

**Development Control Committee**  
Meeting to be held on 13<sup>th</sup> July 2016

Electoral Division affected:  
Chorley North

**Chorley Borough: Application Number. LCC/2016/0037**

**Proposed new three form entry primary school for pupils aged 4-7 including single storey building, car parking area, hard surface play area, grass playing pitch and 1.5m and 2.4m high perimeter fencing.**

**Trinity CE Methodist Primary School, Brookwood Way, Buckshaw Village, Chorley.**

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**Executive Summary**

Application - Proposed new three form entry primary school for pupils ages 4-7 including single storey building, car parking area, hard surface play area, grass playing pitch and 1.5m and 2.4m high perimeter fencing.

Trinity CE Methodist Primary School, Brookwood Way, Buckshaw Village, Chorley.

**Recommendation - Summary**

That planning permission be **granted** subject to conditions controlling time limits, working programme, landscaping, highways issues, external lighting and drainage schemes.

**Applicant's Proposal**

The application is for a proposed new three - form - entry primary school for pupils aged 4-7. This would include a single storey building which would comprise of 9 classrooms with a capacity to accommodate 270 pupils. These facilities would accommodate 3 classrooms for reception pupils and 6 classrooms for infant pupils. The proposal includes a car parking area for 40 vehicles with 1.5m and 2.4m high perimeter fencing around the school site. There would also be one outdoor grass junior football pitch (45m x 27m) along with two other outdoor play areas which would total 1340m<sup>2</sup>.

The planning application site area is 1.1925 ha with the proposed building having a gross internal floor area of 1485m<sup>2</sup>. The external elevations to the new building would be predominantly golden buff facing brickwork and rendered cream blockwork

with a stucco finish aluminium built up pitched roof. The windows and doors of the school would have aluminium coated frames coloured dark grey. The 2.4m high weld mesh fencing located to the rear and side boundaries of the school would be coloured dark green and the 1.2m high railing fence situated to the frontage of the school would be coloured dark grey.

The maximum height of the proposed building would measure 7.9m. The proposal includes car parking with staff parking (32 spaces) and school visitor parking (8 spaces) located north west and north east of the school site respectively. The proposal also includes the erection of two cycle stores which would accommodate up to 20 cycles.

Members will visit the site prior to determining the application.

### **Description and Location of Site**

The proposed school site is situated on the west side of Central Avenue, in the Buckshaw Village development area, 3 km north west of Chorley town centre. The site would be accessed from Brookwood Way with an additional point of pedestrian entry from Wigan Road, on the western side of the proposed school grounds. The proposed school would be located 550m south west of the existing Trinity CE Primary School site on Unity Place. Most of the land around the site is yet to be developed but is allocated for residential / commercial uses. There are some recently constructed residential properties 25m to the south on Brookwood Way and Whitely Drive.

The closest watercourse to the site is Buckshaw Brook located approximately 25m on the south western corner of the site. The immediate surrounding areas to the east, north and south of the proposed development site consist of similar brownfield development sites which are allocated as mixed use development for housing and employment in the Chorley Local Plan. Adjacent on the west side of the proposed school is a deciduous woodland which is designated as a BHS, with residential and retail building towards the east.

### **Background**

There is no relevant planning history on the proposed school site.

### **Planning Policy**

National Planning Policy Framework (NPPF)

Paragraphs 7 - 14, 17, 56 - 65 and 72 - 74 of the NPPF are relevant with regards to the definition of sustainable development, core planning principles, requiring good design and the need for new school places.

Central Lancashire Core Strategy

Policy 1 - Locating Growth

Policy 3 - Travel

Policy 14 - Education

Policy 17 - Design of New Buildings

## Policy 29 - Water Management

### Chorley Borough Local Plan

Policy V1 - Model Policy

Policy ST4 - Parking Standards

Policy BNE1 - Design Criteria for New Development

Policy BNE9 - Biodiversity and Nature Conservation

Policy EP10 - Primary School Allocations

### **Consultations**

Chorley Borough Council - No observations received.

Euxton Borough Council - No observations received.

LCC Specialist Advisor (Ecology) - The proposed 2.4m weld mesh security fence should be raised slightly above the ground to facilitate habitat connectivity for wildlife including small mammals and amphibians and the installation of the boundary fence should take place outside the BHS boundary so that it does not compromise any mature trees or woodland ground flora. Due to the proposed site being located in close proximity to a BHS, it would be appropriate for the LPA to approve detailed landscape proposals to ensure locally appropriate native species and any native or ornamental species would not be invasive or 'escape' into the BHS.

Site preparation and site clearance should ideally take place outside of the bird nesting season (March - August). If this is not possible then the absence of nesting birds should be confirmed in advance of any works on the site. The immediate adjacent woodland is likely to be of value to bats. It is therefore important to ensure that impacts on trees / woodland edge are avoided during construction and operation. No external lighting should be proposed that would illuminate mature trees or the woodland edge.

Sport England - No objection.

Natural England - No objection.

LCC Specialist Advisor Landscape - Some form of planting (hedge / small trees) along the northern boundary of the proposed school is recommended.

Environment Agency - No comment.

LCC Lead Local Flood Authority - No objection, subject to the inclusion of conditions relating to a Surface Water Drainage Scheme and a Surface Water Lifetime and Maintenance Plan to be submitted and approved by the Local Planning Authority. Also if planning permission is given, the applicant would need to obtain a Land Drainage Consent before starting works on the site.

The applicant should be advised that permeable paving and rainwater harvesting should not be included within the hydrological calculations as this could be removed or altered in the future increasing surface water runoff which was previously unallocated for in the design of the sustainable drainage system. Also the applicant

should explore the use of more SUDS features to reduce the rate and volume of surface water draining from the site.

LCC Developer Support (Highways) - No objection, subject to the inclusion of conditions relating to details of a drop off / pick up area and a scheme for the construction of the site access and the off-site works of highway improvements. This would need to include details and location points of where the provision of tactile paving's and dropped kerbs would be located.

Representations - The application has been advertised by press, site notice and neighbouring residents informed by individual letter. One representation has been received from a neighbouring resident, whilst not objecting to the application, requests clarification regarding car parking provision and traffic alleviation measures at the school.

## **Advice**

### *The need for the proposed school*

The application is for a new three form entry school which is required due to the demand for school places in the area. The proposed development would take place on the Buckshaw Village development which is a major area of new housing and commercial development taking place on the former Royal Ordnance Factory site. The primary school education needs of the Buckshaw Village development are currently mainly served by the Trinity Primary School located on Unity Place which was built as a single form entry school in 2010 and then expanded to two form entry in 2013. This school is close to capacity but due to the physical constraints of the site it is not feasible to further to extend the school.

There is a sustained need for additional places in the Euxton area, which includes the Buckshaw Village development. The need is for an additional 47 places in 2015 and 2016 and for 34 places in 2017, based upon live births in the area. However, planned housing in the area has the potential to generate an approximate yield of an additional 6 pupils per year group over the next 5 years. The existing Buckshaw Trinity School is full in all year groups. In 2012 the school received 52 1st preferences when the school's admission number was 30 whilst in 2013 the school's admission number was raised to 60 and there were 75 1st preferences and for 2014 there were 72 1st preferences.

The proposed new school on Brookwood Way would accommodate infant children (Key Stage 1) with the existing school site on Unity Place accommodating the junior children (Key Stage 2). The split site arrangement was deemed to be necessary as the existing site on Unity Way was not large enough to accommodate an additional form of entry. As part of the planning process for part of the development on Buckshaw Village, the proposed site on Brookwood Way was secured known as 'Group One' for the provision of primary school places. It was the only site available, and is accessible to the community that the current school serves and within walking distance of the existing school site.

The existing Trinity Primary School at Unity Place is a two form entry school with a capacity for 420 children but which currently has 332 children ages 4 - 11 from Reception to Year 6. However, the existing spare capacity will be filled by 2017 due

to new housing development in the area. The proposed school on Brookwood Way would allow Trinity CE Primary School to expand to provide a three form entry over both sites with a potential combined capacity of 630 children by the year 2023. The Brookwood Way site would be a single storey development comprising of 9 classrooms with a capacity for 270 children and attended by children aged 4-7. The 270 capacity would be in addition to that of the 420 of the existing school which would slightly be in excess of the 630 capacity in 2023.

The Cabinet Member for Children, Young People and Schools approved the temporary expansion of Trinity Church of England School on Unity Place from 60 to 90 pupils for September 2015. On 12<sup>th</sup> January 2015 the Cabinet Member for Children, Young People and Schools agreed that a period of consultation be undertaken to allow a permanent increase in Reception intakes from 60 to 90 from September 2016, initially on the existing school site which would be then followed by a permanent build on the proposed school site on Brookwood Way.

Lancashire County Council has a statutory duty to provide a primary or secondary school place to every child of statutory school age living in Lancashire who requests one. A combination of sustained increase in the number of births together with plans for significant additional housing developments in Chorley means that as local children reach statutory school age there will not be sufficient places in this area to meet demand.

Paragraph 72 of the National Planning Policy Framework states that 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. It requires that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. The NPPF states that great weight should be given to the need to create, expand or alter schools.

Following on from the statutory notice period a final decision was made by the Cabinet Member for Children, Young People and Schools on 12<sup>th</sup> August 2015 to conditionally approve the number of places available from 60 to 90 pupils for the reception year in September 2016 and in subsequent reception years utilising the second site on Brookwood Way. Overall the proposed new school site would accommodate the need for additional school places in the area and would be supported by the policy in the NPPF to which great weight should be attached. However, it is also important to balance the need for the accommodation against the likely impacts of the proposed development.

#### Location and design of school

The proposed site is allocated within the Chorley Local Plan under Policy EP10 - Primary School Allocations which reserves the proposed site for a primary school. The use of this site for a primary school therefore complies with local planning policy.

The proposed school would be situated on the west side of Brookwood Way, with residential properties to the west and south. The premises would be accessed from Brookwood Way with an additional pedestrian point of entry from Wigan Road on the western side of the school grounds. The design includes car parking provision on the northern side of the school site for up to 40 vehicles which would include 2 spaces

for disabled vehicles. There would be also be parking provision for 20 cycles located south east of the school building.

The proposed school is a modern design with external elevations of predominantly golden buff facing brickwork and rendered cream blockwork with a stucco finish aluminium built up roof. The windows and doors of the school would include aluminium coated frames coloured dark grey. The 2.4m high weld mesh fencing located to the rear and side boundaries of the school would be coloured dark green and the 1.2m high railing fence situated to the main entrance frontage of the school being coloured dark grey. The maximum height of the proposed single storey building would measure approximately 7.9m. The closest residential properties would be located approximately 25m from the boundary of the school on Brookwood Way and Whitely Drive, with some of these houses facing the school site. However, the school building would be considerably further from these properties and therefore the separation distances are considered acceptable.

There would be 2.4m high weld mesh fencing located to the rear and side boundaries of the school and 1.2m high railings situated to the main entrance frontage of the school. Part of the proposal also includes the provision of one outdoor grass junior football pitch (45m x 27m) and two other outdoor play areas which would total 1340m<sup>2</sup>. The grass football pitch would be situated close to the residential housing but due to the landscaping and perimeter fencing would not be expected to raise any amenity impacts for local residents.

Part of the proposals includes perimeter tree planting to the boundary of the site which would provide some landscaping of the site frontage and protect the amenities of the houses located on the opposite side of Brookwood Way. Also, as the proposed school building is a single storey building located at the northern end of the school site, it would be situated away from and have an acceptable visual impact on any future residential development on Brookwood Way. Overall the scale and design of the school is considered acceptable and subject to a condition for the retention of the woodland within the site boundary to the west of the site, the development complies with Policy 17 of the Central Lancashire Core Strategy and Policy BNE1 of the Chorley Borough Local Plan.

### Ecology

The application site is located within the wider area which was a former Royal Ordnance Site which has been cleared and remediated previously. Mitigation and compensation for impacts on biodiversity (including protected and priority species and habitats) arising from site clearance and remediation was secured as part of earlier planning permissions for land reclamation and remediation earthworks to create a development platform for housing and commercial use around the school site (09/09/00095/FULMAJ). However a Phase 1 Habit Survey was carried out in February 2016 to ensure all legislations is compiled with for any protected sites and species surrounding the development site.

The majority of the school site would be located on currently vacant land of negligible biodiversity value which provides limited habitat for protected or priority species. However, the woodland located adjacent to the proposed school site is a BHS and could be used as a foraging resource for bats. It is therefore important to ensure that impacts on trees on the woodland edge are avoided during construction operations.

The applicant has therefore proposed a 2m high tree protection fence to achieve this aim. The proposal also includes the erection of a 2.4 security fence situated around the school site. Part of this fencing would be located within the BHS as there are plans to create a small habitat creation area within the BHS for children. The security fencing would help safeguard the children and it is considered that the fencing would not have a detrimental impact on the woodland subject to controls over its design. A further condition can be attached requiring full details of the habitat creation area which would need to be submitted and approved within three months from the commencement of development.

Even though the site area has a low risk potential that ground nesting birds would be present, site preparation and site clearance should take place outside of the bird nesting season (March - August). If this would not be possible the absence of nesting birds should be confirmed in advance of any works starting on the proposed site.

No external lighting should be erected that would illuminate mature trees or the woodland edge to avoid any adverse impacts on wildlife. The proposed habitat creation area located in the adjacent woodland would need to ensure locally appropriate native species or ornamental species proposed would not be invasive and 'escape' into the BHS. These matters can be dealt with the submission of landscape proposals for approval by condition. With such conditions attached, the proposed development is considered acceptable when assessed against Policy BNE9 of the Chorley Borough Local Plan.

### Traffic Issues

In order to assess the traffic impacts from the proposed school, a survey was conducted in April 2016 at the existing school located on Unity Place to assess travel to school patterns. It is considered that the proposed school would have a similar pattern due to its location. The survey showed the following modal splits - 31.7% (Car), 50% (Walk), 17.9% (Bike), 0.3% (Bus), 0.3% (Taxi). However the splitting of the school over two sites could result in the number of cars increasing slightly as some parents may have children based at both school sites and consequently would have difficulty getting to both sites through walking or cycling methods. However, it is considered the number would not rise significantly enough to have a detrimental effect on the operation of the highway networks situated around the school.

To address the issue of parents having children in both sites, the existing school site on Unity Place would operate a school drop off facility from 8:40am which would give parents enough time to subsequently travel to the proposed Brookwood Way site for the start of the school day at 8:55am. The same issue would exist at the end of the school day, so the school has agreed that the site on Brookwood Way would finish at 3:10pm and the site on Unity Place would finish at 3:25pm leaving parents enough time to travel between the two sites. There would also be an after school club at the existing Unity Place site with a walking bus operating from the Brookwood Way site for those who want to use the facility.

The main issue raised by this proposal relates to traffic and associated impacts on highway safety and residential amenity. The local highway network situated around the school has only recently been constructed to current design standards to accommodate ongoing development. The school would be accessed from

Brookwood Way which is a single carriageway (7.3m in width) with footways on both sides of the road and is subject to a speed limit of 30mph. Brookwood Way is accessed from Wigan Road to the west and Central Avenue to the east. Along Brookwood Drive there is a 3m wide combined footway / cycle way on both sides, on the western side this then reduces to a standard 2m width along the school frontage.

Across the site frontage, in order to improve access to the school through walking and cycling methods, it is proposed that the 3m footway / cycleway would be extended to the school entrance.

There is already a significant level of provision for cyclists and pedestrians in the vicinity of the site, with 3m wide combined footway / cycleways along both sides of Central Avenue and part of Brookwood Way. To the north of Brookwood Way there is a toucan crossing of Central Avenue which would help parents / pupils gain access to the school site. Also to the east of Central Avenue there is a segregated pedestrian / cycle route through to Holland House Way which would provide a direct pedestrian / cycle route between the two school sites.

The access stubs that have been constructed onto Brookwood Way to serve other development plots do not have dropped kerb facilities with associated tactile paving. Consideration would need be given to amending the existing infrastructure at the stubs on the likely pedestrian route between the two school sites. The improvements to pedestrian / cyclist provision can be secured through a planning condition. Currently Central Avenue is the main road located just off Brookwood Way which has bus stops located to the north and south of the junction with Brookwood Way. The school site would also accommodate 40 vehicles and 20 cycles which would accord with the Chorley Council Local Plan Parking Standards.

LCC Developer Support have requested a range of other highway improvements which aim to provide safety for parents and pupils arriving and departing the school site. This includes provision of a drop off / pick up zone large enough to accommodate a coach which would conform to the Chorley Council Parking Standards. The applicant is also advised that the proposed site access to the school should either be 4.80m wide to allow the passage a large vehicle and a car or 5.50m in width to allow two large vehicles to pass each other. Also due to safety risks to moving vehicles, the gates to the bin stores should be redesigned to either open inwards or left without gates.

As parking spaces are arranged in a perpendicular layout in the staff car park, manoeuvring lanes between the spaces would need to be less than 6.0m in width. Also the proposed gate to the staff car park may cause vehicles difficulty reversing out of one of the two parking bays provided along the school, the proposed gate to the 'sprinkler tank' should open inwards to improve vehicle safety. They have also advised for additional provision of dropped kerbs and tactile paving along the northern point of Brookwood Way. These detailed design issues can be addressed through appropriate planning conditions.

### Flooding Issues

The application is accompanied by a Flood Risk Assessment which identifies that the site lies with Flood Risk Zone 1 (low probability of flooding). However as the proposed development would involve a significant increase in hard surfaced areas,



the potential impacts of increased run off would need to be considered. The Flood Risk Assessment does not confirm the measures that would be used for surface water management. However the information provided with the application states that the method of surface water drainage at the school would use systems such as runoff soakaways, infiltration systems, green roof and rainwater harvesting subject to consideration of ground conditions.

The Lead Local Flood Authority have stated that permeable paving or rainwater harvesting should not be included within the hydrological calculations for the site as such systems could be removed in the future. It is therefore considered that a condition should be imposed requiring a drainage plan based on sustainable drainage principles and details of appropriate water sustainable drainage schemes to be submitted. A Surface Water Lifetime Management and Maintenance Plan should also be submitted prior to the commencement of development. With such conditions the development would be considered acceptable in terms of Policy 29 of the Central Lancashire Core Strategy.

### Conclusion

The NPPF states that great weight should be given to the need to create schools to ensure sufficient choice of school places to meet the needs of existing and new communities. Lancashire County Council has a statutory duty to provide a primary or secondary school place to every child of statutory school age, living in Lancashire who requests one. A combination of sustained increase in the number of births together with plans for significant additional housing developments in Chorley means that as local children reach statutory school age there is a need to accommodate for the demands for school places in the area which current primary schools in the area cannot facilitate.

The proposed site is currently vacant brownfield land. The site is allocated as a primary school site in the Chorley Local Plan, with the surrounding area allocated for housing and commercial use. There would be no ecological impacts proposed due to the current condition of the proposed site. The current highways around the vicinity of the proposed school site would be able to accommodate the traffic that would be generated and any residual highway impacts including pedestrian and cycling improvements can be addressed through planning conditions. The development would incorporate satisfactory levels of screening and landscaping such that the impacts on local amenity would be acceptable.

In view of the scale, location and nature of the development, it is considered that no Convention Rights set out in the Human Rights Act 1998 would be affected.

### **Recommendation**

That planning permission be **Granted** subject to the following conditions:

#### **Time Limits**

1. The development shall commence not later than 3 years from the date of this permission.

*Reason: Imposed pursuant to Section 91 (1)(a) of the Town and Country Planning Act 1990.*

## **Working Programme**

2. The development shall be carried out except where modified by the conditions to this permission in accordance with the following documents:
  - a) The Planning Application and supporting statement received by the County Planning Authority on 6th May 2016.
  - b) Submitted Plans and documents:
    - Drawing A-P01 / Site and Location Plan
    - Drawing A-P02 / Ground Floor Plan
    - Drawing A-P03 / Elevations
    - Drawing A-P04 / Site and Location Plans as Proposed
    - Drawing A-P05 / Site Plan
  - c) All schemes and programmes approved under the conditions to this permission.

*Reason : To minimise the impact of the development on the amenities of the area and to conform with Policy 17 of the Central Lancashire Core Strategy and Policy BNE1 of the Chorley Council Borough Local Plan.*

## **Landscaping**

3. Within three months of the commencement of development, a scheme and programme for the landscaping of the site shall be submitted to and approved in writing by the County Planning Authority. The scheme and programme shall include details of:
  - a) Details for the planting of tree and shrub screening belts including numbers, types and sizes of species to be planted, location and layout of planting areas, protection measures and methods of planting.
  - b) Details of the proposed habitat creation area on the west side of the school site including planting schedule, details of any ground treatment and surfacing to be used and details of any play equipment that would be placed in the area.
  - c) Details of the 2.4 high weld mesh security fence to be located in the Buckshaw Wood and Grassland Biological Heritage Site including routing of fencing to avoid existing trees and measures to ensure that the fence will not impact upon habitat connectivity for wildlife including small mammals and amphibians.

The approved landscaping works shall be undertaken in the first planting season following completion of construction works and shall thereafter be

maintained for a period of five years including weed control, replacement of dead and dying trees and maintenance of protection measures.

The proposed fencing shall be erected in accordance with the approved details.

*Reason: In the interests of visual and local amenity and the local environment and to conform with Policy BNE9 of the Chorley Borough Local Plan.*

4. Site preparation and site clearance shall take place outside of the bird-nesting season between 1 March and 31 July unless the site has been previously checked and found clear of nesting birds in accordance with Natural England's guidance. If any such nesting birds are found, the area shall be subject to an exclusion zone and no works shall take place within that zone until all breeding birds and attendant young have left the nest.

*Reason: To protect nesting birds and to conform with Policy BNE9 of the Chorley Borough Local Plan.*

5. No external lighting shall be erected which would illuminate mature trees or the edge of the woodland to the west of the proposed school building.

*Reason: To avoid light pollution from artificial light on the adjacent woodland and to conform with Paragraph 125 of the National Planning Policy Framework.*

## **Highway Matters**

6. No development shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to and approved by the Local Planning Authority. The scheme shall contain details of the following:
  - a) Full details including dimensions of the drop off / pick up area at the front of the school.
  - b) Details of the proposed car park including layout of spaces and vehicles turning areas.
  - c) Details for the construction of the site access including dimensions and alignment of kerbs at the junction with Brookwood Way
  - d) Off-site works of highway improvement including details for the installation of dropped kerbs and tactile pavings on Brookwood Way and widening of the existing pavement to 3 metres.

The highway works contained in the approved scheme shall be implemented in full prior to the school being brought into use.

*Reason: In the interests of highway safety and local amenity and to conform with Policy BNE1 of the Chorley Borough Local Plan.*

7. Within one year of the bringing into use of the development, a Travel Plan, as defined by this permission, shall be submitted to the County Planning Authority for approval in writing.

The School Travel Plan shall include:

- a) A brief description of the development, its location and a summary of the particular transport and road safety issues at the site;
- b) Evidence and results of consultation with staff, parents and other interested parties;
- c) Targets and measures to minimise the impact of/reduce private car use for the journey to and from the site by staff, parents and other visitors
- d) A summary of the site's current road safety policies and practices, details of any new or proposed initiatives including a planned timetable of introduction; and,
- e) Proposals for monitoring progress of the Travel Plan including a timetable for its implementation and review.

*Reason: In the interests of highway safety and to conform with Policy 3 of the Central Lancashire Core Strategy.*

### **Drainage Schemes**

8. No development shall commence until details of the sustainable drainage measures to be incorporated within the development have been submitted to and approved in writing by the County Planning Authority. The details shall include:
- a) Information about the design storm period intensity, discharge rate volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of finished floor levels in AOD;
  - b) Details of how surface water would run-off from the site would be controlled so that run off rates do not exceed 6.48 l/s.
  - c) Flood water exceedance routes, both on and off site;
  - d) Details for the maintenance of any sustainable drainage measures to ensure the effective operation of the measures throughout the lifetime of the development.

The drainage measures contained in the approved scheme shall be implemented prior to the school being brought into use and thereafter maintained in working order.

*Reason: In the interests of the prevention of flooding and to conform to Policy 29 of the Central Lancashire Core Strategy and Policy BNE1 of the Chorley Borough Local Plan.*

## **Definitions**

Planting Season: The period between 1 October in any one year and 31 March in the following year.

School Travel Plan: This is a document setting out a package of measures for reducing the number of car trips made to a school or a group of schools by parents and staff for improving safety on the school journey. The Plan may be produced by the Local Authority in consultation with a school or may be produced by the school with the advice of the Local Authority

## **Notes**

The applicant's attention is drawn to the requirements of the Equality Act 2010 and the British Standards Institution Code of Practice for Design of Buildings and their approaches to meet the needs of Disabled People (BS8300:2009). The design of the building will also need to comply with Part M of the Building Regulations 2010. In the case of educational buildings, the applicant's attention is drawn to the Special Educational Needs and Disability Act 2001 and the guidance prepared by the Department of Education and Skills Building Bulletin 91 (Access for the Disabled to School Buildings) and Building Bulletin 94 (Inclusive School Design).

The applicant's attention is drawn to the Department of Education and Employment publication - A Safer Journey to School, specifically the preparation of School Travel Plans.

## **Local Government (Access to Information) Act 1985 List of Background Papers**

Paper	Date	Contact/Directorate/Ext
LCC/2016/0037 Environment / 01772 538810	June 2016	Faiyaz Laly / Planning and

Reason for Inclusion in Part II, if appropriate  
N/A