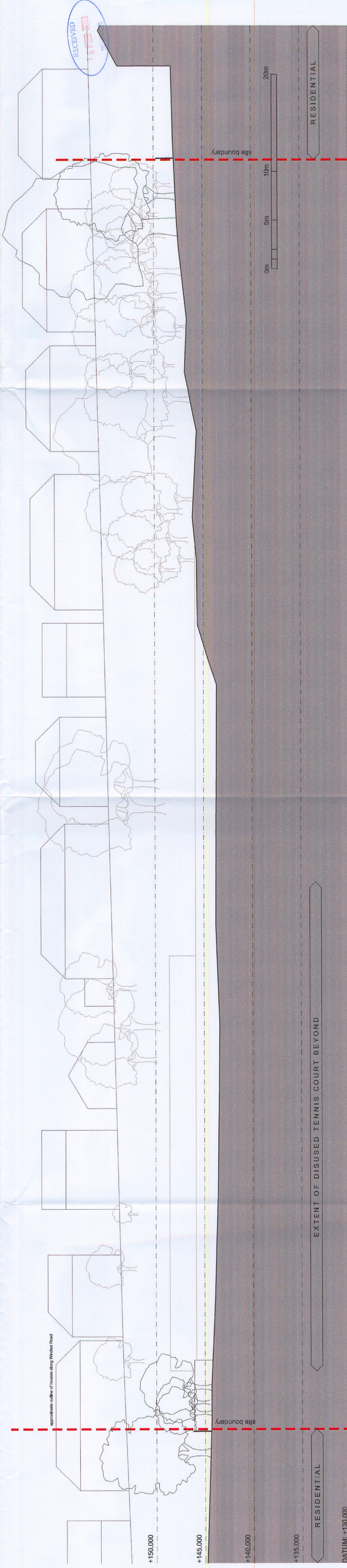
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existing site boundary
please



WINDSOR ROAD BEYOND HOUSES



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EXISTING SITE SECTIONS

WINDSOR HIGH SCHOOL
NEW SIXTH FORM CENTRE

1:200 @ A1

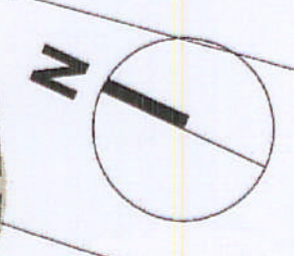
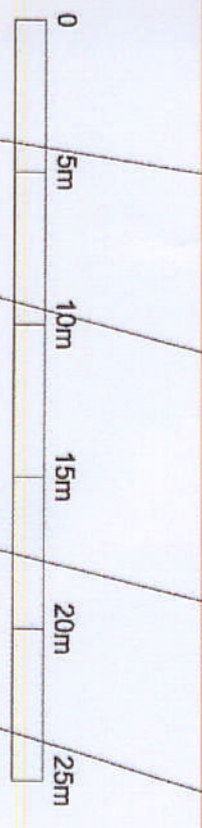
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WINDSOR ROAD

RICHMOND STREET

KEY

- Existing Trees
- Extent of existing planting / trees
- Proposed Native Trees to detail
- Proposed Native Planting to detail
- Existing Levels
- Proposed Levels
- Existing Tarmac Road resurfaced
- New Tarmac Road
- Brick Paving
- New seeded grass
- Reinforced Gravel



FOR PLANNING

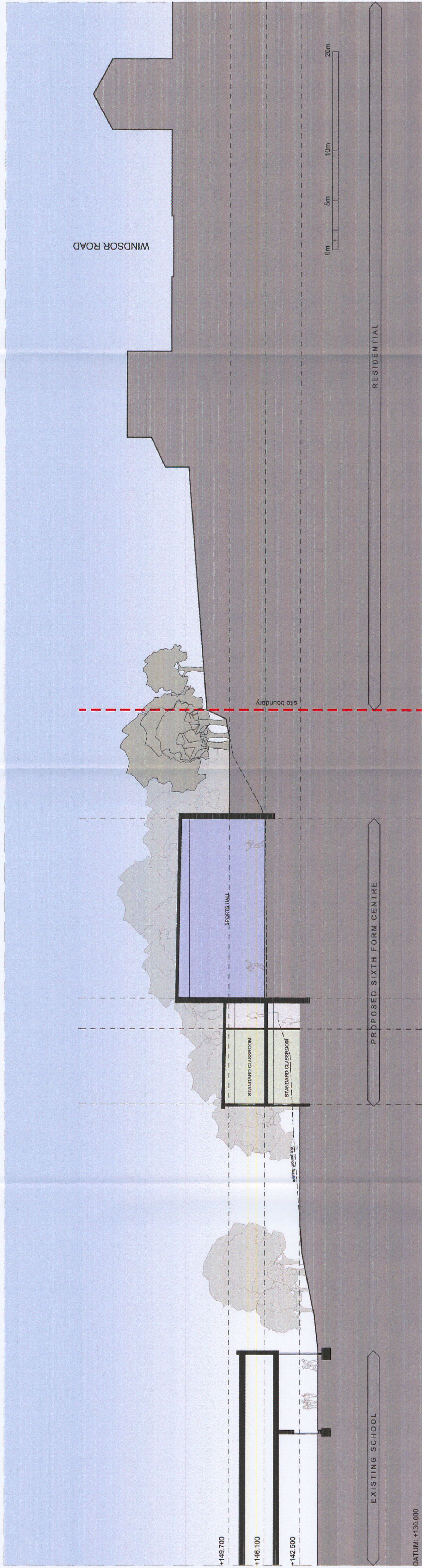
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3032 AL (0) 005
 PROPOSED LANDSCAPE PLAN
 WINDSOR HIGH SCHOOL
 SIXTH FORM CENTRE

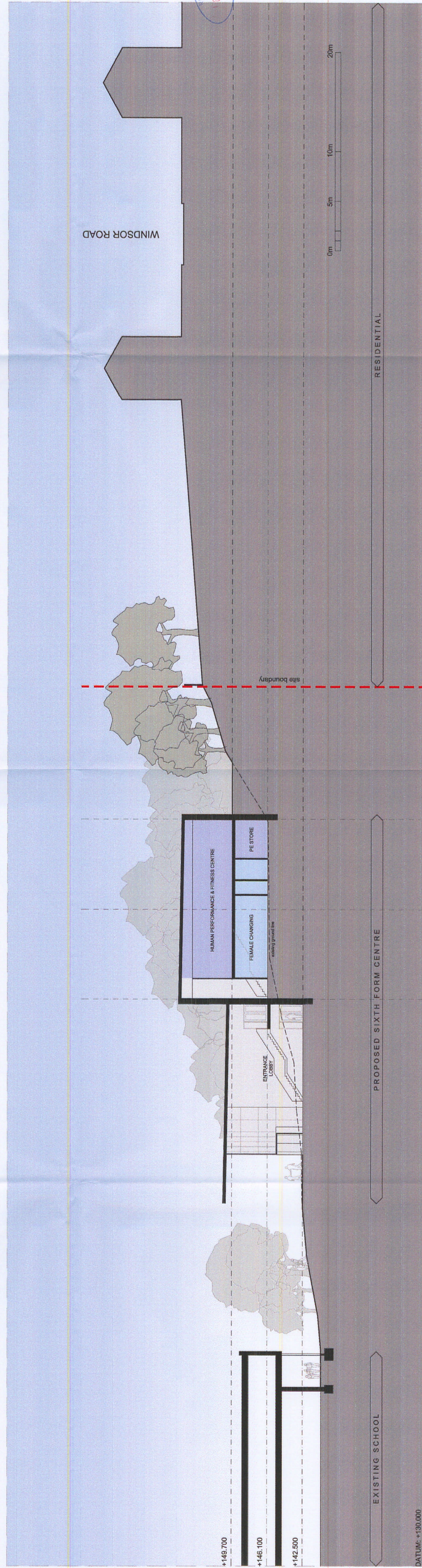
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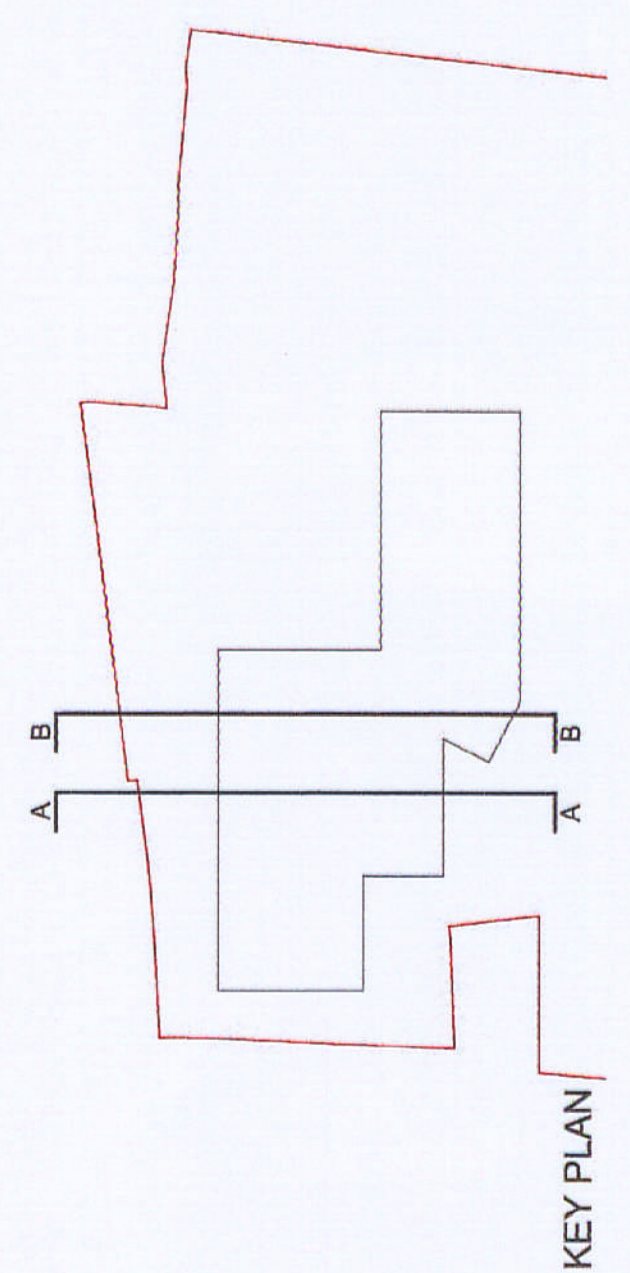
Site sections sheet
1 of 2 - 16/1/2009



SECTION A
DATUM: +130.000



SECTION B
DATUM: +130.000



KEY PLAN

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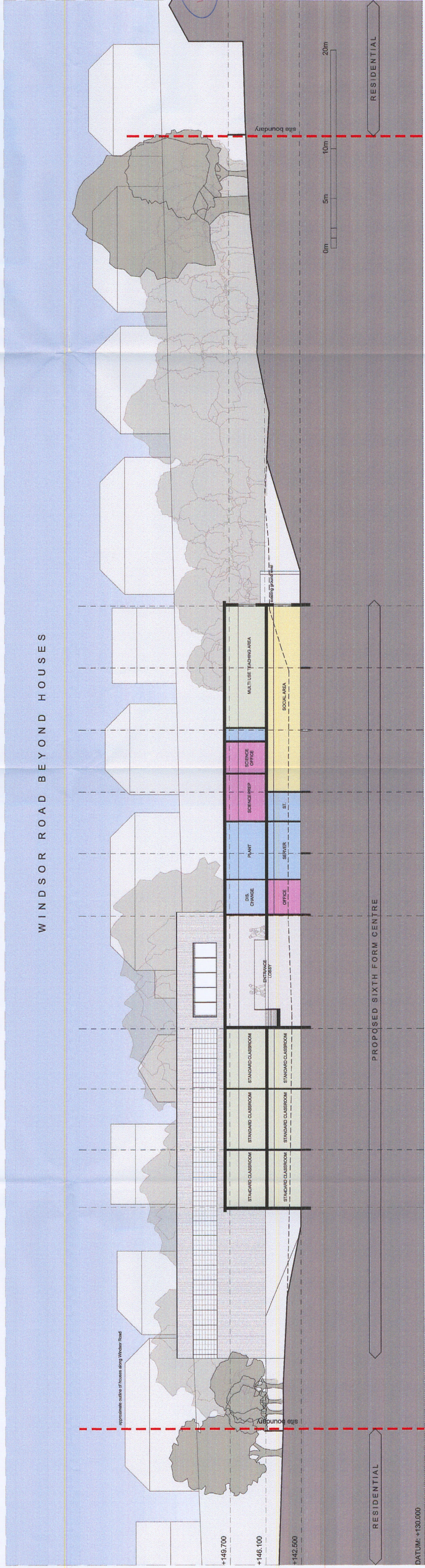
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3032 AL (0) 012 SITE SECTIONS, SHEET 1 OF 2
WINDSOR HIGH SCHOOL
NEW SIXTH FORM CENTRE
1:200 @ A1
1 Newhall Street, Birmingham B3 9PJ

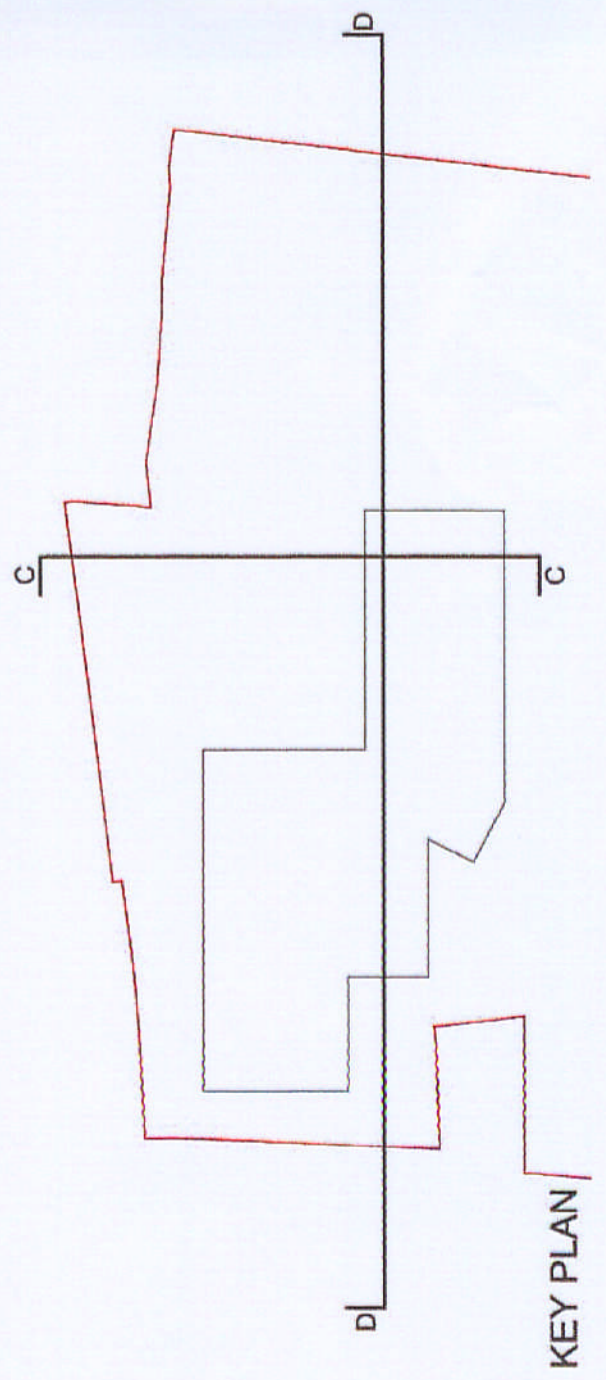
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SECTION C



SECTION D



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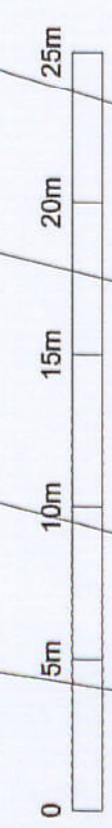
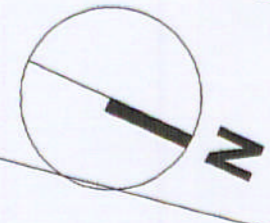
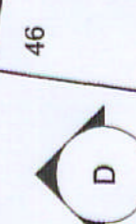
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SITE SECTIONS, SHEET 2 OF 2
WINDSOR HIGH SCHOOL
NEW SIXTH FORM CENTRE
1:200 @ A1
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Existing Site Plan
Pos 10/200



BLUE LINE denoting the extent of the other land owned by this school

existing wooded embankment

RED LINE denoting the extent of the planning application

EXISTING TENNIS COURT

existing retaining wall to tennis court

Existing All Weather Pitch

Existing Playground

Existing School Building

Existing School Building

FOR PLANNING

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3032 AL (0) 021
EXISTING SITE PLAN
WINDSOR HIGH SCHOOL
SIXTH FORM CENTRE
1:250 @ A1
United Liability Partnership OC030503

WINDSOR ROAD

RICHMOND STREET

34

22

10

31

39

46

