
16/00115/DPA**Two Storey Side Extension – Corby Technical School,
Cottingham Road, Corby for Mr Isherwood**

Background

The application relates to Corby Technical School which is a three form entry 11-18 co-educational secondary school which currently has provision for 375 pupils and was granted planning permission in 2012 (Application Reference 12/00233/DPA). The school is located to the west of Corby town centre and is accessed from Cottingham Road.

The site is 5.75 hectares in area which is bound to the north by Cottingham Road, to the east by Chartered Management Institute, to the south by school playing fields and Tresham College of Further and Higher Education, and to the east by residential dwellings on Wheatley Avenue.

The site contains a large number of trees with tree protection orders which contribute to the appearance and character of the area.

It must be noted that under planning permission 12/00233/DPA as outlined above that illustrative plans were submitted showing future expansion of the school in the direction as applied in this current application.

Description

This application seeks consent to extend the existing school to provide a two storey extension to side to create 3,308 square metres of additional floorspace. The proposal is to increase the capacity of the school from 375 to 825 students.

The proposal will provide the following accommodation:

- 17 new classrooms
- 7 new ICT suites
- Open study area
- Activity studio
- Drama studio
- Dining room extension
- Changing room
- 2 work rooms
- 2 music practice rooms
- Control room
- 4 offices
- W.C. facilities
- Storage rooms

Also forming part of the application is an expansion of the car park from 39 to 96 car parking spaces and an increase from 44 to 90 cycle parking allocations to accommodate the increase in staff and pupil traffic.

Site History

12/00233/DPA - Erection of new one /two storey building with associated landscaping works (to form entrance plaza and car parking) and demolition of existing single storey building - Application Permitted 29th January 2013

13/00161/DPA - Application to form earth bunding on land at Firdale Professional Development Centre - Application Permitted 10th July 2013

13/00214/RVC - New school and associated works. Variation of condition 8 (access, parking and cycle storage) and condition 17 (plans) - changes to parking layout and removal of entrance canopy from 12/00233/DPA - Application Permitted 4th October 2013

Policies

National Planning Policy Framework

National Planning Policy Guidance

Policies 1, 3, 5, 7, 8, 9, 10, 15 and 16 of the North Northamptonshire Joint Core Strategy

Consultation

Environment Agency – No comment to make on the application.

Crime Prevention Design Advisor – Has advised on standards on external doors, windows and external lighting.

Highway Authority – No objection subject to planning conditions in regards to junction improvement works, provision of a pedestrian crossing, car parking, travel plan and construction transport management plan.

Lead Local Flood Authority – Awaiting comments.

Centara – This extension will double the size of the school. Centara understands the need for school places however, there is a need to ensure this development does not impact on the towns roads to the degree it does at the present time. The junction of Elizabeth Street/Cottingham Road is in need of improvements because of capacity issues. The cycleway is not safe for school users as this requires a medium to high level to negotiate safely. The transport assessment under the 12/00233/DPA planning permission contained a range of measures to mitigate the affect of the development of the school on Cottingham Road including the development of a drop off and pick up plan. This plan has never been developed with the affect that parents and pupils have no regard to traffic using this road at peak periods of the day. A crossing should have been implemented as part of the original application at the Elizabeth Street/Cottingham Road junction. The new travel plans say that there is adequate bus provision however, since April 2016 most of the buses outlined in the travel report have been cut or discontinued on this road, this part of the travel assessment would need to be reassessed in light of these cuts. The access road into the school is only single entrance/exit which becomes a bottle neck during the peak school times, leading to congestion as parents stop and let of pupils along Cottingham Road/Wheatley Avenue. Policy 13 of the North Northamptonshire Core Spatial Strategy requires proposals to have satisfactory means of access and provide for parking, servicing and manoeuvring in accordance with adopted; and be designed to take full account of transport hierarchy, and contribute to an overall target modal shift.

Anglian Water – No objection subject to a condition requiring a surface water strategy to be submitted and agreed in writing prior to hard-standing areas being constructed.

Tree and Landscaping Officer – The proposal includes the retention of all existing trees and also includes tree preservation orders. The impact assessment and the tree protection plan seem adequate to the expected construction works. The site schedule seems acceptable although I would propose the compulsory presence of a tree officer on both pre and post construction meetings and also to establish that visits without previous notice can be made to assess compliance with the protective measures proposed on the report.

Advertisement/Representations

1. Site Notices – Site notice was posted outside the site on 27th April 2016
2. Public Notice (ET) – Published in the newspaper on 28th April 2016
3. Neighbour Notification –
 - 50, 52, 54, 62, 64, 66, 68, 70, 72, 74, 87 Cottingham Road
 - 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 Wheatley Avenue
 - Monor Business Centre, Cottingham Road

- Management House, Cottingham Road
4. Summary of Representations – 3 letters of objections have been received. Comments are summarised as follows:
- Proximity of extension to trees and impact on tree preservation orders.
 - Parking on Cottingham Road and Wheatley Avenue.
 - Litter.
 - Double the amount of children to 1,000.
 - Infrastructure inadequate.
 - Loss of light to houses on Wheatley Avenue.
 - Traffic increase dramatic on Cottingham Road.
 - Highway safety implications.
 - Difficulty crossing the road.

Report

Principle of Development

This application relates to an extension to an existing school which was granted in 2012 under planning permission 12/00233/DPA. The existing school building accommodates 375 pupils and it is now intended to extend the school to provide for a further 450 pupils. It must be noted that under the previous permission, illustrative plans were submitted showing future expansion of the school in the area as currently applied for under this current application.

The principle of using the site for educational purposes is acceptable as the site currently has an educational purpose. Further to this Paragraph 72 of the National Planning Policy Framework supports provision of education uses and states:

“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted”.

Design

The extension to the school is a two storey height with a proposed floor space of 3,308 square metres to the side of the existing school building. The proposed extension is rectangular in form with the side of the building facing towards Cottingham Road and the rear backing onto Wheatley Avenue. The main entrance will remain in its current location facing towards the car parking area.

The building itself is partially obscured from Cottingham Road by the existing trees located along the boundary of the site which are being retained. There will be limited open views of the building from this public view point through the tree line to the front.

The proposed extension building is designed in the same scale and massing to the existing building. The appearance of the building is similar to the existing building. Significant level of fenestration has been provided along the elevations which will create a more animated design and is considered to be positive design approach. The proposed materials match the existing school building and a condition can be imposed to ensure this is the case. It is not considered that the proposal will not have an adverse impact on the character or appearance of the area.

Impact on Residential Amenity

The proposed development is to the side of the school and will therefore bring the building closer to residential dwellings on Wheatley Avenue to the west. The extension will be 9

metres high on this elevation, however has a separation distance of almost 60 metres from the nearest residential dwelling. There is also good level of screening by trees especially along the boundary with dwellings along Wheatley Avenue.

It is considered that the impact of the proposal on residential amenities of dwellings will be limited given the level of separation between the proposed extension and the nearest residential dwellings.

The level of activity at the school will increase as more pupils attend which could lead to some adverse impact in regards to noise nuisance. However, the Environmental Services department have been consulted and they have not raised any concerns over the impact of the proposal in regards to noise. Overall whilst there could be some noise nuisance this will likely to be during daylight hours and is unlikely to adversely impact on residential amenity to justify refusal of planning permission.

Highways and Accessibility

The proposed new school will result in significant changes to the traffic generation to and from the site and significantly increased pedestrian and cycle access to the site. The application is subject to a detailed transport assessment which details the increase of movements to the site. The assessment has been considered by Highway Authority and it demonstrates that there are improvements required to facilitate the use of the site particularly in respect of pedestrian access to the site including the need for works for a pedestrian crossing to the east of the access, towards the railway bridge on Cottingham Road. The Highway Authority has also requested improvement works to Cottingham Road/High Street/Station Road and Cottingham Road/Elizabeth Street junctions. It is necessary to ensure that these requirements are met by the development and relevant conditions will be imposed to control this.

The previous planning application required the provision of a controlled pedestrian crossing adjacent to the West Glebe Pavilion entrance road. These works should have been carried out by the 4th October 2014 however, they have still not been implemented and as such the school is in breach of a condition of planning permission 13/00214/RVC. Concerns have been raised by residents and Centara (Central Tenants and Residents Association) over highway safety issues. The Local Planning Authority has concerns that these essential highway works have not been undertaken to date and as such a condition is required to ensure the crossing is installed prior to this second phase of building construction commencing. Given that these works are essential for highway safety reasons it is considered a short time frame for delivery of this important infrastructure is required in this instance.

The car park provides spaces for 96 spaces including 9 which have been allocated as disabled parking spaces and a sizeable drop off area within the car park adjacent to the school entrance. The Highway Authority is satisfied with the provision of parking and therefore is considered acceptable in this regard.

The site is considered to be within a sustainable location in close proximity to the town centre and capable of being accessed by non-car methods of transport including walking and cycling. The required pedestrian crossings and other highway improvement works will help to provide an accessible route to/from the school. The site is in reasonable proximity to the station and the town centre with bus stops in close proximity to the site. It is proposed that there will be cycle parking racks adjacent to the school entrance and it is proposed that conditions will be imposed in respect of this.

Flood Protection

The proposed development will result in an increase of surface water run-off from the site due to the significant increase in hard surfacing and increase in building size compared to the existing.

Anglian Water have assessed the proposal and have no objection subject to a condition requiring a surface water strategy being submitted and agreed in writing by the Local Planning Authority prior to any hard-standing areas being constructed. This is considered to be an acceptable condition to impose.

The Lead Local Flood Authority has been consulted on the application and do not object to the proposal subject to a condition being imposed to ensure that the development is carried out in accordance with the submitted surface water drainage information. This again is considered reasonable and a condition to impose.

Overall given the responses from Anglian Water and the Lead Local Flood Authority it is considered that the proposal would not result in increased risk of flooding subject to the conditions outlined above.

Tree Protection

Within the site there are a large number of trees which are the subject of preservation orders. The application is accompanied by an arboricultural report covering the trees. The proposal does not result in the loss of any trees as a result of the proposed extension.

Advice has been sort from the Councils Tree and Landscaping Officer who has confirmed that the submitted arboricultural report is acceptable. A condition can be imposed to ensure that the tree protection as outlined in the report is implemented to ensure there is no adverse impact on the trees during the construction works. An informative can also be included to advise the applicant to have an arboriculturalist present before the construction works start to ensure the protective measures required by the condition have been properly implemented.

Environmental Performance

The building is required by Policy 9 of the North Northamptonshire Joint Core Strategy to be compliant with BREEAM assessment rating of a minimum of “very good” or equivalent nationally recognised standards. A condition requiring that the development meets this level of sustainability is therefore required.

Conclusion

Subject to the conditions below the proposed extension to Corby Technical School on Cottingham Road is considered to have an acceptable impact on the residential amenity of the nearby residential properties, not increase risk of flooding and due to the level of the screening of the site have an unacceptable visual impact on the area. The development of the site requires implementation of pedestrian crossings and other highway improvement works some of which should have been implemented under planning permission 13/00214/RVC. However, these essential highway works have not to this date been undertaken and as such a condition is required for implementation of these prior to building construction commencing to ensure delivery at an early stage of development without compromising commencement of the development on site. The proposal is considered to be within a sustainable location and given the use of the site the proposed new building is considered to be an acceptable form of development within this location.

RECOMMENDATION: Approve subject to conditions

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

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

2. Building construction (namely, above ground works) for this school extension shall not commence until the controlled pedestrian crossing required by Condition 7 of 13/00214/RVC for the first completed phase of the school has been installed.

Reason: In the interests of pedestrian safety and convenience, and to ensure the first completed phase of the school development is well connected, in accordance with highway safety and in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy 2016.

3. Prior to occupation full engineering, drainage, and constructional details of the following highway improvement works shall be submitted to and agreed in writing with the Local Planning Authority:

- a. Mitigation works to the junction of Cottingham Road/High Street/Station Road;
- b. Mitigation works to the junction of Cottingham Road/Elizabeth Street; and
- c. Provision of a pedestrian crossing to the east of the access, towards the rail bridge on Cottingham Road.

The highway mitigations outlined above shall be constructed and open for use within 12 months of first occupation of the extension and shall be carried in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. Prior to occupation full details of the car parking, manoeuvring and delivery access/manoeuvring areas shall be submitted and agreed in writing with the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

5. Prior to the commencement of the development hereby permitted, a full CTMP (Construction Traffic Management Plan) shall be submitted to and be approved in writing by the Local Planning Authority. The CTMP shall include the following elements;

- a. Detailed work programme / timetable.
- b. Site HGV delivery / removal hours to be limited to between 10:00 – 16:00.
- c. Detailed routeing for demolition, excavation, construction and abnormal loads.
- d. Supply of pre-journey information on routeing and site restrictions to contractors, deliveries and visitors.
- e. Detailed plan showing the location of on-site stores and facilities including the site compound, contractor and visitor parking and turning as well as un/loading point, turning and queuing for HGVs.
- f. Breakdown of number, type, size and weight of vehicles over demolition and construction period.
- g. Details of debris management including location of wheel wash, programme to control debris spill/ tracking onto the highway to also include sheeting/sealing of vehicles and dust management.
- h. Details of public impact and protection to include road, footway, cycleway and PRow. Details of TROs and road / footway / cycleway / PRow closures and re-routeings as well as signage, barriers and remediation.
- i. Public liaison position, name, contact details and details of public consultation/liaison.
- j. Route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays.
- k. Pre and post works inspection of the highway along the route of construction traffic to identify remediation works to be carried out by the developer. Inspections are to be carried out in the presence of a member of the Highway Authorities Inspection team. To also include the removal of TROs, temporary signage, barriers and diversions.
- l. Details of temporary construction accesses and their remediation post project.
- m. Provision for emergency vehicles.

Reason: In the interests of highway safety in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

6. Within 12 months of first occupation of the extension a full travel plan shall be submitted and agreed in writing by the Local Planning Authority and thereafter reviewed annually.

Reason: In the interests of sustainable transport and in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

7. Before any equipment, machinery or materials are brought onto site, fencing is to be erected around the tree protection areas as identified on the submitted Tree Protection Plan Drawing Number: CCL 09491 /TPP Rev 1 within the BS 5837 Arboricultural Report Impact Assessment and Method Statement by Crown Consultants dated 30th March 2016. All works on site shall be undertaken in accordance with the recommendations of that report. The fencing shall be retained until the development is completed. During the period of construction, no material shall be stored, fires started or trenches dug within these enclosed areas without the prior consent in writing of the Local Planning Authority.

Reason: To prevent damage to the protected trees in the interests of visual amenity and in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

8. The extension hereby approved shall not be occupied until a final certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'very good' has been achieved for this development.

Reason: In the interests of sustainable construction and in accordance with Policy 9 of the North Northamptonshire Joint Core Strategy.

9. The external finishes of the development hereby permitted shall match those of the existing building in material, colour, style, bonding and texture unless otherwise agreed in writing by the Local Planning Authority in advance.

Reason: To ensure a satisfactory appearance in the interests of visual amenity and to comply with Policy 8 of the North Northamptonshire Joint Core Strategy.

10. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

11. Development shall be carried out in accordance with the surface water drainage information located within Flood Risk Assessment dated April 2016 by Wardell Armstrong; email and attachments dated 14th July 2016 by BCAL Consulting; and Planning Applications – Suggested Informative Statements and Conditions Report dated 24th August 2016 by Anglian Water unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing the risk of flooding in accordance with Policy 5 of the North Northamptonshire Core Spatial Strategy.

Notes to Applicant:

1. Condition 2 above only relates to the first completed phase as an initial pedestrian crossing was a requirement of the first phase of the school. The school is now open in breach of planning Condition 7 of permission 13/00214/RVC and urgent work is essential to meet immediate highway safety needs arising from the first implemented phase of this project. Detailed design details for a crossing at the southern end of Wheatley Avenue at its junction with Cottingham Road have been approved by the Highways Authority but formal agreement under s278 of the Highways Act 1980 has yet to be concluded. Other conditions address highways works necessary to support the second phase of school construction. Amongst other matters a second pedestrian crossing is necessary.

Reasons for Approval:

Subject to the conditions above the proposed extension to Corby Technical School on Cottingham Road is considered to have an acceptable impact on the residential amenity of the nearby residential properties, not increase risk of flooding and due to the level of the screening of the site have an unacceptable visual impact on the area. The development of the site requires implementation of pedestrian crossings and other highway improvement works some of which should have been implemented under planning permission 13/00214/RVC. However, these essential highway works have not to this date been undertaken and as such a condition is required for implementation of these prior to building

construction commencing to ensure delivery at an early stage of development without compromising commencement of the development on site. The proposal is considered to be within a sustainable location and given the use of the site the proposed new building is considered to be an acceptable form of development within this location. The proposal is therefore considered to accord with the National Planning Policy Framework and Policies 1, 3, 5, 7, 8, 9, 10, 15 and 16 of the North Northamptonshire Joint Core Strategy.

Statement of Applicant Involvement:

Discussions with the agent have lead to the submission of additional information during the application on flood risk and highway impact.

Officers to contact:

Mitesh Rathod

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Key:
 - Land owned by applicant
 - Site boundary

Key	Date	Drawn	Checked	Description

gssarchitecture
 35 HEDDINGTON, KENTFORD, NORFOLK, NR15 7JX
 Telephone: 01253 513 265, Fax: 01253 513 276
 Email: gsa@gssarchitecture.com, www.gssarchitecture.com
 Registration: 01432 803 124



PLANNING AND ENVIRONMENTAL SERVICES
 - 1 APR 2016
 PROJECT TITLE:
 Corby Technical School

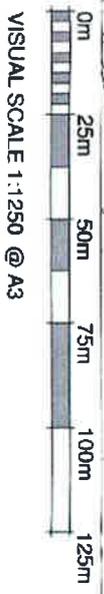
Client:
 Brooke Weston Academy

Drawing Title:
 Site Location Plan

RIBA Number: S013564
Drawn By: TGW
Checked By: GJM
Scale@A3: 1:1250 **Date:** 02/03/16
Dwg No: E5001 **Rev:**



1 Site Location Plan
SCALE - 1 : 1250 @ A3



16/0015/0/PA