

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	6 June 2013
<b>Title:</b>	Proposed two classroom extension, kitchen enlargement, associated car parking, play and landscape alterations at St Peter's School, Oliver's Battery Road North, Winchester, Hampshire SO22 4JB (Application No: 13/00774/HCS) (Site Reference: WRE059)
<b>Reference:</b>	4924
<b>Report From:</b>	Head of County Planning

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## **1. Executive Summary**

- 1.1. Planning permission is sought for a two classroom extension, kitchen enlargement, associated car parking, play and landscape alterations at St Peter's School, Oliver's Battery Road North, Winchester.
- 1.2. The main points for consideration are highways safety, high quality design, proposed landscape alterations and the amenity impact on residents adjacent to play areas.
- 1.3. It is considered that the proposal would be in accordance with the development plan (summary attached) as it would meet the needs of the local community by providing the necessary additional school places (CP6 and para 72 of the NPPF). The design, appearance and proposed materials are considered appropriate (CP13 and saved Policy DP.3), the proposed landscaping appropriately mitigates against the loss of a small number of trees and ensures the development fits with the landscape character of the area and will not cause any unacceptable adverse impact on the amenity of neighbouring properties (CP16 and saved Policy DP.4). The proposal is acceptable in terms of highway safety (CP10) with on-site parking being in accordance with the Hampshire County Council parking standards.

## **2. Site and proposal**

- 2.1. St Peter's Roman Catholic School is located on the outskirts of Winchester to the south east of Romsey Road. Vehicular and pedestrian access to the school is off Oliver's Battery Road North. Residential properties border the southern and northern boundaries of the site. Housing runs along the length of Oliver's Battery Road North. The eastern and western boundaries are defined by mature trees, some of these are protected by Tree Preservation Order No: 020G53.
- 2.2. The existing school is of mono-pitch design with flat areas of roofing in the connecting areas. At present there is capacity at the school for up to 362 pupils. There are currently 40 formal staff parking spaces on the site. At present there are 23 teaching staff comprising of 15 full time staff and seven part time staff with 48 non-teaching staff comprising two full time and 46 part time staff. There is a covered cycle store which provides space for 12 bikes and a cycle shed which has space for 20 scooters. The school operates four minibuses which have a capacity for 64 pupils.
- 2.3. There is also a pre-school facility which shares the St Peter's School site, it has a maximum capacity of 24 children per session with morning and afternoon sessions being offered.
- 2.4. Planning permission is sought for a single storey two classroom extension, kitchen enlargement, additional car parking, and associated play and landscape alterations. This will increase the school from a 1.5 form of entry to a two form of entry, the school will therefore have a capacity for 420 pupils.
- 2.5. The additional floor space to be created is 313 square meters and will include the creation of two new classrooms, one new music room and one group teaching room. There is to also be a small office, accessible WCs, new corridor to link to the existing school buildings and an extension to the kitchen. To facilitate this development enabling works would be required and this would consist of internal remodelling to create a larger group teaching room, repositioning of an external door to the north west façade, internal remodelling to the kitchen and demolition of a group teaching room to the south western end of the existing building to permit circulation through to the new building.
- 2.6. The extension will be similar in design to the existing building with roofs flat and monopitch design. The proposed materials are to, as far as possible, match the existing externals. The proposed walls are to be red facing brick with a metal standing seam roof when pitched and high performance felt flat roof. The window and door frames are to be powder coated aluminium coloured grey. There is to be a canopy outside the classrooms to prevent overheating through providing shading. External lighting will be fixed to the building fabric with emergency lighting to all exits. The lights are to be low energy compact fluorescent luminaires.

- 2.7. Due to the proximity of the school to Romsey Road a noise assessment was carried out and it was determined that when the windows are open teaching rooms are exposed to noise levels which meet the upper noise limits in Building Bulletin (BB) 93 for classrooms. Therefore an acoustic fence is proposed along the western boundary of the site alongside Romsey Road. Internally acoustic separation is to be applied between classrooms and within classrooms to comply with BB93.
- 2.8. The final number of staff is to be 25 teaching staff, 17 full time and seven part time with 48 non teaching staff to include two full time and 46 part time. Within the grounds of the school the location of the hard court play area is to be extended south, the potential for vehicular access onto the hard court play area will be retained for occasional use. The hard court areas are close to the site boundary and consequently boundary planting is proposed. The specific mix of planting is to be determined in consultation with the neighbouring residents. Ten additional car parking spaces are to be provided resulting in a total of 50 formal spaces.
- 2.9. In the event that the recently approved Pitt Manor housing and park and ride development is implemented it is proposed that there will be a pedestrian footpath created across the school site to a gate leading out onto the footway of Romsey Road (plan P09763-A-105revA). Initial discussions with Winchester City Council has indicated that the school could make use of the park and ride car park as a park and stride facility for parents to park, cross Romsey Road using the new pedestrian crossing and enter the school site from the rear using the proposed pedestrian footpath and gate. There is no lighting proposed for this pathway. The existing covered cycle store and cycle shed are to be retained.

### **3. Surrounding site information**

- 3.1. At Pitt Manor, to the west of Romsey Road and St Peter's School an outline planning permission was granted at appeal in January 2012 for the development of 200 dwellings and a 200 space Park and Ride facility. Associated with the development is the installation of a signalised junction at the access, the junction will also have a pedestrian stage. There will also be improvements made to the footway on the south eastern side of Romsey Road. At present discussions are being undertaken by the developer with Winchester City Council and the Highway Authority regarding the reserved matters planning application. It is the intention at present that this application is submitted in the autumn.
- 3.2. Proposals to modify the junction of Romsey Road/Stanmore Lane/Kilham Lane are currently being consulted on. The proposal at present seeks to include removal of the pedestrian movements across the Stanmore Lane entry and increasing the approach to two lanes thereby increasing the through-put of traffic exiting Stanmore Lane. An uncontrolled pedestrian crossing is to then be installed on Stanmore Lane to the south of the

junction with Oliver's Battery Road North. These proposals are subject to approval.

#### **4. Development plan**

- 4.1. The relevant Development Plan Documents are the Winchester District Local Plan Part 1 – Joint Core Strategy (Adopted March 2013) and The Winchester District Local Plan Review (Adopted 2006).
- 4.2. The appropriate policies for consideration are CP6 (Local Services and Facilities), CP10 (Transport), CP13 (High Quality Design), and CP16 (Biodiversity) of the Winchester District Local Plan Part 1 – Joint Core Strategy. In addition to this are the saved policies of the Winchester District Local Plan Review, saved Policy DP.3 (General Design Criteria), saved DP.4 (Landscape and the Built Environment), and saved T.4 (Parking Standards).
- 4.3. Section 8, Promoting Healthy Communities, paragraph 72 of the National Planning Policy Framework (NPPF) is a material consideration.

#### **5. Consultations**

- 5.1. **Councillor Tod** – comments 'I Support the application but would like stronger conditions for traffic management and the proposed increase in parking spaces to be checked against the county's latest policy – since the Highway Authority report suggests they exceed this. The critical issue is traffic, and if there were not measures proposed to improve this, I would oppose the application. In particular, the Highways Report highlights the importance of the Stanmore Lane junction upgrade, the Pitt Manor Park and Stride and the associated path improvements – but does not require them to have been implemented before agreement to the proposals. I would therefore like to see extra conditions to the proposal along the lines of:
  - (a) Full details of the proposed footpath on the school site leading to Romsey Road, as detailed on plan P09763-A-105 revA, shall be submitted to the Local Planning Authority for written approval. The construction of the footpath in accordance with the approved details shall be completed prior to the occupation of the school extension or the opening of a park and ride facility at Pitt Manor, whichever is the later.
  - (b) No development hereby permitted shall be occupied until the final traffic scheme for improving the Stanmore Lane/Romsey Road has been agreed and completed.
  - (c) Where any outstanding S106 or other conditions relating to the Pitt Manor travel plan and park and ride facility or other relevant highways conditions remain unmet, the County Council will only give

its agreement if the travel plan and park and ride facility are completed in such a way to meet the assumptions outlined in this planning application – specifically showing sufficient space for St Peter’s parents to drop off and pick up children within the Pitt Manor site.

- 5.2. **Winchester City Council** – Officer recommendation of no objection.
- 5.3. **Environment Agency** – Have no objection to the proposed development as submitted.
- 5.4. **Highway Authority** – Have no highway or transport objections to the proposals. The Transport Statement has provided a robust assessment of the additional travel demand resulting from the school expansion proposals. The increase in traffic has been robustly assessed using existing travel patterns, and there may be a degree of over estimation as the assessment does not provide for new pupils being siblings to pupils already at the school and therefore likely to share a journey. Through the School Travel Plan the school will continue to work with parents to facilitate greater use of sustainable modes of transport and reduce the number of car alone trips to the site. However, the proposed targets for both staff and pupils are ambitious given the previous patterns of car alone use. Further evidence of how these targets will be achieved and a commitment to supporting these measures should be provided. The anticipated development of Pitt Manor will provide an alternative parking location for the school, which would draw school traffic away from Oliver’s Battery Road North. Together with the planned improvements at the Stanmore Lane/Romsey Road junction it is considered that the additional traffic can be accommodated without significant impact on the capacity of the local road network. It is requested that if planning permission is granted that the following conditions are attached, 1) a construction traffic management plan to be developed and submitted for written approval, 2) within three months from the commencement an updated Travel Plan is submitted for approved and implementation and 3) the restriction of deliveries to site during the start and end of the school day when pupils are arriving at or leaving school.
- 5.5. **Environmental Health Officer** – Have no adverse comments to make concerning the application. In general the proposal for an acoustic fence is welcomed as this will afford some protection to the exposed façade of the current premises as well as the proposed extension. It is recommended that if planning permission is granted that a condition is attached requesting full details of the acoustic fence, including exact location and design specification to be submitted for written approval.

## **6. Representations**

- 6.1. Ten letters of objections have been received in relation to this planning application. The points of concern are:
- (a) security of the school site and neighbours properties if the rear entrance from Romsey Road is put in place and not appropriately managed;
  - (b) enlargement of the hard court play area which could result in antisocial behaviour;
  - (c) enlargement of the hard court play area will result in further loss of green outdoor play areas resulting in environmental degradation;
  - (d) need for additional planting to retain and enhance the green areas;
  - (e) amenity impact resulting from the extension of the hard court play area and the increased noise levels. Balls coming into private properties;
  - (f) highways safety impact and increased congestion along Oliver's Battery Road North;
  - (g) negative impact on local residents quality of life.
- 6.2. Non planning reasons for objecting to the application are:
- (a) alteration of the views from private properties;
  - (b) devaluation of property.
- 6.3. One letter has been received which states that there is no objection to the expansion of the school on the understanding that there will be parking spaces provided within the Pitt Manor Park and Ride facility.

## **7. Commentary**

- 7.1. The need for the proposed development is understood and the principle of the extension on the school site is supported to ensure there is sufficient provision of school places available to meet the needs of the area in accordance with Policy CP6 and the aims of para 72 of the NPPF.
- 7.2. The proposed location of the extension is appropriate as it integrates well with the existing school buildings. The scale, height and massing of the buildings reflect the existing school buildings. The design of the building and the proposed materials are of a high standard and are attractive in appearance thereby adding visual interest. Consequently the proposed extension is considered to be in keeping with the existing buildings on the site, thereby positively contributing to the character of the area. Whilst there are concerns regarding the location of the extended hard court play area it

is considered that the development will not have an unacceptable adverse impact on the adjoining properties. The proposal is in accordance with policies CP13 and saved Policy DP.3.

- 7.3. The proposal is appropriately located to ensure it does not impact on the most important biodiversity areas around the site, the significant trees are to be retained, it is recommended that details are submitted, if approved to ensure appropriate protection and working methodology is put in place to prevent damage to the important existing trees, reptile habitats and nesting birds. Whilst there will be the need for small trees to be removed the proposed replacement planting and boundary planting will appropriately mitigate against this loss. This accords with the aims of Policy CP16 and saved Policy DP.4.
- 7.4. The concerns of residents of Oliver's Battery Road North are noted. It is acknowledged that there will be an increase in traffic associated with the dropping off and collection of pupils from the school however it is felt that there may be a degree of over estimation as the assessment does not provide for new pupils being siblings to pupils already at the school and therefore likely to share a journey. Whilst an updated Travel Plan is recommended the Travel Plan submitted does clearly demonstrate that there will be continual work undertaken by the school with parents to facilitate greater use of sustainable modes of transport and thereby reduce the number of car alone trips to the site. The anticipated development of Pitt Manor will provide an alternative parking location for the school, which would draw school traffic away from Oliver's Battery Road North. Furthermore with the planned improvements at the Stanmore Lane/Romsey Road junction it is considered that the additional traffic can be accommodated without significant impact on the capacity of the local road network. The proposed additional on site car parking numbers are in excess of that required for the extension by the recently adopted Hampshire County Council car parking standards, however the additional car parking can be used by existing staff members where there is a deficit at present. The proposal meets the aims of Policy CP10.
- 7.5. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Local Planning Authority have worked with the agent and applicant in a positive and proactive manner. All statutory consultation responses were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.
- 7.6. In conclusion, it is considered that the proposal would be in accordance with the development plan (summary attached) as it would meet the needs of the local community by providing the necessary additional school places (CP6 and para 72 of the NPPF). The design, appearance and proposed materials are considered appropriate (CP13 and saved Policy DP.3), the proposed landscaping appropriately mitigates against the loss of a small number of trees and ensures the development fits with the landscape character of the area and will not cause any unacceptable adverse impact

on the amenity of neighbouring properties (CP16 and saved Policy DP.4). The proposal is acceptable in terms of highway safety (CP10) with on site parking being in accordance with the Hampshire County Council parking standards.

**8. Recommendation**

- 8.1. That planning permission for the two classroom extension, kitchen enlargement, associated car parking, play and landscape alterations at St Peter's School, Oliver's Battery Road North, Winchester (13/00774/HCS) be granted subject to the conditions listed in integral Appendix B.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Proposed two classroom extension, kitchen enlargement, associated car parking, play and landscape alterations at St Peter's School, Oliver's Battery Road North, Winchester, Hampshire SO22 4JB (Application No: 13/00774/HCS) (Site Reference: WRE059)

Location

Elizabeth II Court West, The Castle, Winchester, SO23 8UD.

## CONDITIONS

### Commencement

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 (as amended) of the Town and Country Planning Act 1990.

### Plans and Particulars

2. The development hereby permitted shall be carried out and completed strictly in accordance with the approved plans, specifications and written particulars identified within the decision notice.

Reason: To ensure that the development is carried out in accordance with the approved details.

### Hours of Working

3. No work relating to the construction of the development approved, including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials, shall take place before 0800 or after 1800 Monday to Friday inclusive, before 0800 or after 1300 on Saturday and not at all on Sunday or recognised public holidays.

Reason: In the interests of amenity of local residents.

4. No deliveries or construction traffic shall enter or leave the application site during the start 0810–0900 and the end 1500–1545 of the school day when pupils are arriving at or leaving the school.

Reason: In the interests of highway safety and promoting sustainable travel.

### Tree Protection, Nature Conservation and Landscape

5. No development shall take place (including site clearance and any other preparatory works) until a scheme for the protection of trees to be retained has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include a plan showing the location and specification of tree protective barriers. Such barriers shall be erected prior to any site operations. (Note: The protective barriers should be as specified at Chapter 6 and detailed in figure 2 of B.S.5837:2012)

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase.

6. Tree protective measures installed (in accordance with the tree protection condition above) shall be maintained and retained for the full duration of works or until such time as agreed in writing with the Local Planning

Authority. No activities, nor material storage, nor placement of site huts or other equipment whatsoever shall take place within the fencing.

Reason: To ensure the avoidance of damage to existing trees and natural features during the construction phase.

7. No works shall start on site until a detailed landscape strategy for the site has been submitted to and approved in writing by the Local Planning Authority. This strategy shall include full details of all the hard and soft landscaped areas, full details of the acoustic fence including its location and acoustic design specification and a method of working for the installation of the acoustic fence to include measures to protect/safeguard existing trees/vegetation. Once approved the strategy will be implemented in full. Any planting removed, dying, becoming seriously diseased or damaged within a five year period from date of planting shall be replaced with planting as originally required to be provided.

Reason: In the interests of visual and residential amenity, to avoid impacts to reptiles and nesting birds and to ensure there is no damage to the existing mature trees.

## Highways

8. A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include construction traffic routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: To ensure that associated construction traffic does not have a detrimental impact upon the highway or its users.

9. Within three months from the commencement of use of the new school buildings an updated travel plan, to include details of the proposed park and stride, shall be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented within three months of approval.

Reason: In the interests of highway safety and promoting sustainable travel.

10. Full details of the proposed footpath on the school site leading to Romsey Road, as detailed on plan P09763-A-105 revA, shall be submitted to the Local Planning Authority for written approval. The construction of the footpath in accordance with the approved details shall be completed prior to the occupation of the school extension or the opening of a park and ride facility at Pitt Manor, whichever is the later.

Reason: To encourage the use of the park and ride facility as a park and stride to reduce the vehicle numbers using Oliver's Battery Road North.

### **Materials and Finishes**

11. Samples and/or details of the materials and finishes to be used for the external walls and roofs of the proposed buildings shall be submitted to and approved by the Local Planning Authority in writing before the development commences.

Reason: In the interests of visual amenity and to secure a satisfactory development.

### **Advice Note**

In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Local Planning Authority have worked with the agent in a positive and proactive manner. All statutory consultation responses were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.

*Annexe to Reasons for Conditions*  
*(as required by Article 31 of the Town and Country Planning*  
*(Development Management Procedure) (England) Order 2010)*

**THE WINCHESTER DISTRICT LOCAL PLAN PART 1 - JOINT CORE STRATEGY (ADOPTED 20 March 2013)**

**Policy CP6 – Local Services and Facilities**

The Local Planning Authority will support proposals for the development of new, extended or improved facilities and services in accordance with the development strategies set out in Policies WT1, SH1 and MTRA1.

The Local Planning Authority wishes to retain and improve the facilities and services available across the District. Development proposals should not threaten or result in the loss of premises or sites used to provide services and facilities unless it can be demonstrated that:

- the site/premise is not required because the service or facility has been satisfactorily relocated or is no longer needed to serve the locality ; and
- the site or building has no reasonable prospect of being used for an alternative service or facility which would benefit the local community.

When considering proposals, account will be taken of:

- whether the loss of the service or facility would cause harm for those living within the neighbourhood, settlement, or rural catchment with a reasonable need to access such facilities in the future; and
- whether the loss of the facility would have a detrimental impact upon the overall vitality and viability of the settlement; and
- whether the loss is part of an agreed plan to provide improved local services in equally accessible locations.

**Policy CP10 – Transport**

The Local Planning Authority will seek to reduce demands on the transport network, manage existing capacity efficiently and secure investment to make necessary improvements. Development should be located and designed to reduce the need to travel. The use of non-car modes particularly walking and cycling should be encouraged through travel plans, management and improvements to the existing network, and improvements to accommodate additional traffic should be undertaken (or funded) where necessary.

### **Policy CP13 - High Quality Design**

New development will be expected to meet the highest standards of design<sup>50</sup>. In order to achieve this all proposals for new development (excluding small domestic applications and changes of use) should demonstrate that:

- an analysis of the constraints and opportunities of the site and its surroundings have informed the principles of design and how the detailed design responds positively to its neighbours and the local context;
- the proposal makes a positive contribution to the local environment and creates an individual place with a distinctive character;
- the public realm has been designed to ensure that it is attractive, safe, accessible and well connected to its surroundings, including walking and cycling routes to and within the development, to encourage their use;
- the accompanying landscape framework has been developed to enhance both the natural and built environment and maximise the potential to improve local biodiversity;
- measures to minimise carbon emissions and promote renewable energy and reduce impact on climate change form an integral part of the design solutions.

### **Policy CP16 – Biodiversity**

The Local Planning Authority will support development which maintains, protects and enhances biodiversity across the District, delivering a net gain in biodiversity, and has regard to the following:

- protecting sites of international, European, and national importance, and local nature conservation sites, from inappropriate development.
- supporting habitats that are important to maintain the integrity of European sites.
- new development will be required to show how biodiversity can be retained, protected and enhanced through its design and implementation, for example by designing for wildlife, delivering BAP targets and enhancing Biodiversity Opportunity Areas.
- new development will be required to avoid adverse impacts, or if unavoidable ensure that impacts are appropriately mitigated, with compensation measures used only as a last resort. Development proposals will only be supported if the benefits of the development clearly outweigh the harm to the habitat and/or species.
- maintaining a District wide network of local wildlife sites and corridors to support the integrity of the biodiversity network, prevent fragmentation, and enable biodiversity to respond and adapt to the impacts of climate change.
- supporting and contributing to the targets set out in the District's Biodiversity Action Plan (BAP) for priority habitats and species.

Planning proposals that have the potential to affect priority habitats and/or species or sites of geological importance will be required to take account of evidence and relevant assessments or surveys.

## **WINCHESTER DISTRICT LOCAL PLAN REVIEW (2006)**

### **Saved Policy DP.3 – General design criteria**

Development which accords with other relevant policies of this Plan will be permitted, provided it:

- (i) makes efficient and effective use of land or buildings;
- (ii) in terms of design, scale and layout, responds positively to the character, appearance and variety of the local environment;
- (iii) keeps parking provision to a minimum;
- (iv) provides for ease of movement and local 'permeability';
- (v) maximises access to public transport;
- (vi) facilitates the development of adjacent sites;
- (vii) does not have an unacceptable adverse impact on adjoining land, uses of property;
- (viii) includes within the development sufficient amenity and recreational spaces, appropriate to its size, design and function;
- (ix) makes appropriate provision for the storage of refuse and recyclables.

### **Saved Policy DP.4 – Landscape and the built environment**

In order to maintain or enhance the District's townscape and landscape development will not be permitted where it would detract from, or result in the loss of:

- (i) important public views and skyline features, both in the immediate vicinity and long-range, where site analysis identifies these as being of recognised importance;
- (ii) slopes;
- (iii) trees and hedgerows;
- (iv) open areas important to the townscape or the setting of buildings, including Listed Buildings;
- (v) the landscape framework, including those 'key characteristics', landscape and built form strategies listed at Appendix 2;
- (vi) water features, river corridors and other waterside areas;
- (vii) areas of ecological importance.

Proposals in areas with special landscape designations, such as the East Hampshire Area of Outstanding Natural Beauty should, in particular, avoid harm to, and be in sympathy with, both the immediate and wider landscape setting.

### **Saved Policy T.4 – Parking standards**

Development that accords with other relevant policies of this Plan will be permitted where it provides parking for cars, motor cycles and pedal cycles and turning facilities as appropriate, in accordance with the relevant standards.

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

### **Para 72**

The Government attached 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.