

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Bromsgrove School	Demolition of the existing building and erection of a new teaching facility for Bromsgrove School together with associated car parking, landscaping, drainage and access Former Altered Images, 80 Worcester Road, Bromsgrove, Worcestershire, B61 7AG	02.05.2024	24/00110/FUL

RECOMMENDATION:

- (a) **MINDED** to **GRANT** Full planning permission
- (b) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:
 - i) A financial contribution of £4,500 for Traffic Regulation Order for puffin crossing.
 - ii) A financial contribution of £19,000 for puffin crossing maintenance.
 - iii) A planning obligation monitoring fee.
- (c) And that **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to agree the final scope and detailed wording and numbering of conditions as set out at the end of this report.

Consultations

Worcestershire Highways

No highway objection subject to conditions and planning obligations.

Conditions

Approved Plans – Layout works

Approved Plans –Highways works

Construction Environmental Management Plan

Planning obligation

A financial contribution of £4,500 for Traffic Regulation Order for puffin crossing.

A financial contribution of £19,000 for puffin crossing maintenance.

Conservation Officer

The proposed site lies to the north west of the Worcester Road and comprises a modern building of little architectural merit. Directly opposite the site is Thomas Cookes House (Grade II), in a raised position above Worcester Road and part of Bromsgrove School. It forms part of the original school and dates to the late 17th century. It is three storeys with attics, constructed in brick, with stone detailing, timber sash windows beneath a pitched slate roof. Its significance is derived not only from its architectural interest but also its historic interest linked with the development of Bromsgrove School. Adjacent to Thomas

Cookes House and located back of pavement is 87 & 87A Worcester Road (Grade II). A two storey building with attics, now two dwellings, constructed in red brick with stone detailing, beneath pitched tiled roofs. Its significance is derived from its architectural and historic interest as part of the development of the town.

The existing building is of no architectural merit and there is no objection from a conservation perspective to its demolition. The proposed building draws some design details from Thomas Cooke House opposite. The entrance to the building is opposite the steps up to Thomas Cookes House, but due to the topography of the site, the older building will still dominate the new building. The scheme is in accordance with heritage policies set out in the Bromsgrove District Plan and the NPPF.

Recommend conditions in respect to materials, and submission of details in respect to boundary treatment.

Worcestershire Archive and Archaeological Service

The proposed development area (PDA) has moderate potential for below ground archaeological remains of local significance. Set within an area of post-medieval expansion, the 1839 Bromsgrove Tithe records a large L shaped building, recorded as house and garden, within the plot. The PDA also bounds the mapped alignment of Roman Road from Worcester to Lickey, which formed the road system of the medieval town, and therefore there is potential for surviving archaeology associated with both the road itself, as well as earlier settlement.

The application has potential to impact heritage assets of archaeological interest that would be significantly altered or lost through development. It is recommended that a programme of archaeological works should be secured and implemented by means of conditions to ensure evaluation by trial trench initially followed by any mitigation measures required subject to the results of the evaluation.

North Worcestershire Water Management

The site falls within flood zone 1 (low risk of fluvial flooding) and is at very low risk of surface water flooding. We hold no reports of flooding on site, but we are aware of flooding in the nearby vicinity.

The site is currently comprised almost entirely of impermeable surfaces, with the proposed development incorporating landscaped areas which will help to reduce the amount of runoff generated from the site.

Ground investigations details rule out infiltration drainage due to high groundwater levels, the drainage strategy therefore proposes permeable paving with a sub-base for attenuation, and an outfall to the adjacent Spadesbourne Brook. Whilst this may be acceptable, it is disappointing that no other above-ground SuDS have been considered as the site lends itself to the use of swales, bioretention areas and raingardens as part of the landscaped areas, and this would ensure compliance with our SuDS design and evaluation guide.

A revised drainage strategy will need to be provided and include finished floor levels and key outside ground levels. A condition is recommended to for these details.

Arboricultural Officer

There are no trees within the site that will need either removal or be adversely influenced by the development. However, there are a mature off site trees standing close to the Northern and Western boundaries of the site. The proximity of these trees to the boundary means that a large proportion of RPA on the trees falls within the site beneath existing hard standing access road or car parking areas. Therefore, the initial demolition work can be done off these areas and would not be expected to have any detrimental influence on the trees which is recognised within the KEEN Tree Survey and Impact report submitted.

The Keen Tree Survey and Impact report also highlights that there are to be soft landscape features introduced to some areas of the boundaries to replace and reduce the existing hardstanding within the RPA of the boundary trees. This is welcomed even if only for a limited amount, as it will improve the growing environment for the trees. However, the work to remove the existing hardstanding will need to be sympathetically done by hand to ensure that no harm is caused to tree roots in those areas.

The proposed drainage scheme on the site highlights that there is an intension to install a new storm drainage water management system. However, sections of this drainage system will run within the RPA of the adjacent trees. Excavation work required to install such drainage has the high potential risk to cause extensive root damage to trees.

The proposal highlights an intension to prune the Leylandii hedge on the Southern boundary of the site to which I have no objection.

The drainage system needs to be redesigned to avoid conflict with the RPA of any tree standing within the adjacent properties.

Recommend that an Arboricultural Method Statement be provided to cover the points of the removal of the existing hardstanding and creation of new soft landscaping areas within the Root Protection Area of any trees.

WRS - Contaminated Land

Our records indicate that there is some industrial usage history on site, as well as an adjacent builder's yard and at 200m an area of unknown infill. Due to the unknowns that may appear with the demolition, and the potentially sensitive end use, WRS recommend a tiered mitigation condition in respect to unknown potential contaminants.

WRS - Noise

Recommend conditions for the following matters:

Noise: The submitted noise assessment (Hoare Lea Rev. 1 Dated 19th December 2023) appears satisfactory. The recommendations of the noise assessment in terms of the building construction, glazing and ventilation provision should be implemented, and the applicant should confirm that the cumulative impact of the proposed external plant will comply with noise limits detailed in the noise assessment.

Demolition / Construction Nuisance: The applicant should submit a Nuisance Management Plan detailing the proposed measures to monitor and mitigate emissions of noise, vibration (piling) and dust during the construction / demolition phase(s).

WRS - Air Quality

No objections.

Community Safety Manager

The site itself sits on one of the main roads through the centre of Bromsgrove. It has a high level of traffic that uses the road creating good natural surveillance. The area itself does have high reported incidence of crime especially around the nighttime economy with multi licensed premises being located close to the development. Locally schools have had incidents of ASB occurring on their grounds, alongside graffiti being installed on their buildings. The risk posed by each of these threats can be reduced through good design, contributing towards a more sustainable development. The submitted layout proposes a closed site, this is generally positive from a crime prevention point of view as hostile elements perceive there are reduced avenues of escape and that there is less opportunity for discreet reconnaissance.

The rear of the development has the Spadesbourne Brook run behind it and has a high tree row which borders the rear of the development and gives a good natural border to the site.

The design of one single entrance for cars is favourable for a secure site alongside a separate entrance for pedestrian. It is noted that the parking will be sited at the rear of the design this can often reduce the security for vehicles parked, through the current design, despite this being sited at the rear of the development it does still have natural surveillance from the classroom windows that overlook it alongside an outside seating area, this will all improve the security of the car park.

Cadent Gas Ltd

No objection.

Publicity

15 letters sent to neighbours 12th February 2024 expired 7th March 2024

Press advert 16th February 2024 expired 4th March 2024

Site notice displayed 12th February 2024 expired 14th March 2024

Three comments received; comments are summarised as follows:

- No objection to the proposal.
- Concerns relating to right of access, and access to historic car parking facilities.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles

BDP6 Infrastructure Contributions

BDP17 Town Centre Regeneration

BDP19 High Quality Design

BDP20 Managing the Historic Environment

BDP21 Natural Environment

BDP23 Water Management

Others

National Planning Policy Framework (2023)
National Planning Practice Guidance
Bromsgrove High Quality Design SPD
National Design Guide

Relevant Planning History

B/18721/1989	Erection of two storey extensions, (as augmented by plan received 3.1.90).	Approved	12.02.1990
B/1992/0588	Change of use of shrub area to car parking (as amended by plan received 09.10.92).	Approved	12.10.1992

Assessment of Proposal

Site Description

The site comprises of the former Altered Images (private gym facility) located at No. 80 Worcester Road. Access to the site is via Worcester Road. The existing building is two storeys in height and includes a car park that wraps around the building. Mature tree planting and Spadesbourne Brook exist at the rear of the site.

The application site also includes an area of Worcester Road to provide a new puffin crossing.

Proposal

The applicant is proposing to demolish the existing building and construct a 2.5 storey building to provide sixteen classrooms with associated ancillary rooms intended predominantly for sixth form students. The wing at the rear would serve functions such as career/university advice, and student break out space for group work.

The proposed teaching facility for Bromsgrove School would support the main senior school campus at Worcester Road. The school is planning to increase boarding accommodation on the main school campus by altering some existing teaching accommodation. Therefore, replacement teaching facilities are required.

The building has been designed to be in keeping with the Bromsgrove School campus and would be finished in red brick, with stone detailing beneath a pitched slate roof together with landscaped grounds including tree planting on the frontage to further enhance Worcester Road.

In terms of access, it is proposed to relocate the existing vehicular access and construct a new puffin crossing to safely link the existing school campus on the south-east side of Worcester Road to the site.

Assessment

The site is located within the Bromsgrove Town Centre Zone as allocated within the Bromsgrove District Plan. Policy BDP17 of the District Plan would apply.

BDP17.1 of the District Plan refers to the Town Centre Zone as an area where significant change and conservation is needed to promote future development. All new development is required to be appropriate, in terms of scale, quantity and use, to the character and function of the Town Centre.

BDP17.2.2 of the policy states that Bromsgrove Town Centre will continue to be the main retail centre of the district with extended Primary and Secondary Shopping Zones being the focus for a range of retail, office and residential uses. The Secondary Shopping Zone stops at No. 78 Worcester Road meaning that the application site does not fall within these two designated zones, and as such the site is regarded as being within the periphery of the Town Centre Zone.

To the south west of the application site is the Worcester Road Employment Area. BDP17.17 of the policy refers to this area as 'TC10 Worcester Road Employment Area' and supports proposals for new employment uses within the existing employment allocation. Reference is made to Policy BDP14, and states that other uses may be acceptable where it can be demonstrated that they support the wider enhancement of the Town Centre and do not compromise the existing retail core of the Town Centre.

BDP17.18 of the policy affirms that any major redevelopment scheme proposed within the Worcester Road Employment Area should reflect the linear nature of the Town with active frontages along Worcester Road, although opportunities exist for a wide range and scale of design approaches on other areas of the site. The eastern edge of the site, bounded by the Spadesbourne Brook and Sanders Park must address these features whilst taking the risk of flooding into account and where possible look to use these features as a positive design element. Opportunities should also be sought through the design and layout for reducing the flood risk in the area.

Although the application site does not fall within a particular shopping zone nor the employment area of Worcester Road, it is considered that the principal of educational facilities in this location would be an enhancement to the Town Centre in an area that has established educational facilities. The relationship of the application site to the existing neighbouring Bromsgrove School buildings will be further enhanced with the provision of a puffin crossing on Worcester Road.

The former gym facilities have been closed for some time following on from a decline in gym membership and other gym facilities operating within the Town. The demolition of the building would enable the opportunity to provide a building that will add a visual enhancement to the Town including the provision of additional landscaping to soften the appearance of this part of Worcester Road.

Paragraph 131 of the NPPF (2023) states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 of the NPPF requires development to:

- a) function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136 of the NPPF refers to trees and how they make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change.

It is considered that the scheme would not conflict with the existing retail core of the Town Centre and would support the wider enhancement of the Town Centre. The proposal would complement the linear nature of the Town Centre providing an accessible, attractive, active frontage, sympathetic to the local character of the area along Worcester Road. In addition, the provision of additional formal tree planting would be an enhancement and improve the visual appearance of this area of the town. As such the proposal would be in accordance with Policy BDP17 of the District Plan, and the NPPF.

Conservation Matters

The site does not fall within the Town Centre Conservation Area; however, it is near Thomas Cookes House and 87 & 87A Worcester Road, all Grade II listed. Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 require special regard to be had to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.

Policy BDP20 of the District Plan states that development affecting heritage assets, including alterations or additions as well as development within the setting of heritage assets, should not have a detrimental impact on the character, appearance or significance of the heritage asset or heritage assets.

In addition, Paragraph 201 of the NPPF requires LPAs to take account of the significance of affected heritage assets when considering the impact of a proposal, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

The proposed building clearly draws its inspiration from Thomas Cookes House opposite without slavishly copying it. The windows and dormers give the building a vertical emphasis and the stone detailing also reflects its prominent neighbour. The entrance is on axis with the steps up to Thomas Cookes House, but the topography will allow the older building to dominate the new building.

The existing former gym building is of limited architectural merit. The replacement building will complement the designated heritage assets close by. The Conservation Officer supports the proposal subject to conditions.

The County Archaeology Service advise that there is moderate potential for below ground archaeological remains of local significance due to the alignment of the Roman Road from Worcester to Lickey, as well as reference to an earlier settlement. There could be potential to impact heritage assets of archaeological interest because of the development. County Archaeological Service recommend conditions to secure a programme of archaeological works.

Highway Matters

As mentioned above, it is proposed to relocate the existing vehicular access and construct a new puffin crossing to safely link the existing school campus to the site. A Transport Statement has been provided as supporting information for the proposal and confirms that there would be no increase in either staff or student numbers associated with this proposal.

Access

Worcestershire Highways have considered the proposal and acknowledge that Worcester Road is lit, serves as a bus route, subject to a 30mph speed limit, and has footpaths on both sides of the road. The road is of a standard that is suitable to serve the various employment, residential and education uses in the area.

The Transport Statement advises it is proposed to relocate the existing vehicular access to the north-east edge of the site. The new access will be 5.0m wide with a footway crossover. The existing vehicular access will be closed, and the footway and kerb reinstated. A new, gated, pedestrian access is to be formed at the approximate location of the existing vehicular access. Worcestershire Highways has raised no objection to this element of the scheme.

Given the closure of existing access points and the creation of new ones, together with alterations to the existing kerbing, Worcestershire Highways will require the entire existing frontage footway to be resurfaced. This would be included within a separate S278 Agreement.

Puffin Crossing

The proposals also include the provision of a new puffin crossing that will link the main school campus and the site. There will be associated guard railing and tactile paving, the final details of which will be agreed at the appropriate time during the technical approval for the highway works. The form of crossing is in keeping with the existing crossings on Worcester Road. There is a puffin crossing at the intersection of Worcester Road and Hanover Street, as well as two zebra crossings which are approximately 100m north of the proposed crossing. There is a further pelican crossing approximately 300m south of

the site, near to the primary access into Bromsgrove School. The proposed puffin crossing position is located so there is a minimum 20m separation from the vehicular access.

Worcestershire Highways has no objection to the provision of a new puffin crossing in this location. Given that it would be predominantly used by students walking between the two school sites during the school day, it is accepted the potential benefit to highway safety would outweigh any nominal increase to journey times for traffic.

The following would be required for the new puffin crossing:-

- The associated zig zag markings will require an associated Traffic Regulation Order to be promoted and the Applicant would be liable for the £4,500 processing fee;
- Existing street lighting will need to be reviewed and potentially altered to ensure the crossing is sufficiently illuminated;
- High friction surfacing on the approaches should be laid; and
- Existing highway surface water drainage may need to be altered to ensure no drainage issues impact on the new pedestrian crossing point.

The applicant would be required to provide a commuted sum for future maintenance of the new crossing and be covered by a suitable legal agreement. For a new basic signal-controlled pedestrian crossing installation across a two-lane single carriageway, Worcestershire Highways propose the commuted sum of £19,000. The applicant has agreed to this.

Installation of the puffin crossing would require the applicant to enter into a separate S278 Agreement to cover these off-site highway works. The S278 Agreement would also cover:

- (i) the new vehicular access,
- (ii) the reinstatement of the footway and kerbs to full height at the location of the existing crossing and
- (iii) any other highway works identified during the detailed design stage.

These matters would be addressed during the detailed design stage covered by the S278 Agreement.

Layout and parking

The proposed site layout for the new building shows a reduced footprint, with vehicle access moved to the north-east, and separate secure pedestrian access maintained in the middle of the site frontage. Car and cycle parking would be located to the rear of the site, also accessed through a secure gate.

Access to two car parking spaces close to the entrance of the site is shown on the layout plan. These are for the adjacent premises, who have a historic legal right of access to the spaces.

16 car parking spaces, including two disabled bays, would be provided for the development. This is a reduction on the existing 44 spaces. The car parking is intended for those members of staff who would effectively transfer from the main campus, and park on the site instead. Alternatively, staff could continue to park on the main campus and

walk to the new building. Worcestershire Highways has no objection to the proposed layout and parking provision.

Servicing

All deliveries will be made to the main senior school campus and transported by the school to the site by a vehicle no greater than a 4.6T light van. Refuse will be collected by the school and transported to their central facility on the main school campus. Due to the current size of the school campus, waste and refuse is dealt in this way at present, with collections made internally from all the buildings to a central facility where it is collected by typical refuse collection vehicles. Therefore, no large delivery vehicles would be required to service the site.

Traffic Generation

Worcestershire Highways is content the development is likely to result in less traffic than the previous use and will not have any noticeable detrimental impact on any surrounding junctions or links. The site is in a sustainable location and can be accessed via variety of modes of transport.

Worcestershire Highways raise no objection to the proposal subject to conditions and a Planning Obligation for contributions towards highway works and the provision of a puffin crossing and its maintenance.

Planning Obligations

In accordance with Paragraph 55 of the Framework and Section 122 of the CIL regulations, planning obligations have been sought to mitigate the impact of this major development if the application were to be approved.

The Obligation in this case would cover:

Traffic Regulation Order

- Specific Purpose – A fee to process a TRO application is required in this location, in relation to the proposed puffin crossing and the need to amend the existing waiting restrictions TRO on Worcester Road to accommodate the zig zag markings.
- Contribution - £4,500.
- Trigger – Prior to occupation.

Puffin Crossing Maintenance

- Specific Purpose - The proposals will generate additional pedestrian movements in this locality and the Applicant proposes to install a new Puffin Crossing. The Highway Authority requires a contribution towards the future maintenance of this asset, as it will be adopted as it forms part of the adopted public highway.
- Contribution – £19,000.
- Trigger – Prior to occupation.

The applicant is agreeable to enter into a legal agreement to address the highway requirements for the development. On that basis, it is considered that this is in accordance with the aims of BDP6 and BDP16 of the Bromsgrove District Plan, which,

among other things, require financial contributions towards pedestrian, and highway infrastructure to ensure the sustainable movement of people.

Trees

There are mature trees adjacent to Spadesbourne Brook that are outside of the application site, however, the Root Protection Area (RPA) for the trees concerned will be within the site. Initially the Tree Officer raised concerns regarding impact of the proposed drainage system on the RPA of the adjacent trees. However, the submission of a revised drainage plan has addressed these concerns, and the Tree Officer has no objections to the proposal subject to conditions.

Drainage matters

The site falls within flood zone 1 and is at very low risk of surface water flooding in this area of the town. The site has some potential for above ground SuDS such as swales, bioretention areas and raingardens as part of the landscaped areas. This would ensure compliance with North Worcestershire Water Management's SuDS design and evaluation guide. Policy BDP17 refers to Spadesbourne Brook and the possibility of including features that can be a positive design element to address potential surface water flooding. No additional information has been submitted to address this matter. Therefore, a drainage condition is recommended.

Publicity

3 letters of comment have been received, one supports the proposal and other comments relate to historic rights of access. Whilst this issue would not be regarded as a material planning consideration, the provision of access and car parking has been addressed within the layout of the scheme.

Conclusion

The proposal would not conflict with the employment area on Worcester Road, or the existing retail core of the Town Centre. The proposal would complement the linear nature of the Town Centre providing an attractive, active frontage, that would enhance the local character of the area along Worcester Road. In addition, the provision of additional formal tree planting would improve the visual appearance of this area of the town. As such the proposal would be in accordance with Policies of the District Plan, and the NPPF. Having considered all material planning considerations, I am thus minded to recommend approval of the full planning application, subject to conditions and a Planning Obligation to cover highway matters.

RECOMMENDATION:

- (a) **MINDED to GRANT** Full planning permission
- (b) That **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to determine the application following the receipt of a suitable and satisfactory legal mechanism in relation to the following matters:
 - i) A financial contribution of £4,500 for Traffic Regulation Order for puffin crossing.
 - ii) A financial contribution of £19,000 for puffin crossing maintenance.
 - iii) A planning obligation monitoring fee.

(c) And that **DELEGATED POWERS** be granted to the Head of Planning, Regeneration and Leisure to agree the final scope and detailed wording and numbering of conditions as set out at the end of this report.

Conditions:

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason: In accordance with the requirements of Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004

- 2) The development hereby approved shall be carried out in accordance with the plans to be defined.

Reason: To provide certainty to the extent of the development hereby approved in the interests of proper planning.

- 3) Prior to their first installation, details of the form, colour and finish of the materials to be used externally on the walls and roofs shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: In order to ensure that the setting character of the listed buildings is maintained as a result of the works in accordance with the 1990 Act, policy BDP20 of the Bromsgrove District Plan and the NPPF.

- 4) Prior to their first installation, details of the doors, door frames, window, window frames, rainwater goods to be used externally shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: In order to ensure that the setting character of the listed buildings is maintained as a result of the works in accordance with the 1990 Act, policy BDP20 of the Bromsgrove District Plan and the NPPF.

- 5) Prior to the commencement of the works, drawings of the proposed gates, brick piers, dwarf walls and railings at a scale of 1:20 showing the design and how the railings are proposed to be fixed to the dwarf wall, shall be submitted to and approved in writing by the LPA. The development shall then be carried out in accordance with the approved details.

Reason: In order to ensure that the setting character of the listed buildings is maintained as a result of the works in accordance with the 1990 Act, policy BDP20 of the Bromsgrove District Plan and the NPPF.

- 6) The Development hereby approved shall not be brought into use until the vehicular and pedestrian accesses has been provided as generally shown on the Robothams Drawing No. 4551-110/i.

REASON: To ensure conformity with submitted details.

- 7) The Development hereby approved shall not be brought into use until the following highway improvements works comprising:-
- The new vehicular access to serve the development.
 - The new pedestrian access to serve the development and any works that affect the existing public footway.
 - The new puffin pedestrian crossing on Worcester Road.
 - Closure of the existing vehicular access, resetting of the existing dropped kerbs to full height and reinstatement and resurfacing of the footway to suit the amended levels.

REASON: To ensure the safe and free flow of traffic onto the highway.

- 8) The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-
- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway.
 - Details of site operative parking areas, material storage areas and the location of site operatives' facilities (offices, toilets etc).
 - The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
 - Details of any temporary construction accesses and their reinstatement.
 - Details of how the existing school shall be kept open and how students, staff and visitors will be managed, in terms of avoiding conflict with construction traffic and the construction works.
 - A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

REASON: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

- 9) No works in connection with site drainage shall commence until a scheme for a surface water drainage strategy for the proposed development has been submitted to, and approved in writing by the Local Planning Authority. The strategy shall include details of surface water drainage measures, including for hardstanding areas, and shall include the results of an assessment into the potential of disposing of surface water by means of a sustainable drainage system (SuDS). The approved surface water drainage scheme shall be implemented prior to the first use of the development and thereafter maintained in accordance with the agreed scheme.

Reason: to ensure satisfactory drainage and no increase in flood risk.

- 10) An undeveloped buffer strip of at least 5 meters wide shall be maintained alongside the Spadesbourne Brook for the lifetime of the development.

Reason: to protect the water environment.

- 11) Unless otherwise agreed by the Local Planning Authority development, other than that required to be carried out as part of an approved scheme of remediation, must not commence until conditions 1 to 6 have been complied with:
 1. A preliminary risk assessment must be carried out. This study shall take the form of a Phase I desk study and site walkover and shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and any other relevant information. The preliminary risk assessment report shall contain a diagrammatical representation (conceptual model) based on the information above and shall include all potential contaminants, sources and receptors to determine whether a site investigation is required and this should be detailed in a report supplied to the Local Planning Authority. The risk assessment must be approved in writing before any development takes place.
 2. Where an unacceptable risk is identified a scheme for detailed site investigation must be submitted to and approved in writing by the Local Planning Authority prior to being undertaken. The scheme must be designed to assess the nature and extent of any contamination and must be led by the findings of the preliminary risk assessment. The investigation and risk assessment scheme must be compiled by competent persons and must be designed in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.
 3. Detailed site investigation and risk assessment must be undertaken and a written report of the findings produced. This report must be approved by the Local Planning Authority prior to any development taking place. The investigation and risk assessment must be undertaken by competent persons and must be conducted in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance.
 4. Where identified as necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be prepared and is subject to the approval of the Local Planning Authority in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
 5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.
 6. Following the completion of the measures identified in the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval of the Local Planning Authority prior to the occupation of any buildings.
 7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk

assessment must be undertaken and where necessary a remediation scheme must be prepared, these will be subject to the approval of the Local Planning Authority. Following the completion of any measures identified in the approved remediation scheme a validation report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to the occupation of any buildings.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 12) No works or development above foundation level shall take place until full details of proposed noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The details shall include glazing and ventilation provision, and cumulative impact of the proposed external plant. The details thus approved shall be fully implemented prior to first use or occupation of the development.

Reason: In the interests of residential amenity and in accordance with National Planning Policy Framework.

- 13) No part of the development to which this permission relates shall be occupied until details of any proposed external lighting have been submitted to and approved in writing by the local planning authority; lighting shall thereafter be provided and maintained in accordance with the approved plan for the lifetime of the development.

Reason: To safeguard the site from increased light pollution, protect visual amenity and maintain the existing value of biodiversity on and adjacent to the site to protect foraging/commuting bats in accordance with the Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 (as amended), Circular 06/2005 and the National Planning Policy Framework.

- 14) Notwithstanding the submitted details, prior to above ground works a scheme for biodiversity enhancement to include the incorporation of permanent bat roosting feature(s) and nesting opportunities for birds, shall be submitted to and agreed in writing with the Local Planning Authority. The approved details thereafter shall be implemented, retained, and maintained for their designed purpose in accordance with the approved scheme. The scheme shall include, but not limited to, the following details:
- i. Description, design or specification of the type of feature(s) or measure(s) to be undertaken.
 - ii. Materials and construction to ensure long lifespan of the feature/measure
 - iii. A drawing(s) showing the location and where appropriate the elevation of the features or measures to be installed or undertaken.
 - iv. When the features or measures will be installed and made available.

Reason: To safeguard and to provide net gains for biodiversity as set out by Wildlife and Countryside Act 1981 (as amended), and in accordance with Section 40 of the Natural Environment and Rural Communities Act 2006.

- 15) The Development hereby approved shall not commence until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-
- i. Site construction access
 - ii. Contractor's car parking.
 - iii. Phasing of on-site operations.
 - iv. Welfare facilities (requirement and siting)
 - v. Storage and mixing areas.
 - vi. Tree Protection (barriers and ground protection specification)
 - vii. Tree Protection Plan (final version - if amendment is required)
 - viii. Installation of foundations within the RPAs
 - ix. Removal of the existing hardstanding
 - x. Creation of new soft landscaping areas
 - xi. Installation of hard surfaces within RPAs
 - xii. Installation of services within the RPA of trees to be retained
 - xiii. Removal of materials, facilities, and protective measures for the final phase
 - xiv. Post construction tree works and landscaping
 - xv. Monitoring

The measures set out in the approved Statement shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

Reason:- To ensure the protection of trees and hedgerows in the interests of visual amenity.

- 16) No development above foundation level of the scheme hereby approved shall take place until all soft landscaping details have been submitted to and approved in writing by the Local Planning Authority. The details thus approved shall be fully implemented prior to first use of any part of the development. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season.

Reason:- In the interests of the visual amenity of the area.

- 17) No development above foundation level of the scheme hereby approved shall take place until all hard landscaping details have been submitted to and approved in writing by the Local Planning Authority. The details thus approved shall be fully implemented prior to first use of any part of the development.

Reason:- In the interests of the visual amenity of the area.

- 18) With the exception of demolition of the current building to ground slab level, no development shall take place until a programme of archaeological work including a Written Scheme of Investigation, has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:
- a) The programme and methodology of site investigation and recording.
 - b) The programme for post investigation assessment.
 - c) Provision to be made for analysis of the site investigation and recording.
 - d) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
 - e) Provision to be made for archive deposition of the analysis and records of the site investigation.
 - f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- 19) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (18) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: In accordance with the requirements of paragraph 211 of the National Planning Policy Framework.

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