



Committee Manager : Carrie O'Connor (Ext 37614)

1st July 2011

## **SPECIAL DEVELOPMENT CONTROL COMMITTEE**

A Special meeting of this Committee will be held in the **Council Chamber** at the Arun Civic Centre, Maltravers Road, Littlehampton, on **Wednesday 13<sup>th</sup> July 2011 at 12.30 p.m.** and you are requested to attend.

Members : Councillors Mrs Hall (Chairman), Mrs Goad, (Vice-Chairman), Mrs Bower, Bower, Mrs Bowyer, Charles, Evans, Mrs Harrison, Haymes, Mrs Hazlehurst, Mrs Maconachie, McDougall, Northeast, Mrs Stainton and Steward.

**PLEASE NOTE THAT THE ORDER OF THE AGENDA MAY BE ALTERED AT THE DISCRETION OF THE CHAIRMAN AND SUBJECT TO THE AGREEMENT OF THE MEMBERS OF THE COMMITTEE**

**PLEASE ALSO NOTE THAT PLANS OF THE APPLICATIONS DETAILED IN THE AGENDA ARE AVAILABLE FOR INSPECTION AT THE COUNCIL'S PLANNING RECEPTION AT THE CIVIC CENTRE AND/OR ON LINE AT [www.arun.gov.uk/planning](http://www.arun.gov.uk/planning)**

## **SOUTH DOWNS NATIONAL PARK**

From 1<sup>st</sup> April 2011, Arun District Council will be acting as Agent for the South Downs National Park Authority. Under this arrangement, the Council can determine planning applications on sites within the South Down National Park are of the District on behalf of the National Park Authority. SDNPA applications will be clearly referred to in the proposal section of each item.

## **A G E N D A**

### **1. APOLOGIES FOR ABSENCE**

## 2. DECLARATIONS OF INTEREST

Members and Officers are reminded to make any declarations of personal and/or prejudicial interests that they may have in relation to items on this agenda.

You should declare your interest by stating :

- a) the application you have the interest in
- b) whether it is a personal interest and the nature of the interest
- c) whether it is also a prejudicial interest
- d) if it is a prejudicial interest, whether you will be exercising your right to speak at the application

You then need to re-declare your interest and the nature of the interest at the commencement of the application or when the interest becomes apparent.

## 3. VOTING PROCEDURES

Members and Officers are reminded that voting at this Committee will operate in accordance with the Committee Process Procedure as laid down in the Council's adopted Local Code of Conduct for Members/Officers dealing with planning matters. A copy of the Local Code of Conduct can be obtained from Planning Services' Reception and is available for inspection in the Members' Room.

4. \*LU/355/10 – Outline application with some matters reserved for mixed use development comprising: up to 600 residential dwellings (including up to 30% affordable housing), up to 4,000 sqm of B1a and B1b employment floorspace, up to 235 sqm of A1/A2/A3 local facilities, structural planting and landscaping, multi functional green infrastructure including sports pitches (and associated changing facilities), informal open space, children's play areas, allotments and surface water attenuation, on-site pedestrian/cycle/bus emergency only access from Courtwick Lane and ancillary works. This application is the subject of an Environmental Impact Assessment and a departure from the Development Plan. Courtwick Lane, Land South of Railway, Littlehampton.

To consider the attached report.

## **Background Papers**

In the case of each report relating to a planning application, or related matter, the background papers are contained in the planning application file. Such files are available for inspection/discussion with officers by arrangement prior to the meeting.

Members and the public are reminded that the plans printed in the Agenda are purely for the purpose of locating the site and do not form part of the application submitted.

Contact Officers :   Nikolas Antoniou   (Ext 37799)  
                          Eve Hearsey         (Ext 37768)  
                          Jonathan Parsons   (Ext 37773)  
                          Daniel Vick         (Ext 37771)  
                          Juan Baeza         (Ext 37765)  
                          Delwyn Jones       (Ext 37737)

Note: \*Indicates report is attached for Members of the Development Control Committee only and the press (excluding exempt items). Copies of reports can be obtained on request from the Committee Manager.

Note: Members are reminded that if they have any detailed questions would they please inform the Chairman and/or the Head of Development Control, in advance of the meeting. This is to ensure that officers can provide the best possible advice to Members during the meeting.)

**PLANNING APPLICATION REPORT****REF NO:** LU/355/10/**LOCATION:** Courtwick Lane  
Land South of Railway  
Littlehampton**PROPOSAL:** Outline application with some matters reserved for mixed use development comprising: up to 600 residential dwellings (including up to 30% affordable housing), up to 4,000 sqm of B1a and B1b employment floorspace, up to 235 sqm of A1/A2/A3 local facilities, structural planting and landscaping, multi functional green infrastructure including sports pitches (and associated changing facilities), informal open space, children's play areas, allotments and surface water attenuation, on-site pedestrian/cycle/bus emergency only access from Courtwick Lane and ancillary works. This application is the subject of an Environmental Impact Assessment & a departure from the Development Plan.**SITE AND SURROUNDINGS****DESCRIPTION OF APPLICATION**

The application site lies immediately to the north of the A259 which extends in an east/west direction across the existing urban area of Littlehampton. The application site comprises 33.6 hectares of land on the north western edge of the existing urban area of Littlehampton.

The proposed development will deliver up to 600 dwellings. Whilst the application is submitted in outline, and does not seek consent for a particular housing mix, an indicative mix for both market and affordable homes was produced to inform the masterplanning process. The indicative mix for market units is as follows:

3% 1 bed flats  
7% 2 bed flats  
20% 2 bed houses  
50% 3 bed houses  
20% 4+ bed houses

Residential buildings will range from 1.5 to 3 storeys in height, although 3 storey development will be limited to and focussed on a small area at the heart of the site. The significant majority of residential development would be 2 storey.

The proposed development seeks permission for up to 4,000sqm of Class B1 floorspace (on approximately 1 hectare of land) in an area located adjacent to the A259. Access to this employment area would come from the application site's primary point of access from the A259. Employment traffic does not have to travel through the

residential element of the scheme. The illustrative masterplan shows how a series of 2 storey, flexible employment buildings set in a landscaped environment could be achieved.

The primary vehicular access to the site is proposed from the A259, in a location opposite Eldon Way. This access would take the form of a new, all movements signalised junction on the A259. An additional access is proposed via Courtwick Lane but this is intended only for buses, pedestrians, cyclists and emergency vehicles and for continued use by those parties which currently access from the privately owned section of Courtwick Lane.

Other highways works associated with the development proposals include;

- New footway/cycleway on Eldon Way to connect existing facilities to Lineside Industrial Estate
- Footway improvements in Lineside Industrial Estate to provide improved links to Clun Road
- A 2.5m footway on southern side of A259 connecting existing footpath routes to Tesco
- Footway/cycleway on northern section of A259 west of Bridge Road roundabout
- A new footway/cycleway on northern side of A259 connecting south east corner of the site with New Courtwick Lane
- A new signalised pedestrian crossing on Lyminster Road located 50m north of Wick roundabout

A Travel Plan is submitted which aims to deliver a 15% reduction in car journeys.

The proposed development includes a small area of local facilities at the centre of the site. Permission is sought for up to 235 sqm of floorspace in use classes A1/A2/A3.

The proposed development incorporates new, publicly accessible open space (approximately 14 hectares). The main elements include:

- A strategic area of natural and semi-natural green space along the site's western boundary, providing wetlands, wildlife corridors and areas for walking;
- A multi-functional recreation area towards the north eastern boundary of the site, to provide outdoor sports provision which could accommodate 2 x football and 1 x cricket pitch;
- Allotments located towards the site's north western boundary;
- A range of play areas (LEAPs, LAPs and a NEAP) provided throughout the development.

The Design Principles outlined in the Design & Access Statement include;

- All streets 'loop' to form a continuous network
- Existing farm track to be retained
- Relationship of cottages maintained
- Setting of Court Wick Park important
- Employment must be of a scale to respect the housing
- Access to nursery site should not be compromised
- Access to employment to not go through residential areas
- Allotments to be secure, screened with public access
- SUDs system to be employed
- Significant play areas and amenity space
- All built development out of the flood plain
- Average density 35 dph
- Screening to western boundary to reduce long term views
- Provide screening to the northern boundary

The Design & Access Statement includes proposals for different types and character of development within the site. These include;

- Low density edge. 1 - 2 storey development at density between 8 - 20 dph. Mature trees and hedges
- Formal boulevard. Coherent structure, tree lined roads, well defined spaces. 3 storey dwellings/apartments. Regular urban form. 40 - 50 dph
- Urban. 30 - 50 dph. As much continuity as possible, linking frontages.
- Frontage to A259. Boulevard trees on one side of the road. Buildings maintain impression of continuous built form
- Village Green. 25 - 50 dph. 2 - 2 ½ storeys.
- Streets & Squares. 25 - 50 dph. 2 - 3 storey. Consistent housing pattern, mews court parking and smaller homes.
- Commercial/Employment Zone. Need for flexible buildings that can offer smaller sized space.

SITE AREA	33.6 hectares
RESIDENTIAL DEVELOPMENT DENSITY(NET)	Residential densities would vary from 20-25dph to 45-50dph across the site. The higher densities are confined to the central area of the site, with density reducing gradually towards the site's northern boundary. Overall, the net residential density is approximately 35 dpa.
TOPOGRAPHY	Predominantly flat. However, the land falls away by a significant degree to the western boundary of the site by approximately 4m.
TREES	None of any significance affected by the proposed development.
	Tree groups covered by TPO (TPO/LU/1/99) are located at the junction of New Courtwick Lane/Courtwick Lane and

along the southern side of Courtwick Lane west of this junction. Site observation suggests that some of these trees no longer exist.

## BOUNDARY TREATMENT

The site boundaries are defined as follows:

- The south eastern boundary is formed by a redundant nursery. This site previously had planning permission for employment uses.
- The northern boundary by a hedgerow, containing some trees and a notable tree group south of the farm, separating the site from Brook Barn Farm and adjacent small fields and the West Coastway railway line and Littlehampton branch.
- A belt of newly established planting on the north eastern boundary that forms the boundary with an area of open space provided as part of the adjoining residential development.
- Along the southern boundary, a post and rail fence and occasional clumps of scrub along the route of the A259 with residential and employment development to the south, fringed by planting belts.
- An overgrown hedgerow along the southern side of Courtwick Lane.
- The western edge of the site is defined by a hedgerow beyond which lies a series of fields within the floodplain that extend to the railway line south of Littlehampton railway junction.

## SITE CHARACTERISTICS

The site comprises 33.6 hectares of land on the north-western edge of the existing urban area of Littlehampton. It is bound by the A259 to the south, agricultural land to the west and north (beyond which is the railway line), and existing residential and industrial developments to the east. The application site is approximately 1.75km of Littlehampton town centre and 1km of the existing local centre at Wick.

There are no public rights of way across it.

Within the site, there is a small collection of farm buildings of no architectural or historical merit. These redundant agricultural barns/sheds are interspersed by hard standings and overgrown areas and have planning permission for conversion to Class B8 use and associated service areas and car parking granted in 2006.

There is a pair of cottages towards the centre of the site (Nos. 6/7 Courtwick Park Cottages) but these are excluded from the application site and will be retained.

Currently, access to the application site is via Courtwick Lane from the east, over which existing residents and the

owners of Brook Barn Farm have a right of way.

The central, northern and eastern parts are almost level at around 9m AOD (at Court Wick Park) with the land falling away gently into the River Arun floodplain (to around 5m AOD along the western boundary). Whilst subtle, this change in topography is an important characteristic of the site.

The site comprises two fields of arable farmland (the majority being contained within one large field, separated from the second field, located north and north west of Court Wick Park, by a track).

## CHARACTER OF LOCALITY

To the north of the application site is Brook Barn Farm, an independently farmed agricultural unit. Beyond this is the railway line, beyond which is countryside.

Immediately to the east of the site is Court Wick Park and the adjoining Court Wick Park Stables (known locally as the Coach House), both of which are Grade II listed. This group of buildings is partially enclosed by significant groups of tall mature trees. Other buildings in this location include Nos. 4/5 Courtwick Park Cottages, a pair of two storey semi detached houses.

Further to the east, beyond Courtwick Park, is a relatively modern housing development which follows a typical medium density pattern of development accessed by a low speed road network of cul-de-sacs. To the south of this, and separated from the application site by an area of undeveloped land (a former nursery site), is the Martello Enterprise Centre, an established employment/business park.

To the west of the site is an area of farmland beyond which is the railway and then the River Arun.

The application site's southern boundary is formed by the A259. A landscaped embankment rises to the south of the A259, beyond which is the large residential area of Wick, which comprises a mix of 2 and 3 storey houses and flats arranged around a loose grid of small parking courts and open spaces. To the west of the Wick residential area is the Lineside Industrial Estate, which is accessed from the A259 via Eldon Way.

The southern edge of Arundel is 2.5km north of application site.

## RELEVANT SITE HISTORY



LU/245/05/	Change of use from redundant agricultural use to B8 Alterations to private access road & hardstanding/parking within site, extend existing wall on building No.3 to eaves, replacement doors & windows, hard & soft landscaping.	Approve Cond 05-07-2006
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Planning permission was granted (LU/245/05) to convert the existing barns on the application site to B8 use in 2006. This comprised approximately 900sqm of floorspace and was an unrestricted B8 use. Some access improvements on Courtwick lane were required.

The site was promoted for development through the Core Strategy process in 2008/9. However the delays to the Core Strategy since December 2009 led to the planning application submission.

Immediately adjoining the site to the east is a site on Courtwick Lane (LU/224/98) where outline planning permission for residential development was allowed at appeal in 1999. The site comprised 6 hectares (120 - 150 dwellings) of land in agricultural use. This appeal decision identified the following issues;

- There is a significant shortfall in housing land supply (less than 3 years)
- The appeal site was within the Strategic Gap
- Clearly conflict with policies in the Development Plan
- Site can make contribution in meeting housing shortfall is a substantial social benefit and therefore requirements of policy would not be breached
- Much of the plain of West Sussex is high quality agricultural land or subject to flooding. Difficult to identify lower grade land suitable for housing
- Shortage of housing land provides compelling justification for releasing high grade agricultural land
- Appeal site is not seen from Arundel
- Development would not compromise the integrity of the Strategic Gap with a comprehensive landscape scheme

LU/270/97. Planning permission granted for 2 No. industrial units (6,403 square metres each) on land to the east of the application site at The Normans Nursery. Approved on 20/05/1998. This comprised three buildings of similar scale to those on New Courtwick Lane. Only one of these buildings has been implemented so the permission for the remaining two buildings remains 'live'.

LU/87/96. Planning permission granted for change of use from dwelling to residential care home for adults with learning difficulties. Following this, planning permission was granted for a day care centre and residential accommodation under reference LU/112/01.

## REPRESENTATIONS

### REPRESENTATIONS RECEIVED:

Arundel Town Council

Littlehampton Town Council - Objection.

- Adverse impact of the proposed junction on traffic flow on the A259
- Concern about lack of access to the site when the A27 is blocked
- Concern over internal highway layout and impact on farm traffic if cars park on access way to the farm
- Significant increase in congestion on the road network
- Loss of significant high quality agricultural land
- Traditional field patterns would be lost
- Concerns over the impact on visual attractiveness of the landscape, particularly regarding

views to Arundel

- Inadequate provision of cycle and footways resulting in severance from the town. Of most significance is a need for a footbridge
- Town Council have heard that there are bats, owls and roe deer on the site as well as a species of orchid.

In addition to the objections, further matters that need to be addressed and resolved should the application be favoured;

- Impact on the current occupier encircled by development. The need to provide security for and from adjoining fields. Concern regarding livestock and residential mix.
- Infrastructure priorities are bus service, Lyminster by-pass, allotments (siting in north west of the site is optimum location), schools (concern that there is no primary provision on-site), library (doubt that a contribution is warranted by this development. If it is, it should be directed to joined-up provision in the community centre), sports facilities and fire (comments about a new fire station are not pertinent).

Arundel Town Council - Object. Inadequate infrastructure to cope with such a large development.

Petition received with 120 signatures (92 properties) objecting to the application on the following grounds;

- Significant increase in flood risk
- Huge increase in traffic burden on the A259
- More properties planned on A259 by Bodyshop
- Increased traffic noise and pollution to existing residents
- Loss of wildlife habitat, destruction of beautiful countryside
- Loss of peaceful environment
- Huge impact on existing services
- Lack of jobs for new residents

63 letters of objection (from 52 properties) received. 8 of these properties have also signed the petition above. The objections are on the grounds of;

Principle

- Application is a departure from the Development Plan
- Premature before consideration of alternatives
- No urgent 'need' to secure development on the basis of the Council's interim housing supply figure

Highways & Access Matters

- Local roads are full to capacity already
- A259 is a serious obstacle for residents reaching the town
- Proposed emergency access road will be abused by people taking a short cut
- Development will add to out-commuting
- Likely proposals for a roundabout in the future will slow traffic even further and be a blot on the landscape
- A bus service would not be viable
- Main road intersection will produce high accident risk
- Improvements need to be made to road infrastructure before any development is considered
- Object to footpath linking proposed and existing sites
- Proposed traffic light junction onto A259 would cause severe congestion
- New development will be completely severed from Littlehampton and its facilities
- Inadequate access dimensions

- What happens in an emergency is access is blocked?
- Traffic from the development could be routed down Clun Road
- Road system needs to be improved before any significant development can be considered
- Proposed development will make rat run use even worse
- Proposed access will encourage more use of Eldon Way and Clun Road
- Not practical or safe for farm vehicles to be routed through housing development

#### Land Use

- Concerned about building on high quality agricultural land
- Further loss of agricultural land and agricultural employment
- If permitted, precedents will be set
- Prime agricultural land should not be considered when there are so much unused brownfield sites. Fields produce substantial crop yields
- Existing farm will be isolated and possibly cut off. Destroy the livelihood of adjacent farm occupants
- 1998 Town Plan stated land at Courtwick should never be built on
- Difficulty in keeping people out of adjoining agricultural land
- Every scrap of countryside is precious and deserves to be protected

#### Employment

- Development will not provide employment for local residents
- Littlehampton has a wealth of existing empty industrial units
- Suggested employment would be insufficient for occupants of 600 dwellings
- There is no demand for additional small shop units
- Small scale employment is unnecessary as there are vacant units nearby
- Little prospect of attracting major commercial enterprises

#### Flood Risk

- Difficulty in obtaining insurance already due to proximity of River Arun
- Increase flood risk due to less permeable surfaces
- Parts of the site are already underwater in winter months
- Questionable whether existing drainage would be adequate to deal with run off
- Nearby ditches are full after heavy rainfall
- Potential for polluted water to enter adjoining agricultural land
- Land within the Arun flood plain

#### Housing

- Only 30% of the homes would be 'affordable'
- Are there no brownfield sites available
- Unlikely that a significant proportion of social housing will be included
- Should be a ban on greenfield development while there are available brownfield sites
- Cost of dwellings will be unaffordable for those that need them

#### Infrastructure

- Increased demands on local schools and NHS facilities
- Inadequate infrastructure in Littlehampton to support development

#### Landscape

- Area of application site is one of natural beauty
- Proposals will spoil splendid views at the entrance to the Arun Valley and scar the area as a tourist attraction and area of wildlife
- View to Arundel is unique in Littlehampton
- Completely destroy the rural area

#### Other Matters

- Extra pollution
- Existing water supply to the farm was previously found to be contaminated
- Location of sports provision close to existing properties will result in noise and disturbance
- Sports pitches and changing facilities lack proper parking
- Loss of rare and valuable amenity to fly model aircraft
- Residents could affect the wellbeing of farm animals
- Will result in higher crime

#### 7 letters of support

- There is a real benefit in the Eldon way junction improvements which will allow all movements into the Lineside Industrial Estate
- Infrastructure improvements will be a benefit to Littlehampton
- Another 180 affordable homes is something the town is crying out for
- More cheaper housing by housing associations is badly needed
- Could provide money towards a Lyminster by-pass
- In order to get more affordable housing and infrastructure improvements, the reality is that developers will have to fund them
- Development will provide housing and money for Arun
- Development represents investment that we need with jobs and new residents; local businesses will benefit
- Proposals seem appropriate to what should feature on the site
- Provides much needed commercial units. There is a lack of smaller commercial space.
- It will bring residents to the town who will spend their money in the town
- Not easy to find a property in Littlehampton of the right size
- We need the development to provide houses for those that can't afford to buy privately

#### CPRE Sussex

- Application should be refused on grounds that find support in recent appeal decision at Chalcraft Lane
- Application site outside of built up area and in the countryside
- SHLAA should be afforded limited weight until strategic options are considered

#### Littlehampton Civic Society

- High grade agricultural land should be used for crop growing
- Site is severed from the town centre
- Crossing A259 on foot or cycle will be hazardous
- Serious congestion at junctions
- Infrastructure of town is over-stretched
- Cumulative impacts of other developments will be horrendous
- Farmland, cattle, countryside and wildlife will be affected by mass new build
- On-street parking will add to chaos of narrow estate roads
- Use of green land instead of previously developed

#### **COMMENTS ON REPRESENTATIONS RECEIVED:**

Comments on Town Council Representation:

The 'conclusions' section of this report deals with all of the issues that are raised by the Town Council.

The internal road layout of the scheme is not for determination at this stage as it is an outline planning application. However, the application submission does show full detailed design for Courtwick Lane as well as commentary on the road hierarchy within the masterplan and the principal routes that buses would use.

Comments on Representations:

The response to the majority of the representations received is outlined in the 'conclusions' section.

## CONSULTATIONS

Environment Agency  
 Council's Arboriculturalist  
 Com for Archit.& the Built Env  
 Chichester District Council  
 Natural England  
 Engineers (Fluvial Flooding)  
 Economic Regeneration  
 Environmental Health  
 Highways Agency  
 WSCC Local Development Divis.  
 Planning and Housing Strategy  
 West Sussex Health Authority  
 Conservation Officer  
 Natural England  
 SE Economic Development Agency  
 English Heritage  
 Parks and Landscapes  
 Government Office for the SE  
 West Sussex Primary Care Trust  
 South Downs National Park  
 SE England Partnership Bd.  
 Southern Water Planning  
 Sport England South East  
 Sussex Police-Community Safety  
 Cultural Development  
 West Sussex -Landscape/Ecology  
 West Sussex - Listed Building  
 Network Rail

### CONSULTATION RESPONSES RECEIVED:

WSCC Infrastructure

Landscape

- Landscape buffer to A259 is quite limited. More space needed in south west corner of the masterplan for landscape setting. Green Infrastructure Plan does not extend beyond the site boundaries.

Ecology

- No objection subject to conditions in respect of management plan and planting scheme.

Archaeology

- Archaeological heritage assets not considered to be of national significance to merit conservation intact. Detailed recording will be required during construction. No objection on archaeological grounds subject to mitigation measures and a written Heritage Asset Mitigation Strategy

#### Public Rights of Way

- Keen to encourage proposals for additional paths to the network

#### Highways & Transport

- Agree with the traffic growth assumptions
- Following a more robust analysis of junction capacity without the 15% reduction derived from the Travel Plan, WSCC are satisfied that junctions will operate within capacity
- Off site highways works to be carried out at an early stage of the development
- Internal road layout will provide a design to encourage slow traffic, while providing adequate vehicle access
- The application follows a clear hierarchy of streets
- Applicants proposing to lower speed limit on A259 to 40-50mph, which would not materially affect journey times. Safety benefits outweigh slight reduction in journey times
- Satisfied that the access junction will have adequate spare capacity following the development
- Design and control of bollards restricting Courtwick Lane access will need to be agreed
- Single point of access reduces the potential for rat running through other neighbourhoods. Courtwick Lane will remain an attractive route for pedestrians and cyclists
- Bridge Road roundabout - will continue to operate within capacity
- Wick Roundabout/Lymminster Road level crossing operates within capacity. Proposed pedestrian crossing on Lymminster Road would interrupt flow of traffic arriving at Wick roundabout but Toddington Nursery development will take pressure away from this junction
- Bodyshop roundabout currently operating within capacity and development will result in this capacity remaining. Minor Mitigation required at the Horsham Road arm of the roundabout
- Crossbush and Ford Road - discussions with the HA taking place
- At grade separation would be adequate for pedestrian and cycle movement. A grade separation facility would remove any conflict and can better serve the desire lines
- Applicant expected to fund bus service for period of 5 years. It is acceptable to route this service down Courtwick Lane
- Draft Travel Plan generally accords with requirements and includes proposals to promote sustainable travel. A number of items need to be considered before the Travel Plan is approved
- Proposals do not necessitate footbridge infrastructure but it is considered of benefit for greater community good
- Recommend condition in respect of phasing of access, construction of access roads, pedestrian and cycle provision, car parking arrangement, design of bus access route, Travel Plan, wheel washing and construction compound details.

#### Education

- Formula required for working out final levels of contribution once mix of units is known. Estimated that there would be 147 primary places, 105 secondary places and 23 sixth form places
- Academy has capacity of 273 presently and is projected to be 310 by 2013/2014
- Primary schools have insufficient capacity to accommodate pupil numbers
- Concern about location of the development compared with current schools and safe pedestrian routes to schools. Without safe pedestrian routes (eg. footbridge), trips are more likely by car

#### Library

- Financial contribution towards additional floorspace required either within new community buildings or through an introduction of self service facilities in the existing library









































































































