



**REPORT of
CHIEF EXECUTIVE**

**to
CENTRAL AREA PLANNING COMMITTEE
28 JUNE 2017**

Application Number	FUL/MAL/17/00494
Location	All Saints Church Of England Primary School Highlands Drive Maldon Essex
Proposal	Installation of a bicycle shelter
Applicant	Mr Philip Brown - All Saints CofE Primary School
Agent	-
Target Decision Date	1 August 2017
Case Officer	Hilary Baldwin, TEL: 01621 875730
Parish	MALDON NORTH
Reason for Referral to the Committee / Council	Major Application Councillor / Member of Staff

1. RECOMMENDATION


APPROVE subject to the conditions as detailed within Section 8 of this report.

2. SITE MAP

Please see overleaf.

All Saints Church of England Primary School, Highlands Drive, Maldon
FUL/MAL/17/00494



<div>  <p>MALDON DISTRICT COUNCIL</p> </div> <div> <p>Copyright</p> <p>For reference purposes only. No further copies may be made. This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Maldon District Council 100018588 2014</p> </div>	Scale:	1:2,500
	Organisation:	Maldon District Council
	Department:	Department
	Comments:	Committee 17/00494/FUL
	Date:	20/06/17
	MSA Number:	100018588
www.maldon.gov.uk		

3. SUMMARY

3.1 Proposal / brief overview, including any relevant background information

- 3.1.1 The application site is an established single storey primary school located within a residential area with external play areas and fields. The main entrance in Highlands Drive has existing walls and railings and security gates. Directly adjacent to the entrance on the northern side is an external play area for the youngest pupils and comprises large play equipment. The southern side of the entrance is a grassed area which leads to the main playing fields. Opposite the site is a residential area of single storey properties.
- 3.1.2 Planning permission is sought for the installation of a bicycle store and cover. The structure would be located directly adjacent to the perimeter boundary. The structure would measure 6m wide by 2m deep, be constructed of a tubular metal frame with a clear curved Perspex cover. The overall height of the structure would be 2.5m and set on a concrete base.

3.2 Conclusion

- 3.2.1 The proposed development would not result in a visual detrimental impact upon the school setting and would be viewed in context with the use of the site. The proposed structure and its clear Perspex structure, whilst highly visible in the street scene is not considered to result in harm to the character and appearance of the site or the area. Furthermore, the structure would only utilized during school opening hours and the transparent nature of the cover would help assimilate it into its setting at other times.

4. MAIN RELEVANT POLICIES

Members' attention is drawn to the list of background papers attached to the agenda.

4.1 National Planning Policy Framework 2012 including paragraphs:

- 7, 14, 56, 69

4.2 Maldon District Replacement Local Plan 2005 – Saved Policies:

- S1 - Development Boundaries and New Development
- BE1 - Design of New Development and Landscaping
- T1 - Sustainable Transport and Location of New Development
- T2 - Transport Infrastructure in New Developments
- T8 - Vehicle Parking Standards

4.3 Maldon District Local Development Plan submitted to the Secretary of State for Examination-in-Public on 25 April 2014:

- S1 - Sustainable Development
- S8 - Settlement Boundaries and the Countryside
- D1 - Design Quality and Built Environment
- H4 - Effective Use of Land

- T1 - Sustainable Transport
- T2 - Accessibility

4.4 Relevant Planning Guidance / Documents:

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)
- Essex Design Guide
- Car Parking Standards

5. MAIN CONSIDERATIONS

5.1 Principle of Development

- 5.1.1 The site is located inside the settlement boundary of Maldon and within the school boundary whereby the principle of such development is considered acceptable. Other material planning considerations are discussed below.

5.2 Design and Impact on the Character of the Area

- 5.2.1 It should be noted that good design is fundamental to high quality new development and its importance is reflected in the NPPF. In order to comply with Policy BE1 of the Replacement Local Plan (RLP), the proposal must be compatible with, or improve the surrounding location through its scale, height and choice of external materials. Similarly, the basis of policy D1 of the emerging Local Development Plan (LDP) ensures that development will not have a detrimental impact on its surrounding area and local context and will actively seek opportunities for enhancement in the built environment.

- 5.2.2 In determining an appropriate contextual relationship with surrounding development, factors such as height, scale, massing and siting are material considerations. Details such as architectural style, along with colour texture of materials, are also fundamental in ensuring the appearance of any new development is sympathetic to its surrounding and therefore wholly appropriate in its context.

- 5.2.3 The NPPF states that:

‘The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.’

‘That permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.’

- 5.2.4 Planning permission is sought for the installation of a bicycle store within the school grounds and would be located directly adjacent to the main entrance and within a grassed area that leads round to the main playing fields.
- 5.2.5 The design of the structure is considered commensurate with the existing use of the site and whilst directly adjacent to the highway boundary, it would be seen in context

with the 1.8m perimeter railings and brick wall in this location and the backdrop of a typical school building. The boundary treatment in this location is a 1.7m high brick wall forming the corner to the main entrance with matching height railings for the remainder of the playing field perimeter.

- 5.2.6 The tubular metal frame would be seen in context with the existing railings and whilst 6m in length, it would be parallel with the main entrance and project in towards the school building. The transparent nature of the cover would help assimilate the structure into its setting.
- 5.2.7 The materials of metal and Perspex are considered appropriate in this context and subject to a condition to ensure that the structure is built in accordance with the approved plans and material details, no further conditions for submission of materials are considered appropriate or necessary. For this element the proposal is considered policy compliant.

5.3 Effect on amenity of neighbouring occupiers and users of the site

- 5.3.1 The site of the proposed structure is directly adjacent to the main entrance to the school within Highlands Drive. The nearest residential properties are to the eastern side of Highlands Drive directly opposite the site. However, the storage of bicycles during school opening hours is not considered to result in significant levels of impact over that normally expected during school hours. Furthermore, due to the nature of a school, its use would typically only be during the morning, lunchtime and afternoon arrival and departure times.
- 5.3.2 As such the proposal is not considered to result in significant potential impact on the living conditions of the nearest residential properties or impact upon adjacent park users and subject to appropriate conditions is considered to accord with adopted policies BE1 and CON5 and emerging policies D1 and D2 of the submitted Local Development Plan and the guidance and provision of the NPPF.

5.4 Access, Parking and Highway Safety

- 5.4.1 The site is located within a grassed corner leading out to the main playing fields and there would be no impact upon existing parking provision. There is an existing pedestrian access which would lead to the bicycle store. The Highway Authority has been consulted and there is no objection to the scheme.
- 5.4.2 Therefore, as the proposal does not compromise and existing access, parking provision or lead to impact upon highway safety, the proposal is considered to accord with the criteria of adopted LP policy T1 and T2 and emerging policy T1 of the submitted LDP.

5.5 Landscaping and Boundary Treatment

- 5.5.1 No new boundary treatments are proposed. However, as the site is within the wide external space of the school and from the highway would be viewed against the backdrop of the school setting, it is not considered that any additional landscaping or boundary treatments are necessary.

- 5.5.2 The proposal is considered to accord with policies BE1, REC1, REC7 CC6 of the adopted LP and emerging policies D1, N1, N2 and N3 and the guidance and provision as contained within the NPPF.

6. ANY RELEVANT SITE HISTORY

- 6.1 Whilst there is an extensive planning history on the site, there are no relevant applications in context with the location of the application subject of this report.

7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Maldon Town Council	Support.	The comments of the Parish Council are noted.

7.2 External Consultees (*summarised*)

Name of External Consultee	Comment	Officer Response
Essex County Council (ECC) Highway Authority	No Objection.	The comments of the Service are noted.
Essex County Council	No Response at time of writing report.	Any response received will be reported within the Members' Update.

7.3 Representations received from Interested Parties (*summarised*)

- 7.3.1 None were received at the time of writing this report.

8. PROPOSED CONDITIONS

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 Section 91(1) of The Town & Country Planning Act 1990 (as amended).
2. The development hereby permitted shall be carried out in complete accordance with approved drawings **1068/A/04, 1068/A/10 and 1068/A/11** and specifically referenced on this decision notice as well as the submitted detailed specifications.
REASON: To ensure that the development is carried out in accordance with the details as approved.
3. The external surfaces of the development hereby approved shall be constructed of materials and finish as detailed within the application.

REASON: To ensure that the development is carried out in accordance with the details as approved and in order to meet the requirements of policy BE1 of the Maldon District Replacement Local Plan.