

Application Ref: 18/00410/R3FUL

Proposal: Two form entry expansion to the existing Ken Stimpson Community School, to include change of use of land from Open Space to educational purposes to support a two storey extension providing teaching accommodation. Relocation of Substation. Single storey extension to the existing dining room. Internal remodelling to existing Block 1 to provide Science teaching facilities and internal remodelling to existing Block 5, converting the existing school shop to provide two Music Practice rooms along with associated off site highway works along Staniland Way and St David's Lane

Site: Ken Stimpson Community School , Staniland Way, Werrington, Peterborough

Applicant: Mr Brian Howard
Head of Schools Infrastructure - Peterborough City Council

Agent: Mr Mark Hollowell
Kier Construction Eastern

Site visit: 17.04.2018

Reason for Referral Referred by: Application of wider concern
Director of Growth and Regeneration

Case officer: Miss V Hurrell
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Recommendation: **GRANT** subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

The Site and Surroundings

The application site is the Ken Stimpson Community School within the grounds of which there are the existing school buildings, a nursery, a community library in front of which there is an area of open space and the Vivacity Werrington Leisure Centre along with hard surfaced areas for outdoor play including four tennis courts. Immediately surrounding the school buildings to the south and west are playing fields. To the northern side of the main school buildings next to the tennis courts but outside of the school grounds is a Multi Use Games Area (MUGA).

To the north of the school site and MUGA runs a footpath/cycleway on the other side of which is a community car park and the William Law Primary School. To the west side of the school and playing fields the footpath/cycle way continues. On the other side of it is a mixture of more playing field and housing (to the north west and south west). The footpath/cycleway continues to the southern side of the main playing fields beyond which there is more housing. To the east is Foxcovert Road with housing on the eastern side and the Werrington Centre, the district centre serving the Werrington area. The Werrington Centre comprises a car park, Tesco store, public house, a range of other shops and a couple of detached office buildings. The district centre boundary includes the library and some of the school buildings.

Vehicle access to the school is from Staniland Way which connects to David's Lane at a roundabout. There are accesses to a number of residential areas from this road. The road is characterised by an avenue of Lime trees.

The Proposal

It is proposed to expand the school by two forms of entry along with an associated increase in the number of sixth form pupils. The school would increase in size from some 1014 pupils to 1650 pupils. The number of pupils between 11-16 will increase from 866 to 1350 (so an increase of 484) and the sixth form from 148 pupils to 300. The number of full time staff or equivalent will increase from 95 to 115 (an increase of 20). The school will increase by 60 pupils per year over a 5 year period.

In order to facilitate the extension of the school the construction of a new two storey teaching block is proposed to the rear of the existing school buildings on playing field, along with a small infill extension to increase of the size of the dining area. Internal works are proposed to other existing teaching areas to create the necessary teaching facilities.

Also proposed is the relocation of a substation, a new sprinkle pumping station, the creation of new areas of hard play and a new car park (on the site of the existing tennis courts) to create 37 parking spaces on the site. Access would be from Staniland Way.

In addition, the proposal also results in a requirement for off-site highway works to accommodate extra traffic movements to and from the site. It is proposed to add an extra lane on David's Lane from the A15 roundabout and also along Staniland Way to the junction with Crowhurst. To facilitate these highway works a number of tree removals will be required, notably the removal of trees on one side of Staniland Way.

2 Planning History

Reference	Proposal	Decision	Date
05/01574/FUL	New school buildings and hard play with Alterations to existing buildings	Permitted	23.12.2005

There have been various other applications for mobile classrooms, plant etc on the site.

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2018)

Para 94 School Provision. Local Planning Authorities should take a proactive, positive and collaborative approach to ensuring the sufficient choice of school place is available to meet the needs of existing and new communities. Great weight should be given to the need to create, expand or alter schools.

Para 97 Open Space. Existing open space, sports and recreational buildings and land including playing field should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements or the loss resulting from the proposed development would be replaced by equivalent or better provision in a suitable location or the development is for alternative sports and recreation provision, the benefits of which clearly outweigh the loss of the current or former use.

Peterborough Core Strategy DPD (2011)

CS12 - Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS17 - The Historic Environment

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

CS19 - Open Space and Green Infrastructure

New residential development should make provision for/improve public green space, sports and play facilities. Loss of open space will only be permitted if no deficiency would result.

CS22 - Flood Risk

Development in Flood Zones 2 and 3 will only be permitted if specific criteria are met. Sustainable drainage systems should be used where appropriate.

Peterborough Planning Policies DPD (2012)**PP02 - Design Quality**

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP17 - Heritage Assets

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

PP01 - Presumption in Favour of Sustainable Development

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

Peterborough Local Plan 2016 to 2036 (Submission)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. The Local Plan was submitted to the Secretary of State on 26 March 2018 and the first part of the examination has now taken place. The second part will be later this year.

Paragraph 216 of the National Planning states that decision makers may give weight to relevant policies in an emerging plan according to:-

- the stage of the Plan (the more advanced the plan, the more weight which can be given)
- the extent to which there are unresolved objections to the policies
- the degree of consistency between emerging policies and the framework.

The policies can be used alongside adopted policies in the decision making progress, especially where the plan contains new policies. The amount of weight to be given to the emerging plan policies is a matter for the decision maker. At this final stage the weight to be given to the emerging plan is more substantial than at the earlier stages although the 'starting point' for decision making remains the adopted Local Plan.

LP13 - Transport

LP13a) New development should ensure that appropriate provision is made for the transport needs that it will create including reducing the need to travel by car, prioritisation of bus use, improved walking and cycling routes and facilities.

LP13b) The Transport Implications of Development- Permission will only be granted where appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

LP13c) Parking Standards- permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

LP13d) City Centre- All proposal must demonstrate that careful consideration has been given to prioritising pedestrian access, to improving access for those with mobility issues, to encouraging cyclists and to reducing the need for vehicles to access the area.

LP16 - Urban Design and the Public Realm

Development proposals would contribute positively to the character and distinctiveness of the area. They should make effective and efficient use of land and buildings, be durable and flexible, use appropriate high quality materials, maximise pedestrian permeability and legibility, improve the public realm, address vulnerability to crime, and be accessible to all.

LP17 - Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

LP17b) Part B Amenity of Future Occupiers- Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

LP19 - The Historic Environment

Development should protect, conserve and enhance where appropriate the local character and distinctiveness of the area particularly in areas of high heritage value.

Unless it is explicitly demonstrated that a proposal meets the tests of the NPPF permission will only be granted for development affecting a designated heritage asset where the impact would not lead to substantial loss or harm. Where a proposal would result in less than substantial harm this harm will be weighed against the public benefit.

Proposals which fail to preserve or enhance the setting of a designated heritage asset will not be supported.

LP21 - New Open Space, Sport and Recreation Facilities

LP12 Part A New Open Space, Outdoor Sport and Recreation Facilities- Residential schemes of 15 or more dwellings will be required to make appropriate provision for new or enhanced open space, sports and recreation facilities in accordance with the standards. The council's first preference is for on site provision.

LP21 Part B: Indoor Sports and Recreation Facilities- All residential development below 500 dwellings will contribute to the provision of 'off site' strategic indoor sports and recreation facilities by way of CIL. For sites of 500 dwellings more a S106 Planning Obligation will be sort.

LP21 Part C Designated Sites- Mitigation of Recreational Impacts of Development- Where development has the potential to have a significant adverse effect on the integrity of a designated international or national site for nature conservation as a result of recreation pressure, the development maybe require to provide open space of sufficient size, type and quality over and above the standards to mitigate that pressure.

LP28 - Biodiversity and Geological Conservation

Part 1: Designated Site

International Sites- The highest level of protection will be afforded to these sites. Proposals which would have an adverse impact on the integrity of such areas and which cannot be avoided or adequately mitigated will only be permitted in exceptional circumstances where there are no suitable alternatives, over riding public interest and subject to appropriate compensation.

National Sites- Proposals within or outside a SSSI likely to have an adverse effect will not normally be permitted unless the benefits outweigh the adverse impacts.

Local Sites- Development likely to have an adverse effect will only be permitted where the need and benefits outweigh the loss.

Habitats and Species of Principal Importance- Development proposals will be considered in the context of the duty to promote and protect species and habitats. Development which would have an adverse impact will only be permitted where the need and benefit clearly outweigh the impact. Appropriate mitigation or compensation will be required.

Part 2: Habitats and Geodiversity in Development

All proposals should conserve and enhance avoiding a negative impact on biodiversity and geodiversity.

Part 3: Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact as the first principle. Where such impacts are unavoidable they must be adequately and appropriately mitigated. Compensation will be required as a last resort.

LP29 - Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered.

Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

LP32 - Flood and Water Management

Proposals should adopt a sequential approach to flood risk management in line with the NPPF and council's Flood and Water Management SPD.. Sustainable drainage systems should be used where appropriate. Development proposals should also protect the water environment.

4 Consultations/Representations

Sport England (25.05.18)

The proposal relates to a significant extension to this secondary school, which will be sited on the edge of the playing field. The extension will result in the loss of approximately 0.35 hectares of playing field. This part of the playing field is not currently marked out for pitch use, and the applicant has submitted plans to show that existing pitch provision at the school can be maintained despite the loss of playing field.

Evidence from Google Earth indicates that this part of the site has been previously used for the siting of training grids, and it could still be used as a training/warm up area, or for informal recreation. It is considered that the loss of playing field is too significant to be classed as falling within exception E3, though Sport England do acknowledge that the proposal will not result in the loss of any existing sports pitches on the site. It is not considered that exceptions E1, E2, E4 or E5 are applicable to this case.

In light of the above, Sport England objects to the application because it would result in the permanent loss of approximately 0.35 hectares of playing field on this site, and it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 74 of the NPPF.

Sport England is also fully aware of the extreme pressure for additional school places and accommodation in the Peterborough area, and that often the only solution to provide this additional accommodation is on existing playing field land. However, it is our statutory remit to consider proposals against our adopted playing fields policy and Para 74 of the National Planning Policy Framework (NPPF).

Note- Comments from Sport England were submitted before the publication of the new National Planning Policy framework (NPPF). The relevant paragraph is now paragraph 97.

PCC Peterborough Highway Services (25.07.18)

As a result of the revised scheme and the response to the comments made by the Local Highway Authority I can confirm that all outstanding matters in relation to the off-site junction have been resolved to our satisfaction.

The Travel Plan is now acceptable. This will need to be kept up to date because the continuing use of the Werrington Centre car park for staff parking is not sustainable over the long term and measures need to be agreed to a) increase the amount of car sharing and non-car travel modes and b) provide sufficient parking on site to cater for staff given the likely reduction in parking availability within the Werrington Centre due to redevelopment and additional retail and other floorspace.

The Construction Management Plan is acceptable in principle. Delivery hours for large vehicles i.e. HGVs need to be restricted to between 9.15 am and 3pm to avoid conflict with school drop off and pick up. Also a means to prevent mud being transferred into the highway is important.

PCC Pollution Team (10.08.2018)

Recommend a condition relating to plant and ventilation equipment to ensure that this is suitable.

Archaeological Officer (06.06.18)

No objections in light of the archaeological assessment which has been carried out. No further archaeological assessment is required.

Lead Local Drainage Authority (04.04.18)

No objections, the drainage strategy is now acceptable following receipt of further information. A compliance condition can be imposed.

Peterborough Cycling Forum (10.04.18)

Peterborough Cycle Forum welcomes the provision of 84 additional cycle parking spaces (81 for students, at a ratio of 1:6, and 3 for staff, at a ratio of 1:8). It notes the cycle parking will be covered; this is appropriate for long-stay parking and follows best practice.

The Design and Access Statement notes, 'Cycle parking is in the form of simple 'Sheffield' stands, spaced to allow double-sided occupancy. These may be provided in a toast-rack configuration'. The provision of 'Sheffield' stands is best practice but the Cycle Forum raises a note of caution concerning the use of these in a toast-rack configuration. Stands should be placed no less than 1m apart but many toast-racks are manufactured with gaps of less than 1m. Just as car parking spaces should be wide enough to minimise the risk of a vehicle being damaged when the door of an adjacent vehicle is opened, so the space between cycle stands should be wide enough to minimise the risk of a cycle being scratched or damaged when another cycle is manoeuvred in or out of an adjacent space.

The Cycle Forum also welcomes the actions listed in the School Travel Plan which are intended to increase the number of pupils cycling. The Forum believes it is very important to provide lockers for the storage of cycling equipment, such as helmets, gloves and waterproof over-trousers. If someone chooses to cycle as their daily form of transport they must be able to travel by cycle in all weathers, including cold or wet. Also, those who wish to wear a helmet may be discouraged from cycling if lockers are not available. If staff do not have to carry cycling equipment with them throughout the day then it seems only fair that students who cycle should also have access to lockers.

Of the other actions listed, the Cycle Forum highlights the value of cycle training.

Police Architectural Liaison Officer (PALO) (26.03.18)

Consider the school to be within an area of low vulnerability to the risk of crime. I note the small section on security measures in the Design and Access Statement regarding the boundary fencing and secure line.

The lighting proposals for the site are acceptable.

This office would be happy to consult with the applicant regarding further measures to mitigate against the risk of vulnerability to crime and discuss Secured by Design Schools and any Security Needs Assessment they may need for Breeam.

Environment Agency (19.03.18)

This application falls outside of the scope of matters upon which the EA comments.

PCC Wildlife Officer (05.04.18)

Bats: No evidence of any bat roosts were found during the survey, however two areas on the current building had gaps around the soffits and were considered to have a low bat roosting potential, and two trees adjacent to the proposed temporary access track also had low bat roost potential. I would therefore recommend the following measures in relation to bats:

- a) The two areas on the building with bat potential to be dismantled by hand under ecological supervision;
 - b) Should the above soffits be sealed only, they should first be subject to minimum of one bat activity survey (May to Aug only);
 - c) Any tree works affecting the features with bat roost potential to be carried out under ecological watching brief;
 - d) Provision of a range of bat roost boxes to be incorporated into the new structure;
 - e) External lighting to be designed to be baffled downwards away from the site boundaries.
- The above detail should be provided by the applicant which would be acceptable via a suitably worded condition.

Nesting Birds: The proposal involves the removal of vegetation which may support nesting birds. I would therefore recommend that a standard bird nesting Informative be attached should the scheme be approved.

To mitigate for the loss of potential nesting habitat, I would request that a range of nesting boxes are installed that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be provided by the applicant which would be acceptable via a suitably worded condition.

Hedgehogs: Suitable habitat is present within the application site to support hedgehogs which are a UK Biodiversity Action Plan priority species and listed as a Species of Principle Importance under s41 of the NERC Act 2006. I would therefore recommend that as a precaution, all construction trenches are covered overnight or a means of escape provided for any hedgehogs that may have become trapped. In addition, the piles of leaf litter should be hand-searched prior to mechanical clearance to ensure no hedgehogs are present; this should not be carried out on frosty days when hedgehogs may be hibernating. This may be secured via a suitably worded condition.

PCC Tree Officer (08.08.2018)

Regarding the school site there is no objection to the proposal. However, further information is required in terms of a definitive tree protection plan and an Arboricultural Method Statement that focuses on areas of impact e.g. the proposed car park to the north of the site. In addition, the landscaping information requires the specification of species, sizes and densities.

In relation to the loss of trees on Staniland Way there is an arboricultural objection. As outlined above the scheme will detrimentally impact the immediate landscape which will be irreparably changed. The mitigation planting whilst welcomed in part will be shoe horned into the space available which in terms of the proximity to residential dwellings is less than ideal and needs to be considered. The solution would be to install a root barrier several metres in depth to reduce the potential of trespass of roots to neighbouring properties (thereby protecting Council liabilities for the future). If the application is successful the requirement for a root barrier at substantial depth is required along with a surface cap in addition to root deflectors adjacent to the footpath. Without the barrier there also would be a further objection to the application.

Also if the application is successful a definitive tree protection plan and Arboricultural Method Statement is required as the bund that is likely to require ground works adjacent to G2 and G3 may mean the removal of more trees than otherwise would be necessary on a flat surface. The tree loss here needs to be minimised where possible.

PCC Travel Choice (07.08.18)

No objections. Have reviewed the amended Travel Plan and am confident it now covers everything I would expect it to in order to promote sustainable travel to staff and pupils. The actions and targets clearly show commitment to encouraging more pupils and staff to travel in an active and sustainable way. It is noted that further provision of a covered cycle shelter will be provided - I would also recommend that locker provision is also supplied so that students have somewhere to store their cycle helmets / books / clothes etc.

Travelchoice has previously worked with the school to promote sustainable travel and we are more than happy to help with the ongoing development and implementation of the Travel Plan and the initiatives contained within it. Please do let me know any support is needed in the future. In addition I will contact the school to offer our support going forward.

PCC Conservation Officer (09.04.18)

The proposals are not considered to impact upon the built historic environment. As such I have no comments to make upon the application.

Open Space Officer (12.04.18)

No objections.

Werrington Neighbourhood Council (10.08.2018)

Whilst Werrington Neighbourhood Council remains generally supportive of the planning application its concerns previously submitted still stand.

1. The amendments to the Staniland Way roundabout have been noted. The original concerns about the capacity of this roundabout and the access onto the A15 leaving Werrington Centre still stand. Despite the modelling, it is felt that this will still be an area of heavy congestion leading to David's Lane becoming a rat run and delays for residents. It is unfortunate that any development of these junctions will lead to the loss of trees and shrubs. If this is unavoidable given the maturity of trees, it is requested that replacements are made on an at least 1:1 basis in the immediate area.

2. The revised travel plan is noted. The travel plan is incomplete on para 1 of 5b). What is 'The Local Authority' going to do? The numbers of 6th form students using cars have not been addressed.

The provision of some car parking does not offset the increased numbers of staff and student cars. The plan makes reference to the use of the Tesco car park. This, however, is not going to be available for long term parking and should not be included in the plan. The alternative community car parking is not adequate for both the community and school needs and will lead to unacceptable parking in residential areas around the Centre and in the Fenbridge, Foxcovert and Ainsdale Drive area. .

Werrington Neighbourhood Council's objections still remain:

- The car parking provision is not adequate,
- Access should be restricted to Hall Lane and measures put in place to ensure that non-resident access / parking is limited in the Werrington Centre/Foxcovert/Fenbridge/Ainsdale road areas
- Reassess the impact of increased traffic volumes on the A15 junction leaving the Centre
- Review the encouragement of more sustainable transport namely cycling and bus access

Anglian Water Services Ltd (19.08.18)

The development would lead to an unacceptable risk of flooding downstream. A foul drainage condition is requested. The means of disposal for surface water does not relate to assets controlled by Anglian Water.

Local Residents/Interested Parties

Initial consultations: 403

Total number of responses: 38

Total number of objections: 36

Total number in support: 1

Two periods of neighbour consultation have been carried out. The first on receipt of the original application and the second on receipt of the amended off site highway works scheme. At this stage additional residents were consulted given the nature of the works and the description of development amended to make specific reference to the off site highway works.

Five individual letters of representation have been received in relation to the proposal along with a petition signed by 35 residents of Crowhurst. The individual letters raise the following concerns:-

- The proposal will result in increased traffic to and from the school. Concerned about the impact that this will have with pick up and drop off on Foxcovert Road which is a narrow road. Would like assurances from the school that it will discourage parents from using this road and that the situation will be monitored by the school or traffic wardens.
- Concerned about the increase in traffic. The proposals will make it impossible to get in or out of Crowhurst. The roundabout is too small for more than two lanes. The section of road between the by-pass and Staniland Way is heavily congested between 8-9 am and 3-4pm.
- Support the applications long as traffic along Staniland Way can be managed. The loss of playing field appears to relate to an area of 'dead space'. Believe the proposals will impose the education provided by the school.

The petition which has been received strongly objects to the application on the following grounds:-

- Object to the loss of trees on Staniland Way. Trees act as noise barrier and help reduce CO2. The proposal will reduce in the noise coming closer to residential properties thereby resulting in increased noise disturbance;
- At present it is difficult to get into and out of Crowhurst at certain times of the day. The proposal will make this situation worse. There should be less traffic on Staniland Way not more;
- The proposal will adversely impact upon the quality of life of residents;
- The proposal will have an adverse impact upon bio-diversity contrary to the Council's own aims and objectives.

The other response is from the Werrington Neighbourhood Council and is reported above.

5 Assessment of the planning issues

The main considerations are:-

- The Principle of Development
- Design and Layout of Extensions
- Highway Impacts
- Amenity Impacts
- Landscape and Ecological Impacts
- Other Matters

1. The Principle of Development

Expansion of the School

Paragraph 94 of the National Planning Policy Framework states it is important that a sufficient choice of school places is available to meet the need of existing and new communities. Local Planning Authorities are required to take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. In particular they are required to give great weight to the need to create, expand or alter schools through both the preparation of local plans and their decisions on planning applications.

The Framework does not specify that 'need' has to be demonstrated or proven. Notwithstanding this the applicant, Children's Services, has submitted a Planning Statement setting out the position in relation to school places and why, therefore, this application has been submitted.

The applicant has confirmed that the Council has a statutory duty to ensure that sufficient school places are provided and its' objective is to provide 'local places for local children'.

During recent years significant pressure has been placed upon the primary school network with the number of 4 year olds needing school places increasing from 2165 in 2006 to 3049 in 2017. Reception year intake is forecast to remain at around 3100-3200 pupils. In order to accommodate this demand the Council has over a number of years undertaken an expansion of a large number of primary schools, a process which is continuing.

This growth in pupil numbers is now starting to put pressure on secondary schools as children progress through the education system. This pressure will increase and it is therefore important that the Council plan for the required growth. Pressure on year 7 places (11 year olds) started in 2015 and by 2020 it is forecast that there will only be 14 spare places based on current school sizes. The number of spare places will not be sufficient to accommodate the future demand as this increases. Expansion projects are, therefore, already underway at Jack Hunt, Bushfield and Nene Park. The Council has recently built a new secondary school at Hampton (a joint project with Cambridgeshire County Council) and hopes to building a new school at Paston Reserve (subject to making an application and being granted planning permission).

The Council proposed an increase in pupil numbers at Ken Stimpson to help meet the growing demand for places and therefore to help the Council meet its statutory functions. Expansion of Ken Stimpson will also provide a balance to the present expansions in the south and central parts of the city. By expanding this school in the north it will help mitigate the transport costs associated with directing children to schools in the central and southern parts of the city and provide more parental choice in the location of school places as encouraged in the National Planning Policy Framework.

It is therefore considered that there is justification for the expansion. In accordance with the National Planning Policy Framework great weight has to be given to this need when considering and weighing up the other impacts arising from the scheme.

Loss of Playing Field

It is proposed to locate the new classroom block to the west of the existing school buildings on land which is currently in use as playing field. The proposal would result in the loss of 0.35 ha of playing field. The applicant has submitted detailed pitch layout which shows that the affected area is not currently laid out as a playing field and that both the winter and summer pitches could be accommodated thus there would be no loss of pitch provision as a result of the proposal. Other potential locations for the classroom block were looked at but these did not result in an acceptable and useable layout for the school, or in a number of cases still resulted in the loss of playing field given their location to the south and west immediately adjacent to the school boundary.

Both Local Plan policy and the National Planning Policy Framework seek to resist the loss of open space including playing field. As the proposal results in the loss of playing field the key statutory consultee in this instance is Sport England. Sport England's policy is to oppose the granting of planning permission which would lead to the loss of or prejudice all/part of a playing field unless one of five exception criteria are met.

Sport England notes that the affected part of the playing field is not currently marked out for pitch use, and that the applicant has submitted plans to show that existing pitch provision at the school can be maintained despite the loss of playing field. It notes that evidence from Google Earth indicates that this part of the site has been previously used for the siting of training grids, and it could still be used as a training/warm up area, or for informal recreation. Sport England considers that the loss of playing field is too significant to be classed as falling within exception E3 its policy although it does acknowledge that the proposal will not result in the loss of any existing sports pitches on the site. In light of this Sport England objects to the application as it would be contrary to its policy and paragraph 97 of the National Planning Policy Framework which states that existing open spaces should not be built on unless the space is surplus to requirements, or the loss would be replaced by an alternative and better provision.

Sport England in their response do acknowledge the pressures facing the Council in terms of school places provision and the fact that they have little opportunity but to develop on playing fields. However, Sport England cannot take this into account when coming to its view as this is outside of its remit.

The response from Sport England is noted. Whilst the loss of playing field is regrettable it will not impact upon the pitch provision for the school. As such the loss of this area is considered to have minimal impact. This loss also has to be balanced against the need to provide school places and the great weight attached to this by the National Planning Policy Framework. In this case the need for the school places and the wider benefits to the city this will bring in terms of meeting its educational requirements is considered to outweigh the harm resulting from the loss of 0.35 hectares of playing field.

As Sport England have objected to this application if it is recommended for approval then the application will need to be notified to the Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009. Under the Direction the Secretary of State will decide whether he wishes to 'call in' the application for his own determination. A decision cannot be issued on the application until the Secretary of State has responded.

The application would also result in the loss of the existing tennis courts used by the school. The existing MUGA located next to them would be unaffected. There is no objection in principle to the loss of tennis courts. These are in school use rather than wider community use and in this case the need to provide car parking outweighs the benefits arising from the retention of the tennis courts. No objections to the scheme have been received from the Council's Open Space Officer.

2. Design and Layout of the Extensions

As indicated above this application proposes a new two storey teaching block which will be linked to one of the existing school blocks via two covered canopies. The new block will provide classrooms and tech rooms. The new block has been designed with a flat roof similar to the previous extensions approved in 2005. The materials proposed are a mix of brick, render and glazing. Views of the view classroom block will be possible from around the edge of the site notably from the north, west and south. The design of the new block is considered to be appropriate and would not result in any adverse visual impact. The final colours of the materials have not been specified so a condition requiring the submission and approval of this information is recommended.

Also proposed is a dining extension, relocation of a substation and new sprinkler pump house.

The dining room extension would be a small infill extension which will not be readily noticeable from outside of the site. The design is in keeping with the existing building and it is not considered that any adverse visual impact would result.

The substation would be relocated from the west of the existing buildings to the south edge, between the new classroom block and an existing block. Similarly the new sprinkler pump house would be located just to the north of the new block. Whilst both of these structures will have a functional appearance it is not considered that any unacceptable adverse visual impact would result and they will be 'read' in conjunction with the adjacent teaching blocks.

Several internal alterations are proposed. These do not require planning permission.

In addition to the above works to the fence line to the school will be re-sited and new external lighting added. The Police Architectural Liaison Officer has been consulted on the application. He has raised no objections and considers the lighting to be acceptable.

The proposal is therefore considered to comply with policy CS16 of the adopted Core Strategy and policy PP2 of the adopted Planning Policies DPD.

3. Highway Impacts

Traffic Impacts

The application is supported by a Transport Assessment and a Stage 1 Safety Audit. These documents have been updated following initial comments from the Local Highway Authority.

The scheme initially proposed widening to the approaches of the Staniland Way/ David's Lane roundabout as the assessment showed that the roundabout would be taken over capacity by the traffic associated with the expanded school. Concerns were raised by the Local Highway Authority over the safety of the design for the roundabout put forward. Following a review the proposed scheme has been amended. It is now proposed to effectively add in a new lane from the A15 roundabout, towards the Werrington Centre, along Staniland Way to its junction with Crowhurst. There would also be some widening of the south bound approach to the roundabout on David's Lane. No alterations are proposed to Staniland Way travelling toward the roundabout or to the north bound side of David's Lane.

Having reviewed the amended plan scheme the Local Highway Authority has confirmed that the revised scheme is acceptable to it and would mitigate the impact of the development on the Local Highway network.

A further assessment has been carried out to look at when the works may need to be implemented. The school will be increased in size gradually over several years, by approximately 60 pupils per year. As such the impact on the highway network builds over time. Following discussion with the Local Highway Authority it has been agreed that the works need to be carried out and be ready for use by the third year of the school's expansion. A condition requiring the scheme to be implemented at this stage will be imposed.

Over this period the Council will also review its options to see whether there are any alternative design options which may be appropriate to consider. If an appropriate alternative scheme were to come forward then any planning permission granted under this application would need to be varied accordingly.

In light of the off site works proposed the application is considered to accordance with policy PP12 of the adopted Planning Policies DPD.

Parking

Ken Stimpson School currently has no car parking of its own. School staff, parents and visitor mainly use the adjacent Werrington Centre car park. The community centre car park is also available albeit that this tends to be primarily used by parents at drop off and pick up times for William Law School.

As part of this application it is proposed to create a new car park with 37 spaces including 2 disabled spaces. Under this application the school cannot be required to address the existing deficit of car parking which exists. However the new on site spaces will mean that the parking provision for the expanded teaching staff is met on site. 20 additional staff are proposed so the car parking will also help meet the needs of some of the existing staff. As such this element of the school is supported. Assess into the car park is over private land so it will be for the Children's Services to secure any necessary consents from the landowner.

Cycle parking is already available at the school. As part of this application 84 new covered cycle parking spaces are proposed, 81 for pupils and 3 for staff. Under the provisions of policy PP13 106 cycle parking spaces are required for pupils. Whilst the proposal does not meet this standard the number of additional cycle standard proposed is considerable and no objections to the proposed cycle parking provision have been received from the Local Highway Authority. The school will be able to increase its cycle parking provision if a requirement is identified through the Travel Planning process.

The Peterborough Cycle Forum welcomes the provision of additional cycle parking. It has commented that the stands need to be located a metre apart to ensure that they are usable. They have also stated that lockers should be available to pupils how cycle. The applicant has confirmed that the cycle parking will be provided in line with Cambridgeshire's Guidance. No details of the cycle stands and shelters have been submitted for consideration (there is reference to them in the Design and Access Statement) at this stage and so will be required by a condition.

The provision of lockers is a matter for the school to be considered as part of its travel planning progress. This application is not unacceptable without locker provision.

The development is therefore considered to be acceptable in accordance with policy PP13 of the adopted Planning Policies DPD.

Travel Planning

The application is supported by a Travel Plan in respect of which detailed comments have been made by both the Local Highway Authority and the Travel Choice Team. Following these the Travel Plan has been amended. The Travel Choice Team has confirmed that the amended plan now covers everything that is expected to promote sustainable travel to staff and pupils. The actions and targets clearly show commitment to encouraging more pupils and staff to travel in an active and sustainable way. It is noted that further provision of a covered cycle shelter will be provided. It is recommended that locker provision is also supplied so that students have somewhere to store their cycle helmets / books / clothes etc. As noted above locker provision for pupils is a matter for the school and cannot be specifically conditioned.

The Local Highway Authority has also confirmed that the amended Travel Plan is acceptable. This will need to be kept up to date because the continuing use of the Werrington Centre car park for staff parking is not sustainable over the long term The comments from the Local Highway Authority and Travel Choice Team are agreed with and particularly important for this school. A condition requiring compliance with the Travel Plan is therefore recommended.

Subject to a condition the development is considered to comply with policy CS14 of the adopted Core Strategy.

Neighbour Representations

Objections, including a petition, have been received from the residents of Crowhurst on a number of grounds one of which is the impact that the proposed widening scheme would have on their ability of get into and out of Crowhurst. Residents have advised that this is already difficult at certain times of the day. The concerns which have been raised are noted. However, no concerns in this respect have been raised by the Local Highway Authority. As such the submitted scheme is considered to be acceptable. The proposed widening scheme will be subject to further safety audits at the detailed design stage and these will consider highway safety issues. No significant concerns have been raised by the Stage 1 Safety Audit carried out in support of the current application.

The Werrington Neighbourhood Council has raised concerns about the Transport Assessment and School Travel Plan. In particular it is concerned that the Transport Assessment does not adequately reflect existing problems experienced by residents along Foxcovert Road and Fenbridge particularly in relation to drop off and pick up of pupils including in relation to their safety. The Neighbourhood Council sets out that it is concerned that the existing problems will get worse and impact upon Hall Lane/Church Road. They raise concerns about the lack of parking, particularly for sixth formers and the adequacy of the Travel Plan. They consider that access should be restricted to Hall Lane and measures put in place to ensure that non-resident access / parking is limited in the Werrington Centre/Foxcovert/Fenbridge/Ainsdale road areas, that the impact of increased traffic volumes on the A15 junction leaving the Centre should be re-assessed as they are concerned about rat running and traffic congestion and that the encouragement given to more sustainable transport namely cycling and bus access should be reassessed. As a result of their concerns they object to the application.

In terms of their concerns, no issues in relation to the A15 have been raised by the Local Highway Authority. The proposed additional lane from the A15 will, however, help flows from the roundabout. As indicated above further more detailed safety audits will be undertaken at the detailed design stage to ensure the scheme is safe.

With regard to car parking, and as set out above, the new car park meets the needs of the expanded school. The school cannot be required through this application to address an existing deficiency. Notwithstanding this further car parking could not be put on the school site without a significant loss of playing field which Sport England would object to. Local Plan policy does not require that parking provision be made for sixth formers.

Their comments in terms of sustainable travel measures are noted but both the Local Highway Authority and Travel Choice Team are content with the updated Travel Plan which has been submitted. The proposed cycle parking provision is sufficient to meet the needs of the expanded school.

In terms of the concerns about drop off and pick up these cannot be readily addressed. Measures could be considered but this would most likely involve a residents parking scheme which not all residents may support. A condition requiring the submission and approval of a parking management plan is, however, recommended. This would allow the situation to be kept under review and measures such as residents parking provision considered in the future.

Whilst the concerns raised about the traffic impacts of the development are noted, it is considered that sufficient measures are proposed to mitigate the impacts of the development, particularly when balanced against the great weight which has to be given to the need to provide school places.

4. Amenity Impacts

It is not considered that the proposed extensions within the school would have any adverse impact upon the amenity of neighbour residents from overbearing impact, overshadowing or loss of privacy given their position within the site and the separation distances concerned.

The application will result in the provision of some additional plant. A condition requiring the submission and approval of the details of plant and means of ventilation is recommended to ensure that no adverse impact upon neighbour amenity results.

Concerns have been raised by residents in Crowhurst with regard to the loss of trees and increased noise. Trees have a limited impact upon noise unless there is substantial planting so it is not considered that the existing trees would have a mitigation effect. As indicated above the proposed works will not take place immediately and the impact upon the network monitored to determine when they need to be implemented. As part of the detailed scheme noise levels can be reviewed to determine whether any noise mitigation is regarded albeit that it is not anticipated that it will be.

Subject to conditions and notwithstanding the objections received the scheme is considered to comply with policy PP3 of the adopted Planning Policies DPD.

5. Landscape and Ecological Impacts

Ecological Impacts

The Council's Wildlife Officer has raised no objections to the proposed extensions in principle. He has commented that some of the works could potentially impact upon roosting bats and has recommended a condition. Similarly he has recommended an informative in relation to nesting birds and measures to protect hedgehogs when the construction works are carried out. He has also recommended a condition to secure the provision of bird and bat boxes to enhance the biodiversity of the site. These requests are considered to be reasonable and conditions will be imposed.

Some of the objections received in relation to the off-site highway works raise concerns about loss of biodiversity. It is considered that any loss of biodiversity arising would be minimal. The on-site measures also include measures to enhance biodiversity. It is not therefore considered that the application could be resisted on this basis particularly given the wider benefits of the scheme.

Tree Impacts

On Site Trees

The application is supported by a Tree Survey and an Arboricultural Impact Assessment. The Tree Survey primarily considers the impact on trees within the school site, the Arboricultural Impact Assessment considers the impacts of the off-site highway works.

In terms of the trees within the site, these are primarily located around the edge of the playing field and school boundary to the north. There are also a number of trees within the site. None of the trees are covered by Preservation Orders and have been categorised as mix of category B and C trees with 1 category 'U'. Category A trees are of high amenity and value, category B trees are of moderate quality and amenity value, category C trees are of low quality and amenity value and category U trees are in such a condition that any existing value be lost within 10 years.

The Tree Survey does not raise any significant issues. It advised that all retained trees will require tree protection methods during construction, and any infringements to the RPA will require mitigation via means outlined within an Arboricultural Method Statement. It is also recommended that detailed plans be produced showing the Root Protection Areas in relation to the building along with a full Arboricultural Impact Assessment and Arboricultural Method Statement. It is not envisaged that there will be any conflicts between retained trees that cannot be mitigated via standard Tree Protection Methods as specified with BS5837 (2012). The report has also considers construction access and has advised that some pruning of the street trees is likely to be required to facilitate access by construction vehicles.

Having reviewed this the Council's Tree Officer has not raised any objections to this aspect of the scheme. Conditions in respect of the submission of a Method Statement and Tree Protection Scheme are recommended.

Off Site Highway Works

The Arboricultural Impact Assessment considers the impact of the off site highway works on trees along David's Lane and Staniland Way. None of the trees which would be affected by the off site highway works are covered by a Tree Preservation Order (although this is unlikely as they are Council owned trees). The affected trees have been classed as Category B trees. The Report concludes that the off site works will result in the removal of 11 category B trees, primarily along Staniland Way. To mitigate for this loss replacement with 11 new heavy standard Mongolian lime trees is proposed. The report advises that the proposed replacement planting has been specially selected due to its slow growth pattern, comparatively low ultimate height and the high potential for harmonising with the local landscape. While a slower growing lime species has been selected, the report considers that it does have a comparative and complimentary form to the existing avenue trees along Staniland Way.

Having reviewed the submitted assessment the Council's Tree Officer has objected to the application in light of the impact upon the existing trees along Staniland Way. He has raised no concerns in terms of the impact upon the trees around the roundabout or on the north side of St David' Lane subject to the approval of a final Arboricultural Impact Assessment and Tree Protection Scheme as given the ground levels it is considered that some tree loss in this area to facilitate the works is likely notwithstanding the conclusions of the submitted report.

In terms of the scheme for Staniland Way the Tree Officer considers that the trees loss has not been adequately justified and that alternative schemes should have been considered.

The response of the Tree Officer is noted and it is agreed that the loss of the tree planting on Staniland Way is regrettable. It is acknowledged that the existing avenue has a strong character and that this will be lost even with the mitigation proposed. In many circumstances this tree loss would not be considered to be acceptable given the relative weight to be afforded to protecting the trees in the planning balance.

In this instance, however, the tree loss is required in order to facilitate the expansion of the school and to ensure that this can take place without an unacceptable impact upon the highway network with the National Planning Framework stating that great weight should be given to providing school places.

It is not considered that the off-site highway works could be accommodated without tree loss. The only way to get a more 'balanced' landscaping scheme by way of mitigation would be to effectively rebuild the road more centrally, remove the existing trees on both sites, and to replant these so that the symmetry of the road would be maintained.

Whilst this may be a more desirable solution from a landscaping perspective there would be significant cost implications to Children's Services. Although cost should not be the deciding factor it is a relevant consideration (viability is a planning consideration) and therefore does need to be borne in mind.

Taking into account the weight given in the National Planning Policy Framework to providing school places and balancing this against the tree loss, the resulting visual impact on the streetscene of Staniland Way along with the cost of alternative mitigation, it is considered that the tree loss and resulting visual impacts are not in this instance outweighed by the need to provide the school places. As such the proposal is, on balance, recommended for approval on the basis of the road design and mitigation put forward.

The Tree Officer has indicated root barriers and deflectors will be required in order to ensure that the replacement scheme does not result in damage to the highway or claims from neighbours. This is considered to be a reasonable request as it would avoid a potential future costs to the Council. These will be required by a condition along with the submission of a final Arboricultural Impact Assessment and Tree Protection Scheme.

6. Other Matters

Drainage

The application is supported by a drainage scheme which has been discussed in detail with the Council's Drainage Team. Following assessment of amended plans the Drainage Team have no objections. A compliance condition is recommended.

The Environment Agency has advised that the scheme is outside of the matters upon which it comments. Anglian Water have made no comments on the surface water drainage strategy.

Anglian Water has commented that the proposal will potentially give rise to a risk to flooding with regard to the foul drainage. It has therefore requested that a condition be imposed requiring that a scheme of foul drainage be agreed. This is considered to be reasonable and a condition will be imposed.

Subject to conditions the development is therefore considered to comply with policy CS22 of the adopted Core Strategy.

Archaeology

The application site has been the subject of archaeological assessment in accordance with an agreed scheme of trial trenching. Following this the Council's Archaeologist has raised no objections to the scheme. No further archaeological assessment is required.

The development therefore accords with policy CS17 of the adopted Core Strategy.

Construction Management Plan

The applicant has submitted an initial construction management plan. Having reviewed this the Local Highway Authority has raised no objections in principle subject to the hours of delivery for large loads being controlled to ensure that these are not taking place at beginning and end of the school day.

6 **Conclusions**

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The development will provide additional school places to help meet the school place demand in the city. The National Planning Policy Framework places great weight upon the need to provide school places and helping schools expand to provide these. The application will, however, result in the loss of school playing field to which Sport England object. In this instance it is considered that the need to provide the school places and the wider benefits this will bring to the city outweigh the loss of 0.35 hectares of playing field. As such the principal of development is considered to be acceptable.
- The traffic impacts of the development have been assessed. Subject to the implementation of the off site highway works scheme the impact on the network is considered to be accepted. The Travel Plan will further help mitigate the impacts of the development. New car and cycle parking is to be provided to meet the needs of the expanded school. As such the proposal is considered to accord with policy CS14 of the adopted Core Strategy and policies PP12 and PP13 of the adopted Planning Policies DPD.
- The design of the new building is considered to be acceptable along with the dining room extension and will have no unacceptable impacts. It therefore accords with policies PP2 and PP3 of the adopted Planning Policies DPD.
- Concerns have been raised by local residents regarding the impacts of the scheme but the impact is considered to be acceptable particularly when weighted against the need to provide the school places and the emphasis in the National Planning Policy Framework in relation to this.
- Subject to conditions relating to tree protection and ecology the on-site works are considered

- to accord with policy PP16 of the adopted Planning Policies DPD.
- The proposed off site highway works will result in the loss of a number of trees, notably on Staniland Way. Whilst the loss of these trees is not ideal the need to provide the school places and mitigate the impacts of the highway network in this instance outweigh the resulting impact of the tree loss and this can be accepted.
 - Following the submission of additional information and a condition it is considered that the site can be adequately drained. The proposal therefore complies with policy CS22 of the adopted Core Strategy.

7 Recommendation

The case officer recommends that Planning Permission (Regulation 3) is **GRANTED** subject to the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).
- C2 The development hereby approved shall be carried out in accordance with the following approved plans and details:-
- Site Location Plan 23400-KWS-XX-XX-DR-A-110 Rev P01
 - Existing and Proposed Block Plan 23400-KWS-XX-XX-DR-A-1101 Rev P01
 - Proposed Site Plan 4067/P02 Rev F
 - Sports Pitches 4067/P08 Rev C
 - Access and Parking 4067/P06 Rev F
 - Proposed Block 6 Elevations 23400-KWS-XX-XX-DR-A-1351 Rev P02
 - Proposed Block 1 and New Extension Block 6 Elevations 23400-KWS-XX-XX-DR-A-1350 Rev P05
 - Proposed Elevations to Block 5 Dining Room Extension 23400-KWS-XX-XX-DR-A-1360 Rev P02
 - Proposed Ground Floor and First Floor Plan Block 6 Rev P05
 - Proposed First Floor Plan 23400-KWS-XX-01-DR-A-1201 Rev P05
 - Existing and Proposed GA Dining Room Plans- Block 5 23400-KWS-XX-00-DR-A-1211 Rev P03
 - Proposed Ground Floor Plan 23400-KWS-00-DR-A-1200 Rev P05
 - Existing Site Plan 4067/P01 Rev D
 - Existing Ground Floor Plan 23400-KWS-XX-00-DR-A-1110 Rev P03
 - Existing First Floor Plan 23400-KWS-XX-01-DR-A-1111 Rev P03
 - Existing Elevations to Block 5 23400-KWS-XX-XX-DR-A-1303 Rev P01
 - Existing Block 1 and 3 Elevations 23400-KWS-XX-XX-DR-A-1300 Rev P03
 - Fencing and Security 4067/P07 Rev A
 - Landscape Proposals 4067/P03 Rev D
 - Drainage Plans 465717-PEP-00-XX-DR-C-1205 rev P03 and 465717-PEP-00-XX-C-1204 rev P03 as relates to surface water drainage only including overland flow routes
 - Drainage Construction Details 465717-PEP-00-XX-DR-C-1207 Rev P01 465717-PEP-00-XX-DR-C-1206 Rev P02
 - External Works Details 465717-PEP-00-XX-DR-C-1102 Rev P03
 - KSCS-MLM-ZZ-XX-DR-U-0201 P02 Site Car Park Lighting
 - Option 1 Staniland Way works including Tracking Plan
 - Transport Assessment Addendum dated 16 March 2018
 - Transport Assessment as superceded by the Transport Addendum July 2018
 - Stage 1 Safety Audit and Designers Response July 2018

- School Travel Plan February 2018 Rev A
- Tree Survey Schedule December 2017
- Arboricultural Impact Assessment Staniland Way/St David's Lane 10 July 2018
- Archaeological Trial Trenching Report May 2018
- Ecological Impact Assessment January 2018
- Construction Management Plan 25 May 2018
- Flood Risk Assessment 465717-PEP-00-XX-RP-S-6200-P01 Rev P01
- Planning Statement School Places

Reason: In order to ensure that the development complies with that which has been applied with.

- C3 Prior to the commencement of any works above foundation level for the new teaching block or dining extension, details of the final finishes based upon the approved elevation drawings shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.
Reason: In order to ensure a satisfactory external appearance in accordance with policy CS16 of the adopted Core Strategy and policy PP2 of the adopted Planning Policies DPD.
- C4 Prior to its installation details of the external appearance of the new cycle stands and shelter shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be implemented in accordance with the approved details and site plan including the fencing prior to the first use of the new teaching block. It shall thereafter be retained.
Reason: In order to ensure the provision of appropriate cycle parking in accordance with policy CS14 of the adopted Core Strategy and policy PP13 of the adopted Planning Policies DPD.
- C5 Prior to the first use of the new teaching block the car parking area shall be laid out and ready for use including the approved lighting scheme. This area shall thereafter be used car parking (with associated turning) by the school and for no other purpose.
Reason: In order to ensure that car parking is available for the expended school in accordance with polices PP12 and PP13 of the adopted Planning Policies DPD.
- C6 The development hereby approved shall be carried out in accordance with the approved Construction Management Plan dated May 2018 including the provision of a wheel wash as specified. Notwithstanding the content of the document no deliveries by HGVs or LGVs shall take place outside of the hours of 9.15am and 3pm during term times.
Reason: In the interests of highway safety and to protect residential amenity in accordance with policies PP3 and PP12 of the adopted Planning Policies DPD.
- C7 The surface drainage works shall be carried out in accordance with the approved surface water drainage details before the first use of the new teaching block.
Reason: In order to ensure that the site can be adequately drained in accordance with policy CS22 of the adopted Core Strategy.
- C8 Notwithstanding the details shown on the approved plans prior to the commencement of any drainage foul drainage works a foul water drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details prior to the first occupation of the new teaching block.
Reason: In order to ensure that the site can be adequately drained in accordance with policy CS22 of the adopted Core Strategy.

C9 Notwithstanding the submitted information the two areas of the building with bat potential as identified in the approved Ecological Report shall be dismantled by hand under ecological supervision. Should the above soffits be sealed only, they should first be subject to minimum of one bat activity survey (May to Aug only), the results of which should be submitted to and approved in writing by the Local Planning Authority. Any tree works affecting the features with bat roost potential shall to be carried out under ecological watching brief. External lighting to be designed to be baffled downwards away from the site boundaries. A range of bat roost boxes should be incorporated into the new structure in accordance with details to be submitted to and approved in writing by the Local Planning Authority within one month of the commencement of the development. The boxes shall thereafter be installed in accordance with the approved details prior to the first use of the new teaching block.

Reason: In order to protect the ecological interests of the site in accordance with policy PP16 of the adopted Planning Policies DPD.

C10 All construction trenches shall be covered overnight or a means of escape provided for any hedgehogs that may have become trapped. Piles of leaf litter should be hand-searched prior to mechanical clearance to ensure no hedgehogs are present; this should not be carried out on frosty days when hedgehogs may be hibernating.

Reason: In order to protect the ecological interests of the site in accordance with policy PP16 of the adopted Planning Policies DPD.

C11 The development hereby approved shall comply with the provisions set out in the approved Travel Plan dated February 2018 Rev A including the review mechanisms.

Reason: In order to encourage sustainable travel to the site in accordance with policy CS14 of the adopted Core Strategy.

C12 Notwithstanding the approved Travel Plan within three months of the first expanded year in take a parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall thereafter be kept under yearly review with an updated plan to be submitted within three months of the next expanded in take until the school reaches its capacity. If the Parking Management Plan identifies issues then steps to try and mitigate these issues along with a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. Mitigation shall thereafter be carried out in accordance with the approved details and timetable.

Reason: In the interests of highway safety and to encourage sustainable travel in accordance with policy CS14 of the adopted Core Strategy and policy PP12 of the adopted Planning Policies DPD.

C13 If during development, contamination not previously identified, is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, a Method Statement detailing how this unsuspected contamination shall be dealt with. The development shall thereafter be carried out in accordance with the approved method statement.

Reason: To ensure that the development complies with approved details in the interests of the protection of human health and the environment in accordance with policy PP20 of the adopted Planning Policies DPD and the provision of the National Planning Policy Framework.

- C15 Notwithstanding the submitted information prior to their implementation details of the following shall be submitted to and approved in writing by the Local Planning Authority:-
- Details of the new plant room including associated noise levels from the mechanical and electrical equipment (sound power levels);
 - Details of the ventilation louvre on the north side of the new teaching block including associated noise levels
 - Details of the new sprinkler pumphouse including associated noise levels.

Reason: In the interests of residential amenity in accordance with policy PP3 of the adopted Planning Policies DPD.

- C16 Notwithstanding the submitted information prior to the commencement of construction deliveries and/or the construction of the new car parking a Tree Protection Plan and Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The tree protection fencing shall thereafter be installed prior to the commencement of construction deliveries or the car park and retained until works within that area are complete.

Reason: In order to protect retained trees in accordance with policy PP16 of the adopted Planning Policies DPD.

- C17 Notwithstanding the submitted information within 2 months of the commencement of development a detailed on site hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Hard Surface finishes
- Soft landscaping specification including planting plans, densities, size etc;
- Phasing of planting; and
- A Landscape Management and Maintenance Plan.
- Summer and winter pitch layout

The development shall thereafter be carried out in accordance with the approved details prior to the first use of the new teaching block or within the first available planting season, whichever is the sooner. The soft landscaping shall thereafter be managed and maintained in accordance with the approved Landscape Management and Maintenance Plan.

Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed, become diseased or unfit for purpose (in the opinion of the Local Planning Authority) within five years of the implementation of the planting in that phase shall be replaced during the next available planting season by the developers or their successors in title with an equivalent size, number and species being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of visual and residential amenity and the promotion of biodiversity, in accordance with policy CS16 of the adopted Core Strategy and policies PP2 and PP16 of the adopted Planning Policies DPD.

- C18 Within three years of the date of the first expansion of the school and use of the new teaching block the off site highway works identified on Option 1 shall be implemented and ready for use by traffic.

Reason: In order to ensure that the expanded school does not have any unacceptable impact upon the road network in accordance with policy PP12 of the adopted Planning Policies DPD.

- C19 Notwithstanding the submitted information prior to the commencement of the off-site highway works scheme (Option 1) an updated Arboricultural Method Statement including an updated tree removals and tree protection plan shall be submitted to and approved in writing by the Local Planning Authority. The tree protection measures shall thereafter be installed in accordance with the approved details prior to the commencement of the development and thereafter retained for the duration of the works.
Reason: In order to protect retained trees in accordance with policy PP16 of the adopted Planning Policies DPD.
- C20 The off site highway works shall include the replacement tree planting outlined in the submitted Arboricultural Method Statement dated July 2018 prior to the new road section first being opened to traffic . Prior to the implementation of the replacement planting details of a root barrier/deflector shall be submitted to and approved in writing by the Local Planning Authority. This shall thereafter be installed in accordance with the approved details before the mitigation planting is undertaken.
Reason: In order to mitigate against the tree loss and to protection the adjacent residential properties in accordance with policies PP3 and PP16 of the adopted Planning Policies DPD.
- C21 Notwithstanding the submitted details prior to the implementation of the off site highway works scheme (option 1) a noise assessment shall be undertaken to determine whether any noise mitigation measures are required to the adjacent residential properties. This assessment shall consider the noise impacts associated with the full expansion of the school. Any mitigation measures required shall be approved in writing by the Local Planning Authority and incorporated into the final design including cross reference with the final tree removal and protection plan. The development shall thereafter be carried out in accordance with the approved details.
Reason: In order to protect residential amenity in accordance with policy PP3 of the adopted Planning Policies DPD.
- C22 Notwithstanding the submitted details prior to the commencement of the off site highway works a Construction Management Plan for those works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the following:-
- Location of contactor parking
 - Provision for wheel wash
 - A scheme for the control of noise and dust including details of the plant to be used and the likely periods of use
 - Details of any temporary lighting
- The works shall thereafter be carried out in accordance with the approved Construction Management Plan.
Reason: In the interests of residential amenity and highway safety in accordance with policies PP3 and PP12 of the adopted Planning Policies DPD.

Copies to Councillors:

Judy Fox
John Fox
Stephen Lane

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