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local transport projects 

traffic engineering and transport planning

Lindum

**Proposed Primary School Extension
Fleet Wood Lane Primary School
Transport Statement**

September 2024

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Proposed Primary School Extension Fleet Wood Lane Primary School Transport Statement

September 2024

Client Commission			
Client:	Lindum	Date Commissioned:	August 2024

LTP Quality Control					
Job No:	LTP/24/5990	File Ref:	Fleet Wood Lane School TS Final Issue 1		
Issue	Revision	Description	Author	Checked	Date
1	-	Final Issue	TF	AC/SW	18/09/2024
Authorised for Issue:				SW	

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown, and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	Technical Director	BSc (Hons) MSc (Eng) CEng FIHE MCIHT
Annabel Carrick	Senior Transport Planner	BSc(Hons) EngTech MIHE MCIHT
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PROPOSED PRIMARY SCHOOL EXTENSION FLEET WOOD LANE PRIMARY SCHOOL TRANSPORT STATEMENT

CONTENTS

1.	INTRODUCTION	3
1.1	Background	3
1.2	Scope	3
2.	SITE BACKGROUND.....	5
2.1	Site Location	5
2.2	Fleet Wood Lane Primary School.....	5
2.3	Development Proposals & Access Arrangements.....	6
2.4	Planning History.....	7
3.	SITE ASSESSMENT.....	8
3.1	Local Highway Network	8
3.2	Pedestrian Provision	9
3.3	Cycling Provision	11
3.4	Public Transport Provision	12
4.	ROAD COLLISION APPRAISAL	14
4.1	Collision Data	14
4.2	Road Safety Impact.....	14
5.	VEHICLE TRIP GENERATION.....	15
5.1	Vehicle Trip Generation	15
5.2	Traffic Impact Summary.....	15
6.	CONCLUSIONS	16
7.	REFERENCES	17

APPENDICES

Appendix 1 – Site Layout Plan

Appendix 2 – LCC Pre-Application Feedback

Appendix 3 – Collision Plot

TABLES

Table 1: Local Bus Services 13

Table 2: Collision Table..... 14

FIGURES

Figure 1: Site Location 5

Figure 2: Existing Vehicular Access Locations 6

Figure 3: Walking Isochrone 10

Figure 4: Local PRow Map 11

Figure 5: 8km Cycling Isochrone 12

PHOTOS

Photo 1: Wood Lane..... 8

Photo 2: Hockle’s Gate 9

Photo 3: Footway on Wood Lane 10

I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of a planning application for the proposed extension of Fleet Wood Lane Primary School in Fleet, Lincolnshire. This TS provides an appraisal of the expected transport impacts of the proposals. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning authority for the site is South Holland District Council (SHDC) and the local highway authority is Lincolnshire County Council (LCC).

I.2 Scope

- 1.2.1 This report has been produced to address pre-application feedback received by LCC on the proposed development, which is attached in full as Appendix 2.
- 1.2.2 This report has been written in accordance with the Government's '*National Planning Policy Framework*' (MHCLG, 2023) and '*Planning Practice Guidance*' (MHCLG, 2014), with the scope outlined below:

- **Introduction & Description of Proposals:**
 - Description of the development site, including location and any existing access arrangements;
 - Summary of relevant planning and allocation history for the site; and
 - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- **Site Assessment:** Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area.
- **Road Collision Appraisal:** Examination of road collision records (5-year study period) and assessment of the road safety impact of the proposed development on the local highway network.
- **Traffic Impact:**
 - Calculation of the projected trip generation for the proposed development;
 - Assessment of the likely traffic impact of the proposed development on the operation of the local highway network.
- **Access, Parking & Internal Layout:** Consideration of the proposed access arrangements and internal layout of the site, including the servicing arrangements.
- **Conclusions:** Conclusions summarising the outcomes of the TS, including a commentary on the suitability of the proposals in terms of sustainable travel, road safety and traffic impact.

1.2.3 This TS has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

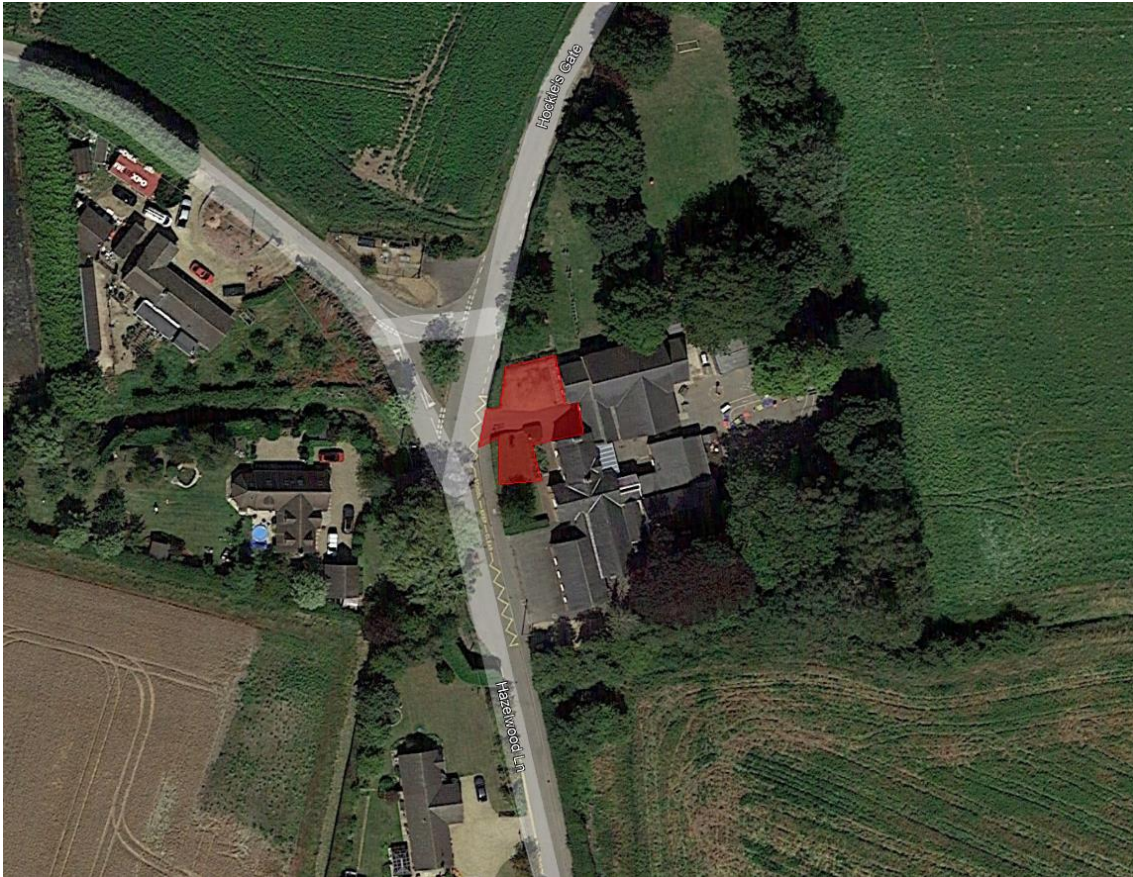
- National Planning Policy Framework (MHCLG, 2023);
- 5th Lincolnshire Local Transport Plan (LTP5) (LCC, 2022);
- South East Lincolnshire Local Plan 2011-2036 (SELJSPC, 2019);
- Planning Practice Guidance (MHCLG, 2014);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location & Existing Use

- 2.1.1 Fleet Wood Lane Primary School is situated to the west of Wood Lane in Fleet, Lincolnshire. The application site is bound by the wider Fleet Wood Primary School fields and buildings to the north, east and south, with Hockle's Gate to the west. The approximate location and boundary of the proposed development site, which is currently an access and parking area for the school, is highlighted in red in Figure 1.

Figure 1: Site Location

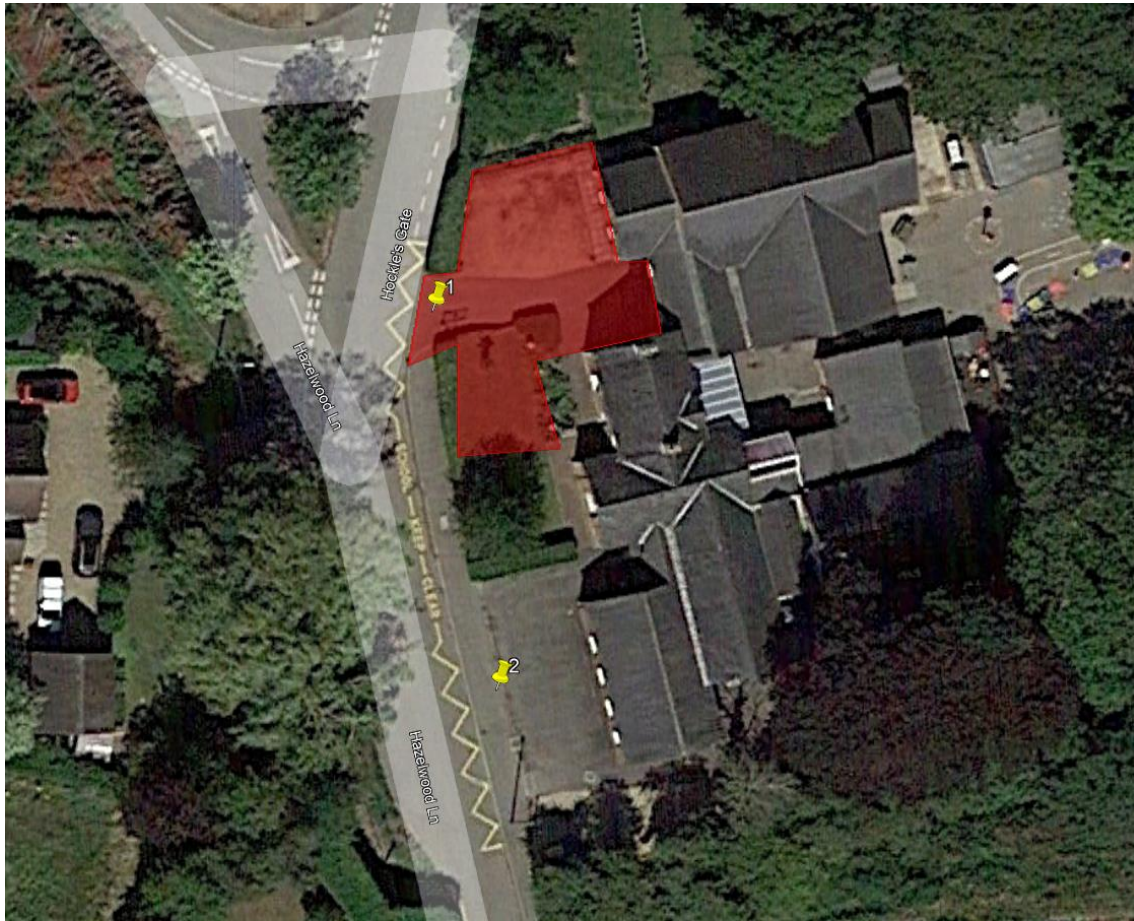


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2.2 Fleet Wood Lane Primary School

- 2.2.1 Fleet Wood Lane Primary School was originally built in 1870, with subsequent extensions undertaken in 1978, 1991 and 2002. Furthermore, a mobile classroom, which is located to the east of the main school buildings, was installed in 2003.
- 2.2.2 The school accommodates pupils in school years Reception to Year 6 (ages 4-11 years) and currently has 162 pupils on roll. It is understood that there are currently 23 Full-Time Equivalent (FTE) staff that work at the school.
- 2.2.3 Two vehicular access points to the site are provided, both connecting with existing staff parking areas, as shown in Figure 2 below.

Figure 2: Existing Vehicular Access Locations



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- 2.2.4 As shown in Figure 2 above, vehicular access #1 connects the site with Hockle's Gate, with this access situated within the proposed development site. Access #1 provides staff parking for approximately three vehicles within a gravelled area. A second vehicular access connects with Wood Lane further south, providing staff parking for circa four to five vehicles.
- 2.2.5 Pedestrian access to the primary school is taken via Wood Lane and Hockle's Gate on the western site boundary.

2.3 Development Proposals & Access Arrangements

- 2.3.1 The development proposals will be seeking planning consent to construct two single-storey extensions to the west of the main school building to create a new classroom and lobby/reception area at Fleet Wood Lane Primary School. The proposed classroom extension will be situated to the west of the main school building on land that currently comprises a gravel car park. The extension to the front entrance will also be located adjacent to the west of the current building.
- 2.3.2 It is understood that the proposed classroom will be a replacement of the existing mobile classroom, therefore neither pupil nor staffing numbers at the school will increase as a result of the proposed development.

- 2.3.3 The existing northern access connecting to Hockle's Gate on the site's western boundary will be altered, subject to the removal of a tree and the existing hedgerow. The existing gravel car park will be replaced by the new classroom, therefore it is proposed to provide a replacement car park to the south of the access, within the vicinity of the new lobby/reception area, as shown on the plan in Appendix 1.

2.4 Planning History

- 2.4.1 It is understood that there have been no recent or pertinent planning applications relating to the proposed development site.

3. SITE ASSESSMENT

3.1 Local Highway Network

- 3.1.1 Wood Lane is a two-way single carriageway which is subject to a 30mph speed limit and varies in width between approximately 5.6m and 7.5m. Advisory School Keep Clear (SKC) markings are provided on the eastern side of Wood Lane within the vicinity of the site. No Waiting At Any Time (NWAAT) restrictions are in place along the western side of the carriageway to the south of the site. Approximately 80m to the south of the site, Wood Lane connects with Church Gate and Proudfoot Lane via a priority Y-junction. Church Gate and Proudfoot Lane continue to east and south-west respectively for a relatively short distance before connecting with local roads.

Photo 1: Wood Lane



- 3.1.2 Within the vicinity of the site, Hazelwood Lane connects with Hockle's Gate via a priority Y-junction. Hockle's Gate is a two-way single carriageway that measures approximately 7.1m in width and is subject to a 30mph speed limit within the vicinity of the site, becoming a derestricted (60mph) speed limit approximately 105m to the north of the site. It continues to the north, connecting to a number of local roads before providing access to the village of Fleet Hargate. There are not any waiting or parking restrictions in place on Hockle's Gate within the vicinity of the site.

Photo 2: Hockle's Gate

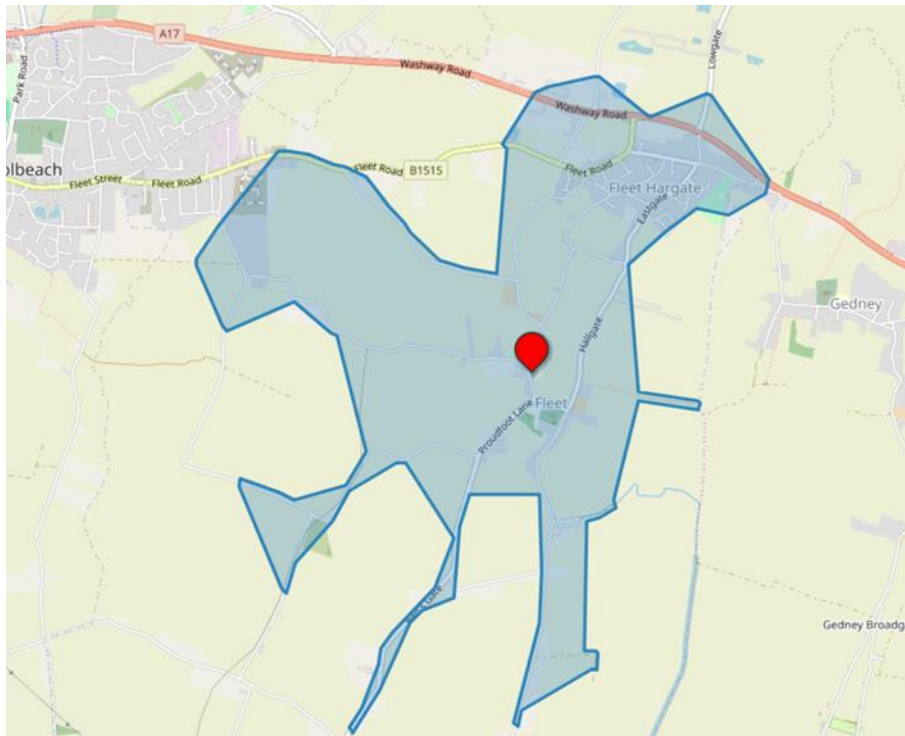


- 3.1.3 Hazelwood Lane continues to the west of the priority Y-junction with Hockle's Gate and is a two-way single track road measuring approximately 3.2m in width. It is subject to a 30mph speed limit within the proximity of the junction with Hockle's Gate, becoming a derestricted (60mph) speed limit approximately 385m west of the site junction. It continues to the west of Hockle's Gate for approximately 1.7km before connecting with Branches Lane to the south of the town of Holbeach.

3.2 Pedestrian Provision

- 3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The proposed development site is located within a 2km walking distance of the entire villages of Fleet and Fleet Hargate, and the south-eastern extents of Holbeach, as shown below in Figure 3.

Figure 3: Walking Isochrone



Source: ORS, 2024

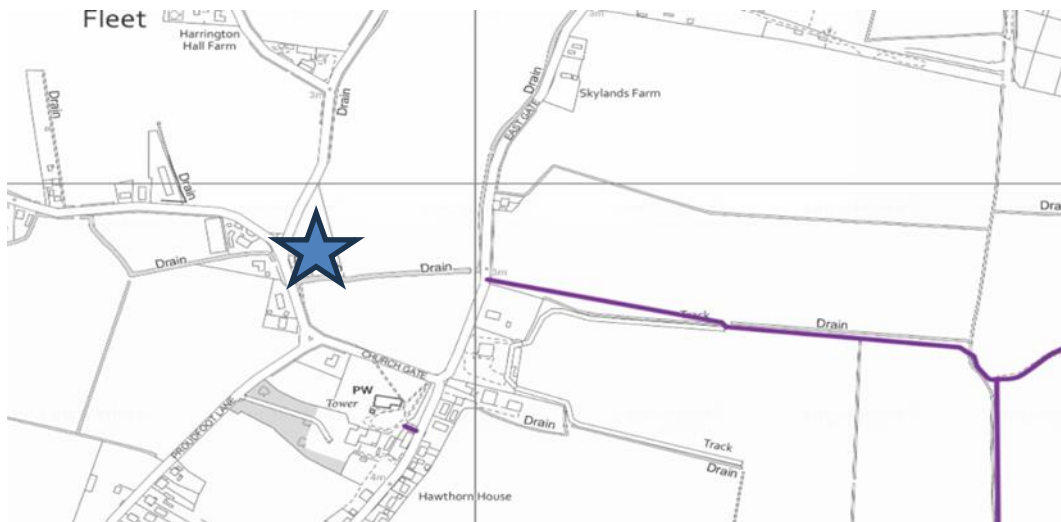
- 3.2.2 A footway measuring approximately 2.3m in width is provided on the eastern side of Wood Lane within the immediate vicinity of the school. The footway continues to the south, connecting with the footways on both sides of Church Gate.

Photo 3: Footway on Wood Lane



- 3.2.3 Figure 4 shows the existing Public Rights of Way (PRoW) within the vicinity of the site (site indicated by blue star) with public footpaths highlighted in purple.

Figure 4: Local PRoW Map



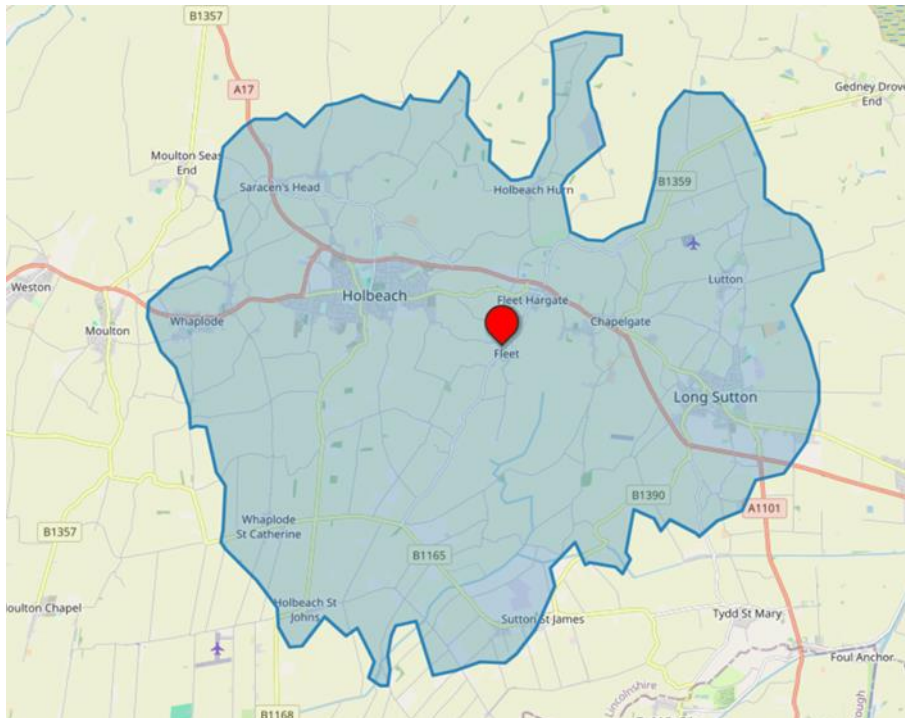
Source: LCC, 2024

- 3.2.4 As shown in Figure 4, public footpath Flee/3/1 is accessible approximately 260m to the east of the site via Hall Gate, continuing to the east and connecting with additional public footpaths.

3.3 Cycling Provision

- 3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are *“an achievable distance to cycle for most people”* (DfT, 2020).
- 3.3.2 The site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the built-up areas of Fleet, Fleet Hargate, Holbeach, Long Sutton and a range of additional settlements, as shown below in Figure 5.

Figure 5: 8km Cycling Isochrone



Source: ORS Maps, 2024

- 3.3.3 National Cycle Network (NCN) Route 1 is accessible via Wood Lane adjacent to the site. NCN Route 1 is a long-distance route that connects Dover and the north of Scotland.

3.4 Public Transport Provision

- 3.4.1 Advice outlined within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.
- 3.4.2 The nearest bus stops to the site are situated on Winslow Gate and Proctors Close, located on the B1515 Fleet Road approximately 1.1km north of the site, providing travel in both directions. Details regarding the bus services that currently operate from the local stops are outlined within Table 1 below:

Table 1: Local Bus Services

Service	Route	Weekday Frequency*
505	King's Lynn Transport Interchange – South Lynn – West Lynn – Clenchwarton – Terrington St Clement – Sutton Bridge – Long Sutton – Gedney – Fleet Hargate – Holbeach – Moulton – Spalding Springfields Outlet – Spalding Bus Station	Two services per hour
505B	King's Lynn Transport Interchange – South Lynn – West Lynn – Clenchwarton – Terrington St Clement – Sutton Bridge – Long Sutton – Gedney – Fleet Hargate – Holbeach – Moulton – Spalding Springfields Outlet – Spalding Bus Station	One service per day in each direction
NG1	Sutton Bridge – Little Sutton – Long Sutton – Gedney – Fleet Hargate – Holbeach – Whaplode – Moulton – Spalding	One service per day in each direction
S125	Weston – Moulton – Whaplode – Holbeach – Fleet Hargate – New Saracen's Head – Fosdyke – Boston College	One service per day in each direction

*Refers to the general daytime service between 08:00-17:00

- 3.4.3 Table 1 demonstrates that there are a limited number of services available at local stops, including to King's Lynn Transport Interchange and Spalding Bus Station, which provide access to additional services. Although it is acknowledged that these bus stops are not close to the site, and so bus travel may not be viable for most staff at the school.
- 3.4.4 The nearest rail station to the site is Spalding Rail Station, which is located approximately 20km to the west of the site. Spalding Rail Station is operated by East Midlands Railway and provides regular services to Peterborough, Lincoln Central, Newark and Doncaster. Facilities at Spalding Rail Station include cycle parking, a car park, and step-free access. It is acknowledged that rail travel may not be viable for most staff at the school.

4. ROAD COLLISION APPRAISAL

4.1 Collision Data

- 4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2018 to 31/12/2022) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2023).
- 4.1.2 Over the five-year study period, a total of two collisions occurred within the study area which covers sections of Wood Lane, Hockle's Gate, Hazelwood Lane and a number of local junctions. The study area extents and the locations of the collisions are indicated on the plan attached as Appendix 3, with a summary of the collision history provided in Table 2 below.

Table 2: Collision Table

Factor	Collision Details	
Date	Thursday 19 th July 2018	Saturday 10 th May 2019
Time	14:50	18:30
Lighting	Daylight	Daylight
Weather	Fine	Fine
Road Surface	Dry	Dry
Casualty	Slight – Driver (26-45 years), Slight – Car Passenger (0-5 years)	Serious – Driver (21-25 years)
Location	Hazelwood Lane/Hockle's Gate Priority Y-junction	Little Marsh Lane (not at a junction)

4.2 Road Safety Impact

- 4.2.1 A total of two collisions, resulting in three casualties, have occurred within the study area during the five-year study period. If the site access junction amendments are designed with due consideration to road safety, with appropriate road design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

5. VEHICLE TRIP GENERATION

5.1 Vehicle Trip Generation

- 5.1.1 As previously mentioned, the proposed classroom extension is to replace the existing mobile classroom, with a new lobby/reception area also to be provided. Therefore, with no proposed increase in either pupil or staffing numbers at the school expected to occur, it is expected that the proposed redevelopment will not result in any additional vehicle trips to/from the school compared with the existing operation.

5.2 Traffic Impact Summary

- 5.2.1 Based upon the above, it is considered that the proposed development will not have a significant impact on the operation of the local highway network.
- 5.2.2 Therefore, the proposals are considered to be in accordance with the '*National Planning Policy Framework*' (MHCLG, 2023), which states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

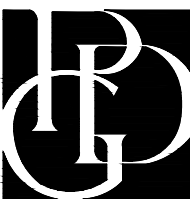
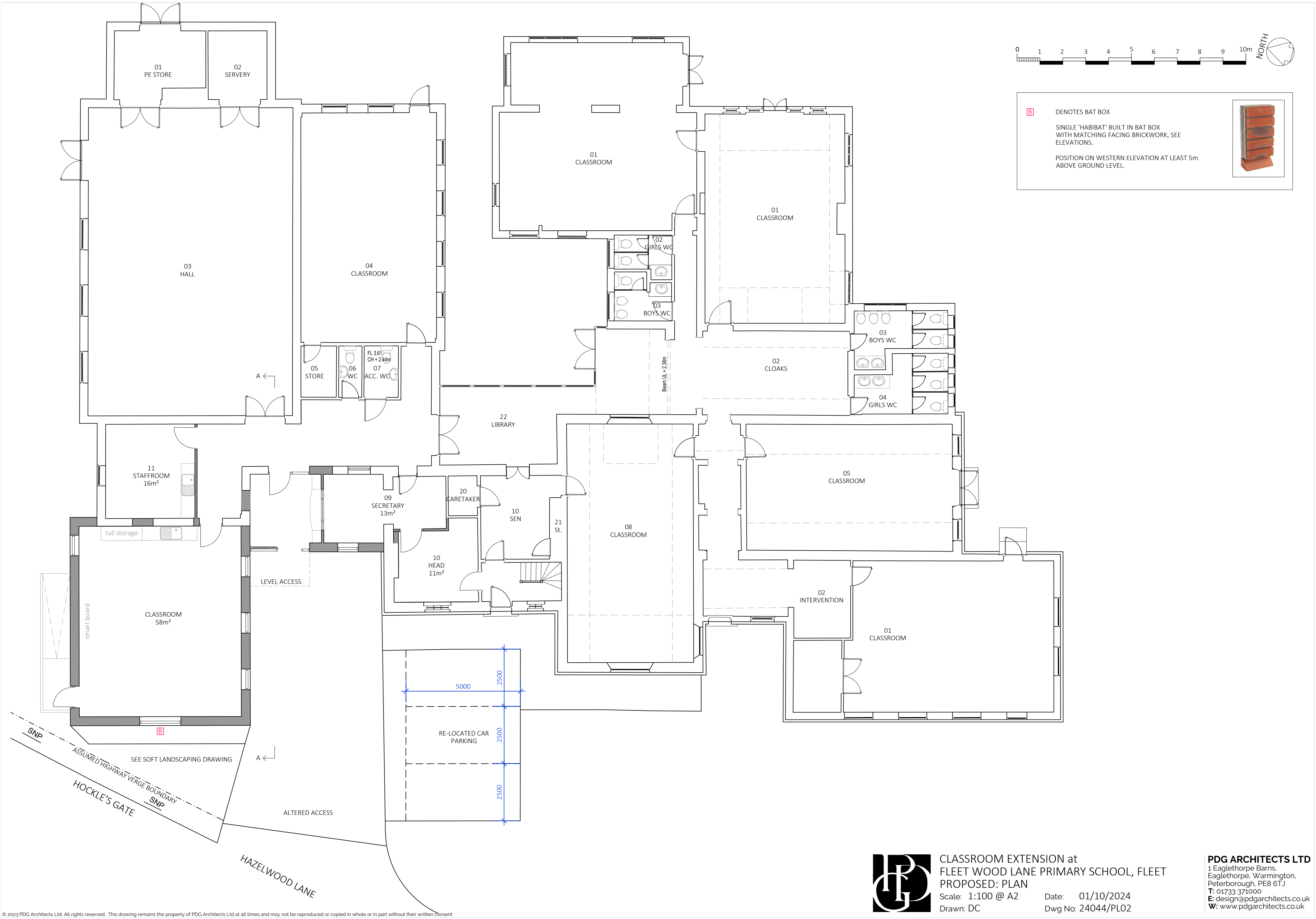
6. CONCLUSIONS

- 6.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of a planning application for the proposed extension of Fleet Wood Lane Primary School in Fleet, Lincolnshire.
- 6.1.2 Vehicular access to the site will be taken via the existing accesses with Hockle's Gate and Wood Lane on the western boundary of the site. The southern access connecting to Wood Lane will be altered, subject to the removal of a tree and the existing hedgerow.
- 6.1.3 The proposed development site is located within a 2km walking distance of the majority of the built-up areas of Fleet, Fleet Hargate and the south-eastern extents of Holbeach. The proposed site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the built-up areas of Fleet, Fleet Hargate, Holbeach, Long Sutton and a range of additional settlements. The nearest bus stops to the proposed development are located on Fleet Road (B1515), offering services to King's Lynn, Spalding, Sutton, Holbeach and additional settlements. The nearest rail station to the site is Spalding Rail Station, located approximately 20km to the west of the site.
- 6.1.4 A road casualty study has identified that two Personal Injury Collisions (PICs) occurred within the study area during the five-year study period. If the site access junction amendments is designed with due consideration to road safety, with appropriate road design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.
- 6.1.5 It is expected that the development will not result in any additional vehicle trips to/from the school compared with the existing operation. The proposed development will not have a significant impact on the operation of the local highway network. Therefore, the proposals are considered to be in accordance with the NPPF, which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"* (MHCLG, 2023).
- 6.1.6 It is concluded from the assessments of this TS that the proposed development would not be expected to have a significant impact in terms of sustainable travel, road safety and traffic impact.

7. REFERENCES

- CIHT (Chartered Institute of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DfT (Department for Transport), 2023. Road Safety Data [online: <http://data.gov.uk/dataset/road-accidents-safety-data>].
- DfT, 2021. Inclusive Mobility.
- DfT, 2020. LTN 1/20 – Cycle Infrastructure Design.
- DfT, 2007a. Guidance on Transport Assessment.
- DfT, 2007b. Manual for Streets.
- LCC, 2024. Rights of Way Electronic Working Copy Definitive Map.
- LCC (Lincolnshire County Council), 2022. 5th Lincolnshire Local Transport Plan (LTP5).
- MHCLG (Ministry of Housing, Communities and Local Government), 2023. National Planning Policy Framework.
- MHCLG, 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].
- ORS (OpenRouteService), 2024. Isochrone Map [online: <https://maps.openrouteservice.org>].
- SELJSPC (South East Lincolnshire Joint Strategic Planning Committee), 2019. South East Lincolnshire Local Plan 2011-2036.

Appendix I – Site Layout Plan



CLASSROOM EXTENSION at
FLEET WOOD LANE PRIMARY SCHOOL, FLEET
PROPOSED: PLAN
Scale: 1:100 @ A2
Drawn: DC
Date: 01/10/2024
Dwg No: 24044/PL02

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Appendix 2 – LCC Pre-Application Feedback



Lincolnshire County Council

Via email only

22 March 2024

Neil McBride
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Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL
Tel: 01522 782070
dev_planningsupport@lincolnshire.gov.uk

Dear Sir/Madam

PRE-APPLICATION ADVICE	
Reference	PAD000176
Proposal	To construct a single storey extensions to front (west) elevation to create classroom and lobby/reception area with alterations to vehicular/pedestrian access and associated car parking
Location	Fleet Wood Lane Primary School, Hazelwood Lane, Fleet, PE12 8NN
Planning Officer	Eloise Shieber
Date request received	14 March 2024
Recommendation	Support in principle
DISCLAIMER: Pre-application advice is given in good faith, without prejudice to the formal consideration of any subsequent planning application which will be subject to wider consultation/publicity and ultimately determined by the County Council. The County Council will not be liable for any loss or damage including without limitation, indirect or consequential loss or damage arising from or in connection with the use of the advice.	

Summary of Proposed Development

The proposal is for two single storey extensions on the western (front) elevation of the school. The extensions will consist of the following:

Classroom extension (internal gross area of 58m²) to create a permanent replacement for the existing mobile classroom on site. The extension will occupy an area in front of the school that is currently used as car parking spaces that can facilitate three cars.

The extension will have a duo-pitched slate roof with red brick walls and buff brick detailing to match the existing school. A large window on the western gable facing the main road provides a feature and references a similar window that exists along the front elevation. White polyester powder coated aluminium windows and doors would be used. Existing car parking will be re-located on the opposite side with some alterations required to the existing vehicular/pedestrian access.

Front entrance extension (internal gross area of 18m²) will provide a secure and welcoming lobby and new reception area. The extension will be constructed with red brick wall and a shallow pitched roof. The roof would be finished with a grey single-ply membrane roofing system that could have decorative trims applied to create a lead roof effect. White polyester powder coated aluminium windows and doors would be used.

Internal alterations to facilitate the extensions are also proposed to re-arrange the space provided to staff room, secretary and head teacher.

It is proposed that a tree and some hedgerow will be lost to facilitate the proposed development.

Site Location and Surroundings

Fleet Wood Lane Primary School is located in the village of Fleet (approximately 3 miles southeast from Holbeach), and lies within the boundaries of Fleet Conservation Area.

The existing mobile classroom is located to the east of the main school building. There are a number of trees on the school site and all of these are protected by Tree Preservation Order (TPOs) by virtue of them being within the Conservation Area. The nearest residential properties are located to the school's western boundary where views of the school grounds can be obtained.

Relevant Planning History / Constraints

The original school building was built in 1870 in typical brick with a pitched slate Victorian style roof. A single-storey brick and flat felt roof extension was erected in 1978, with further classroom extensions in 1991 and 2002. There is a mobile classroom located to the rear of the school installed in 2003.

- School lies within a Conservation Area.
- All existing trees are subject of Tree Preservation Orders (TPO) by virtue of being within the Conservation Area.
- Proposal site falls within Flood Zone 3.

Relevant National and Local Plan Policies

National Planning Policy Framework ([NPPF](#)) (December 2023) sets out the Government's planning policies for England and is a material planning consideration in the determination of planning applications. The main policies/statements set out in the NPPF which are relevant to this proposal are as follows (summarised):

Paragraphs 11 to 14 (Sustainable development)
Paragraph 38 (Decision making)
Paragraphs 39 to 42 (Pre-application engagement and front-loading)
Paragraphs 111 to 113 (Transport)
Paragraph 127 (Effective use of sites that provide a community service)
Paragraphs 131 (Achieving well-designed places)
Paragraphs 165, 168-175 (Planning and Flood Risk)
Paragraphs 174(d), 179 and 180 - Biodiversity Net Gain
Paragraph 195 Significance of heritage Assets
Paragraphs 200 (Potential Impact on Heritage Assets)
Paragraph 224 Status of Local Plan policies and consistency with the NPPF

South East Lincolnshire Local Plan 2011-2036 (March 2019) (SELLP) - the following policies are of relevance in this case:

Policy 1: Spatial Strategy
Policy 2: Development Management
Policy 3: Design of Development
Policy 4: Approach to Flood Risk
Policy 28: Natural Environment - relevant as references protection of existing trees
Policy 29: Historic Environment
Policy 30: Pollution
Policy 31: Climate Change and Renewable and Low Carbon Energy
Policy 36: Vehicle and Cycle Parking

Comments

Policy 1 of the SELLP identifies Fleet Church End as Other Service Centres and Settlements, where development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities. In this case, the proposed extension would replace the need for the existing mobile classroom that are present on site and create much improved facilities for use by the school. Its intended use therefore dictates its location within the school site which lies within the settlement boundary of the village (as shown on Inset Plan 33 of the Local Plan). Therefore, this proposal would fit well in terms of compliance with Policy 1.

Policies 2 and 3 of the SELLP both contain criteria against which development proposals will be assessed and the attributes against which proposals should demonstrate compliance with in order to be supported. These include a need for developments to be of a suitable design, size, scale etc relative to existing development and land-uses; to have suitable access and drainage; reduce impacts on heritage assets, etc. Policies 4 and 31 also contain criteria in relation to flood risk and climate change which are of relevance.

Building Position/Design – the school site itself is quite small and so there are limited options available for where the extensions, particularly the classroom extension, would be suitably positioned. It is proposed that the extension will be positioned where there is currently provision for three car parking

spaces. It is proposed that new car parking provision will be created on an existing grassed area located at the front of the school and south of the proposed extension.

Regarding the size, scale and design of the classroom extension, it would be single storey and have a duo-pitched slate roof and an approximate footprint of 58m². It is proposed to be constructed from red brick with buff brick detailing to match the existing school. A large window is proposed to the western gable which is similar to the existing window that exists along the front elevation. White polyester powder coated aluminium windows and doors would be used.

Regarding the size, scale and design of the front entrance extension, it would be single storey and have a shallow pitched roof with an approximate footprint of 18m². It is proposed to be constructed from red brick and the roof would be finished with a grey single-ply membrane roofing system that could have decorative trims applied to create a lead roof effect. White polyester powder coated windows and doors would be used.

Any application submitted should therefore include full details of all materials to be used in the development so that we can have confidence about the suitability of these and avoid the need for details to be secured by way of a condition should permission be granted.

Impact on Trees – it is highlighted that to facilitate the proposed development, it is expected that there will be loss of hedging and a tree.

Given the school's location within a Conservation Area all trees are afforded protection by way of a blanket Tree Preservation Order and so, wherever possible, trees within the school site should be retained and protected from development. The proposed loss of the tree is therefore regrettable and so will need to be justified. As a result, it will be necessary to demonstrate within the application documentation what alternatives have been considered to the layout/location chosen and a case presented (similar to that contained as part of the Supporting Statement accompanying this request). This should explain what options have been considered and why the option chosen is considered the best when considered against those alternatives and having taken into account any other constraints and factors which may have influenced the design, location, scale, etc (e.g. minimising impacts on playing field, proximity to existing school buildings, site operational efficiency, etc).

Any application will need to include a copy of a Tree Survey and Tree Removal Plan that is specific to the development proposed which identifies which trees would be lost along with details of their type, size, category and condition, etc. This information will be necessary to enable the Planning Authority to understand the value and contribution that these trees have both on the site but also the wider Conservation Area so that the impact that the loss of those trees or works identified can be properly understood and evaluated.

Details of any additional or replacement planting to compensate for the trees lost as a result of this proposal should also be provided which should include the proposed locations, number, species, size, etc. Any replacement planting should ideally be provided and secured within the confines of the school site itself however should this not be possible (due to limited suitable space or locations being available) then off-site locations should be considered and detailed within the application.

Highways and Access – access to the site would be via the school's existing access onto Hazlewood Lane. It is proposed that the existing access would be altered to remove existing hedgerow to widen the

access and to relocate the pedestrian gate.

Full details of the works will need to be provided along with a Heritage Impact Assessment which assesses the impacts of this not only on the Conservation Area. In addition, it is recommended that a brief Transport Statement be included as part of any application which details the existing permitted use (staff & pupil numbers, typical vehicle trips) compared with the same for the proposed use. Consideration should also be given to preparing a Travel Plan. Subject to this then the development is considered capable of being compliant with the NPPF and able to demonstrate compliance with the transport/accessibility related policies referenced above.

Flood Risk & Drainage - as the site lies within Flood Zone 3 a Flood Risk Assessment will be required in support of any application. The extension will need to be designed to take in to account potential flood risk and include flood resilience measures. Sufficient information will be required to demonstrate that the use of a suitable drainage system for the management of surface water run-off is appropriate for this site to mitigate concerns with flooding of the property and surrounding land. Sustainable drainage techniques should therefore be favoured (where possible) to manage site drainage over more traditional means.

Biodiversity Net Gain - all development should provide net gains for biodiversity and aim to secure wider environmental gains (as outlined in the NPPF). You are advised to follow the mitigation hierarchy as set out in paragraph 180 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. It must be demonstrated that provision of BNG mitigation on site has been fully explored before off site measures are considered.

From 12 February 2024 all qualifying planning applications will be required to deliver a minimum 10% biodiversity net gain (BNG) when compared with a site's pre-development biodiversity value. For smaller sites/developments, this requirement will come into effect from 2 April 2024. Where BNG is required, you will need to submit information as part of your application, for further details refer to- <https://www.lincolnshire.gov.uk/planning/submit-application/2>

Conclusions

The school site itself is quite small and so there are limited options available for where the proposed development could be positioned. It is unclear if alternative locations and options have been considered for the classroom extension as part of this pre-application proposal.

In order to be capable of support it will therefore be incumbent upon you to provide sufficient information as part of any future application which clearly demonstrates that all options relating to the design, location and impacts arising from this proposal have been taken into account at an early stage.

In terms of supporting information for any future application, the following would be required:

- Planning application form and appropriate fee
- Drawings – inc Site Location/Application Boundary; Site layout; Elevations; Drainage proposals; landscaping, etc
- Supporting Statement / Design & Access Statement
- Arboricultural Assessment and Tree Protection Plan

- Flood Risk Assessment - this will be necessary in order to demonstrate compliance with Policies 4 and 31 of the SELLP.
- Site Selection/Justification Statement – this should give details of any alternative positions that were considered for building within the site and explain why these were discounted.
- Flood Risk Assessment & Drainage Strategy - an indicative plan showing proposed drainage arrangements including discharge points and rates, any means of attenuation etc is needed if SuDs has been discounted.
- Transport Statement and Travel Plan
- Construction/Demolition Management Plan
- Heritage Impact Assessment

Biodiversity & Environmental Gain

Where BNG is required, you will need to submit information as part of your application, for further details refer to

<https://www.gov.uk/guidance/biodiversity-metric-calculate-the-biodiversity-net-gain-of-a-project-or-development>

Finally, county council applications should be submitted via the Planning Portal, ensuring the correct option is selected 'Application is for Waste Management or comes under Regulation 3' for the application to be submitted to Lincolnshire County Council and not the Local District Council.

www.planningportal.co.uk

Further information on how to make an application can be found on our website -

<https://www.lincolnshire.gov.uk/planning/submit-application/2>

For Validation requirements guidance, please see -

<https://www.gov.uk/guidance/making-an-application#Validation-requirements-for-planning-permission>

Yours faithfully

Eloise Shieber

for Neil McBride
Head of Planning

Appendix 3 – Collision Plot

Accident Severity

- Fatal
- Serious
- Slight

Proposed Primary School Extension, Fleet Wood Lane Primary School
Collision Plot 2018-2022, Produced by Local Transport Projects Ltd (LTP/5990/TF) September 2024
Collision data supplied by the Department for Transport under the Open Government licence
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