



**PLANNING AND DEVELOPMENT COMMITTEE**

**Date 26 JULY 2022**

**SUPPLEMENTARY AGENDA**

**PART 1**

- 2. 22/00369/FPM - Barnwell Lower School, Collenswood Road, Stevenage, SG2 9HQ**

ADDENDUM REPORT

Pages 3 - 6

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## Supplemental Agenda

<b>Meeting date</b>	26 <sup>th</sup> July 2022
<b>Officer</b>	Thomas Frankland-Wells
<b>Agenda Item</b>	Barnwell Lower School, Collenswood Road, Stevenage, SG2 9HQ
<b>Proposal</b>	The erection of a new secondary school and new Stevenage Education Support Centre (SESC) building, together with associated works and refurbishments including the provision of games areas, informal play areas, a substation, landscaping and car parking, following the demolition of the vacant former Collenswood and Barnwell School buildings.
<b>Reference</b>	22/00369/FPM
<b>ADDENDUM INFORMATION</b>	

### Public Representations

Since the officer report was drafted, one additional letter of representation has been received. This raises the question of whether an additional pedestrian access could be provided to the Michaela Community School from Cromwell Road to reduce the amount of pedestrian traffic using Redwing Close. The letter also raises concerns about vehicles using private driveways to turn on Redwing Close and questions whether a pick-up and drop-off point could be provided within the school grounds.

### Consultation Responses

#### Crime Prevention Design Service

The Crime Prevention Design Officer has advised that the applicant is exploring Secured by Design for Schools and on this basis, is now supportive of the scheme.

#### HCC Highways

HCC Highways has reviewed the revised transport assessment and has confirmed that they raise no objection, subject to conditions. They have also recommended a number of informatives and confirmed that the amount required for travel plan monitoring is £1,200 per annum for a period of five years.

### Assessment

#### Community use of SESC Facilities

Neither Policy HC9 of the Local Plan nor Sport England require the games area at SESC to be made available for community use and the officer's report was written on that basis. The applicant has since made clear that this is something they are keen to provide.

Such use would attract some additional traffic to the site. However, this would be very limited given that the MUGA at SESC would be just a single court in size.

It would also result in some additional noise into the evenings and weekends. However, the proposed acoustic fencing would adequately mitigate this. In any event, it is considered that the impact would be limited when the MUGA at Michaela Community School would already be available for use at these times.

Community use of the SESC facilities would be of limited public benefit given the scale of the facilities i.e. a single court MUGA. However, it is nonetheless a benefit and carries weight in favour of the proposal.

Having regard to the modest public benefits and adverse impacts associated with the proposed community use, the overall conclusions as presented in the officer's report remain unchanged.

## **Recommendations**

### Phasing

The applicant has submitted a phasing plan, which refers to SESC as "Phase A" and Michaela Community School as "Phase B". It is recommended that references to "Phase 1" and "Phase 2" in the conditions as set out in the officer's report be updated accordingly.

### Plan Numbers

The following plans that are listed under Condition 1 in the officer's report have been superseded by others in the list and should be deleted:

FS0945-JWA-ZZ-ZZ-DR-A-0002 Rev P03

FS0945-JWA-ZZ-ZZ-DR-A-0003 Rev P03

FS0945-JWA-ZZ-ZZ-DR-A-0004 Rev P02

FS0945-JWA-ZZ-ZZ-DR-A-0005 Rev P02

The following plan was omitted in error and should be included under Condition 1:

FS0945-JWA-ZZ-ZZ-DR-A-0004 P02

### Tree Protection

Condition 32 in the officer's report refers to the tree retention and removal plan reference FS0945-ALA-XX-ZZ-DR-L-0021 Rev P01. This has been superseded by FS0945-ALA-XX-ZZ-DR-L-0027 Rev P04 and it is recommended that the condition be updated accordingly.

### Drainage Condition

Officers have yet to receive the final technical note from the Council's drainage consultant. However, following consultation with them, it is recommended that Condition 12 be amended to read as follows:

12. No development shall take place (excluding site clearance and demolition) until a final detailed design for the drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the following principles:

- gravity drainage throughout (i.e. no need for pumping);
- limiting the surface water run off generated by the 1 in 100 year + 40% climate change critical storm to rates agreed by the relevant body to whom discharges would occur;
- Providing attenuation on-site for all rainfall events up to and including the 1 in 100 year + 40% climate change event;
- ensuring site levels are set such that any 'allowable' flooding at the ground surface would be: contained outside of buildings for all events (including exceedance events); and also within the site boundaries to a maximum flood depth of up to 100mm during the 100 year plus 40% climate change storm events.

The scheme shall also provide the following:

- appropriate treatment before discharge;
- evidence of agreement (of principle and rates) from the relevant body or bodies to whom discharges would occur;
- updated surface water drainage calculations and modelling for all rainfall events up to and including the 1 in 100 year plus climate change event;

- an updated detailed surface water drainage plan, showing all proposed discharge points, SuDS features and pipe runs (with sizes);
- detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features, including any connecting pipe runs, along with all corresponding detailed calculations/modelling;
- updated detailed exceedance flow path drawings for surface water for events greater than the 1 in 100 year plus climate change event, including surface water run-on from upstream of the site.

The approved drainage scheme shall be implemented in full prior to the beneficial occupation of the development to which this permission relates and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON:- To adhere to the hierarchy of drainage options, as set out in paragraph 080 (Reference ID: 7-080-20150323) of the Planning Practice Guidance; to maximise the use of SuDS in the interests of mitigating the risk of flooding to the site itself and downstream; to prevent pollutants entering the public water supply and nearby watercourses; and to maximise the sustainability of the development.

#### Secured by Design Informative

Informative 4 as set out in the officer's report was included in error and should be replaced with:

4. The Police Crime Prevention Design Advisor can be contracted by telephone on 01707 355227.

#### Highways Informatives

Having regard to the updated consultee response from HCC Highways, the following additional informatives are recommended:

8. Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing [travelplans@hertfordshire.gov.uk](mailto:travelplans@hertfordshire.gov.uk)

9. School Travel Plan: Modeshift STARS is the national schools accreditation scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable and active travel. The scheme encourages schools across the country (including Hertfordshire) to promote and increase levels of sustainable and active travel in order to improve the health and well-being of children and young people, as well as reducing local highway impacts arising from school pick up / drop off. Every school in England (outside of London) can participate in Modeshift STARS for free and on completion of an application, schools will automatically have a brand new national standard School Travel Plan. To register for Modeshift Stars, visit <https://www.modeshiftstars.org/contact>. Support is available to schools in Hertfordshire from Hertfordshire County Council's Active & Safer Travel Team by contacting [activeandsafertravel@hertfordshire.gov.uk](mailto:activeandsafertravel@hertfordshire.gov.uk) or [travelplans@hertfordshire.gov.uk](mailto:travelplans@hertfordshire.gov.uk)

10. Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available

on the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>