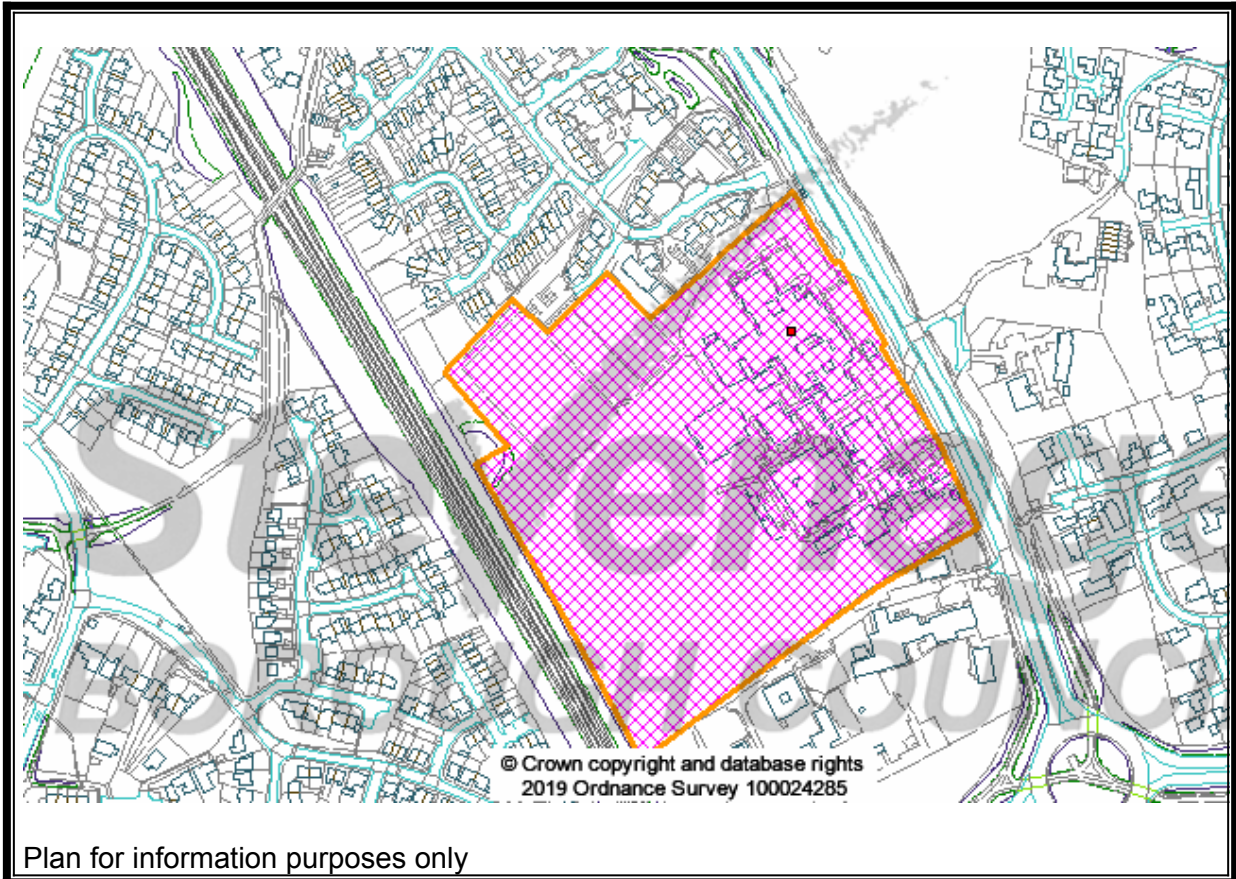


Meeting:	Planning and Development Committee	Agenda Item:
Date:	2 March 2021	
Author:	Ailsa Davis	01438 242747
Lead Officer:	Zayd Al-Jawad	01438 242257
Contact Officer:	Ailsa Davis	01438 242747

Application No:	20/00678/FPM
Location:	John Henry Newman School, Hitchin Road, Stevenage
Proposal:	Re-development of part of the existing school site to include 2 new-build teaching blocks to replace existing blocks, a new entrance for the Sports Hall, the phased demolition of the existing blocks, new landscaped amenity grassland and new service connections to the new buildings and all retained blocks
Drawing Nos.:	<p>137895-JWA-FB-00-DR-A-1000-S2-P01; 137895-JWA-FB-01-DR-A-1001-S2-P01; 137895-JWA-FB-02-DR-A-1002-S2-P01; 137895-JWA-FB-RF-DR-A-1003-S2-P01; 137895-JWA-FB-ZZ-DR-A-3001-S2-P01; 137895-JWA-FB-ZZ-DR-A-3002-S2-P01; 137895-JWA-RB-00-DR-A-1000-S2-P01; 137895-JWA-RB-01-DR-A-1001-S2-P01; 137895-JWA-RB-RF-DR-A-1002-S2-P01; 137895-JWA-RB-ZZ-DR-A-3001-S2-P01; 137895-JWA-RB-ZZ-DR-A-3002-S2-P01; 137895-JWA-SB-00-DR-A-1000-S2-P01; 137895-JWA-SB-RF-DR-A-1001-S2-P01; 137895-JWA-SB-ZZ-DR-A-3001-S2-P01; 137895-WWA-00-00-DR-L-0001; 137895-WWA-00-00-DR-L-0002; 137895-WWA-00-00-DR-L-0003; 137895-WWA-00-00-DR-L-0004 P01; 137895-WWA-00-00-DR-L-0005; 137895-WWA-00-00-DR-L-0006; 137895-WWA-00-00-DR-L-0007; 137895-WWA-00-00-DR-L-0008; 137895-WWA-00-00-DR-L-0009; 137895-WWA-00-00-DR-L-0010; 137895-WWA-00-00-DR-L-0011; R-15172_102-106_ISSUE01 1; R-15172_102-106_ISSUE01 2; R-15172_102-106_ISSUE01 3; R-15172_102-106_ISSUE01 4; R-15172_102-106_ISSUE01 5; 137895-JWA-ZZ-ZZ-DR-A-0401-S2-P01; 137895-WWA-00-00-DR-L-0016; 137895-WWA-00-00-DR-L-0017; 137895-WWA-00-00-SP-L-0602-S2-P01</p>
Applicant:	John Henry Newman School
Date Valid:	12 November 2020
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site comprises The Saint John Henry Newman secondary school and sixth form, which occupies an area of 7.84 hectares approximately 1.5 miles to the north of Stevenage town centre and around 0.5 miles to Stevenage Old Town. Hertfordshire Fire & Rescue Services is located immediately adjacent to the south of the site, the East Coast Mainline railway line bounds the site to the west, and to the north there are residential dwellings. There are residential dwellings and a small wooded area to the east, immediately beyond Hitchin Road (A602), which provides the site's vehicular access points.
- 1.2 The site can be broadly divided into east and west. The east contains the school buildings and defines the school's public frontage, whilst the east comprises the school grounds and is more private in nature. The site comprises 13 main school buildings between intervening hardstanding and grassed areas. To the rear of the site, there is a large, landscaped sports field along with a Multi-Use Games Area and hardstanding tennis courts.
- 1.3 There are no significant planning constraints associated with the site. The site is wholly within Flood Zone 1 meaning there is a very low probability of fluvial flooding. The site is not within an Area of Outstanding Natural Beauty nor is it within a Conservation Area, Site of Special Scientific Interest, Air Quality Management Area, Special Landscape Area, Local Green Space or any other national/local environmental or ecological designations.

2. RELEVANT PLANNING HISTORY

- 2.1 A summary of the planning applications associated with the application site is set out below:
- 2.2 Planning permission was granted ref. 04/00582/FP for a courtyard infill to create a computer suite.
- 2.3 Planning permission was granted ref. 09/00207/FP for the erection of 2 no. temporary buildings each containing 2 classrooms.
- 2.4 Planning permission was granted ref. 13/00248/FP for the erection of 2no. temporary classrooms.
- 2.5 Planning permission was granted ref. 14/00079/FPM for the demolition of existing outdoor changing room blocks and erection of new sports block and performing arts block.
- 2.6 Planning permission was granted ref. 14/00427/NMA for a non-material amendment to previously approved planning permission reference 14/0079/FPM to amend elevations to accommodate additional ventilation intake louvres and alterations to fenestration.
- 2.7 Planning permission was granted ref. 14/00431/NMA for a non-material amendment to previously approved planning permission reference 14/0079/FPM to reposition the proposed building to the south west by approximately 1m and to the south east by approximately 250mm.

3. THE CURRENT APPLICATION

- 3.1 The application seeks full planning permission for the re-development of part of the existing school site to include two new-build teaching blocks to replace existing blocks, a new entrance for the Sports Hall, the phased demolition of the existing blocks, new landscaped amenity grassland and new service connections to the new buildings and all retained blocks. The project is being funded by the Department for Education as part of the £4.4 billion Priority Schools Building Programme, launched in 2016. The programme seeks to address the needs of schools most in need of urgent repair and renewal.
- 3.2 The proposed development includes the erection of a new build two storey teaching block to the south-west of the site, to the rear of block EFAC and a new-build three storey block to the southeast of the site fronting onto Hitchin Road, occupying the footprint of existing blocks EFAD, EFAE, EFAH and EFAG. In addition, new build works are proposed to the retained sports hall, block EFAL, of circa 107.41m² (GEA). The total new build gross external floor area (GEA) proposed is 5687m², with an internal floor area (GIA) of 5,288m². An existing aerial view of the site can be seen in **Appendix 1** at the end of the report. Buildings labelled EFAD, EFAE, EFAH, EFAA, EFAM, EFAN and EFAG are to be demolished.
- 3.3 Overall, the GIA of the school will reduce by 923.2m² following the development. However, the teaching/learning spaces provided will be significantly more efficient and will still provide a suitable quantum of teaching space. The reduced building footprint will open the frontage of the site, providing the opportunity to create a large, multi-functional green space adjacent to the school's chapel. This area will be a place for social interaction and contemplation and will also be used for outdoor learning and performances.

- 3.4 No additional forms of entry are proposed meaning that the student capacity of the school will not increase. Furthermore, no increase to staff numbers is proposed by this application.
- 3.5 In terms of access and car parking, the drop-off area and the car park layout to the front of the site will be marginally redesigned and will provide 35 car parking spaces, including two accessible parking spaces. The new layout provides a better location for the accessible parking spaces which will be located closer to the entrance to the school building.
- 3.6 There will be no overall increase to the parking provision on site which will remain at 161 formal car parking spaces, with an overflow car parking capacity of 18 spaces for special event use, or to address higher demand that may seasonally occur. The overflow parking will be redesigned, gated and access controlled by the School. The applicant advises this area will only be used during events at the School, rather than for everyday use.
- 3.7 212 additional cycle spaces are proposed. Ten visitor spaces will be situated adjacent to the entrance of the new block to the front of the site. Ten covered staff cycling spaces will be situated just south of the existing MUGA to allow staff convenient access to existing showers situated within the Pavilion Building (EFAP). Adjacent to the proposed front teaching block will be 120 covered pupil cycle parking spaces and 192 uncovered Sheffield stands. In total, there will be 332 cycle spaces.
- 3.8 In summary, the new development will comprise:
- A new three-storey teaching block at the front of the school, along Hitchin Road;
 - A new two-storey teaching block at the back of the school;
 - A new entrance for the existing sports hall;
 - Retention / replacement of existing sports facilities, including shotput and long jump areas to be relocated;
 - Enhancement of sports facilities, including new cricket practice nets and re-orientation of cricket wicket;
 - Retention of Multi Use Games Area (MUGA);
 - New area of green space (Chapel Green) for outdoor learning and performances;
 - Slight reconfiguration of the coach drop off and pick up area;
 - Retention of the existing access points off Hitchin Road;
 - Re-designed overflow parking area to control access;
 - Additional cycle parking.
- 3.9 The application comes before Committee for consideration as it is a major application.

4. PUBLIC REPRESENTATIONS

- 4.1 The proposal has been publicised by way of letters to adjoining properties and two site notices were displayed at the front of the school site along Hitchin Road. In addition, the application has also been advertised in the Local Press. No representations have been received.
- 4.2 Prior to submitting the application, the applicant carried out pre-submission consultation. Due to COVID-19 restrictions a face to face public exhibition could not be held. Therefore, an online public consultation was hosted on the agent's website. An information leaflet was distributed to residents and businesses within the vicinity of the site to provide the public and other interested parties with information about the proposed development and how to access the online exhibition, and comment on the proposals.

- 4.3 The leaflet was delivered to 591 residential and business properties within the area shown on Drawing 5284/050B. Copies of the leaflet and distribution plan are included within the appendices of the Statement of Community Involvement submitted with the planning application. Information was provided to the Ward Councillors in advance of the leaflet being delivered to the local community.
- 4.4 Digital exhibition boards were available to view on the agent's webpage during the consultation period and a feedback form was provided to allow visitors to provide their comments on the proposed development. Comments raised by the local community both during, and after, the community information event are set out within the Statement of Community Involvement which accompanies this application (a copy of which is available on the Council's website). The statement also includes a project team response to the comments made, where required.
- 4.5 Overall a total of 6 responses were received. Five were in support of the proposal and one did not give an opinion. The only point of concern raised related to the operation of the existing drop off / pick up area. It was highlighted there is an existing problem with parents using Ingleside Drive and the associated risk to highway safety. Ingleside Drive is also used as additional parking for the school. The concern was that this problem will be exacerbated during the construction period, so questioned how these issues would be addressed.
- 4.6 The agent response advised construction vehicles will use the existing southern vehicular access to the site to ensure that construction traffic and school traffic are kept separate. As part of the development, some additional car parking spaces will be provided in the southern drop off area to increase the capacity in this location. Further details are contained within the Construction Management Plan, and the Transport Assessment submitted with the planning application.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highway Authority (response dated 13/11/20)

- 5.1.1 *Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to conditions relating to the submission of a construction management plan and an informative advising a Travel Plan is recommended and should be introduced through a section 106 agreement. The informative also advised a sum of £10,500 shall be paid to the council to cover the costs of assessment and monitoring of travel plan implementation and monitoring.*
- 5.1.2 Following this request, clarification was sought from the HCC Highway Authority and School Travel Plan team as the application was already supported by an updated School Travel Plan and a request for a s106 agreement and financial contribution had not been raised by the Highway Authority during pre-application discussions.
- 5.1.3 Discussions were held with the HCC School Travel Plan team where it was agreed that as the application proposal does not involve increasing the school published admission number (PAN) and a School Travel Plan had already been submitted to support the application, compliance with which can be subject to a planning condition, then a s106 agreement and financial contribution were not necessary. The applicant's transport consultant worked with the School Travel Plan team to make improvements to the School Travel Plan and an amended version was submitted.

- 5.1.4 With regards to the condition requesting the submission of a Construction Management Plan, the Highway Authority was advised that one had already been submitted with the planning application. The HCC Highway Officer noted this and responded by email dated 8 December 2020 confirming that the Construction Management Plan was acceptable and the request for the condition would be deleted from the Highway Authority response.
- 5.1.5 Following this, the Highway Authority and School Travel Plan team were re-consulted on the amended School Travel Plan and the following response was received:
- 5.1.6 **Hertfordshire County Council as Highway Authority (response dated 28/01/21)**
- 5.1.7 *HCC considers the development to be in accordance with both the National and Local Policies. Therefore, the Highway Authority's formal recommendation is to grant approval subject to a condition requiring the submission of a construction management plan. With regards to the Travel Plan, the Highway Authority notes a Travel Plan has been submitted and it is accepted this would encourage users of the Development to travel to and from the Development by means of transport other than the private car, which the County Council determines will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the Development.*
- 5.1.8 The Highway Authority did not remove the request for a Construction Management Plan to be submitted, however this is an oversight and the email dated 8 December 2020 confirms the CMP submitted by the applicant as acceptable. On this basis, a planning condition will not be added requiring this document to be submitted again.

5.2 Sport England

- 5.2.1 Sport England raises no objection to this application as a statutory consultee which is considered to meet exception 5 of the adopted Playing Fields Policy and paragraph 97 of the NPPF, subject to two planning conditions relating to the following matters as set out in the response:
- Playing Field Mitigation Implementation;
 - Playing Field Restoration.

5.3 SBC Arboricultural and Conservation Manager

- 5.3.1 No objection.

5.4 Hertfordshire County Council as Lead Local Flood Authority

- 5.4.1 No objection to planning permission being granted, subject to three conditions relating to compliance with the Drainage Strategy, Flood Risk Assessment and Sustainable Drainage System Statement, details of the final design of the drainage scheme and requirements post completion of the drainage works. Following receipt of the response from the LLFA, the applicant has submitted the relevant details to the LLFA to enable condition 2, which requires details of the final design of the drainage scheme, to be removed. This is to avoid a pre-commencement condition and to enable building works to start straight away should planning permission be granted.
- 5.4.2 The LLFA responded on 11 February 2021 advising the information submitted was not sufficient to enable the condition to be discharged, however the LLFA agreed to amend the wording of the condition to enable the matter to be resolved after the commencement of development. The condition has therefore been amended to reflect this.

5.5 Herts and Middlesex Wildlife Trust

5.5.1 Do not wish to comment.

5.6 Crime Prevention Design Service

5.6.1 No objection.

5.7 SBC Environmental Health Officer

5.7.1 I do not anticipate any significant impact from this development if good practice is followed during demolition and construction. The new development replaces an existing of the same use. I do not have concerns with regard to its impact on air quality.

6. RELEVANT PLANNING POLICIES

6.1 Background to the development plan

6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the decision on the planning application should be in accordance with the development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:

- The Stevenage Borough Council Local Plan 2011-2031
- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014); and
- Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007).

6.2 Central Government Advice

6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. This largely reordered the policy substance of the earlier 2012 version of the NPPF albeit with some revisions to policy. The Council are content that the policies in the Local Plan are in conformity with the revised NPPF and that the Local Plan should be considered up to date for the purpose of determining planning applications. The NPPF provides that proposals which accord with an up to date development plan should be approved without delay (para.11) and that where a planning application conflicts with an up to date development plan, permission should not usually be granted (para.12). This indicates the weight which should be given to an up to date development plan, reflecting the requirements of section 38(6) of the 2004 Act. The NPPF and the PPG, with which Members are fully familiar, are both material considerations to be taken into account in determining this application.

6.3 Adopted Local Plan

Policy SP1: Presumption in favour of sustainable development;
Policy SP2: Sustainable development in Stevenage;
Policy SP5: Infrastructure;
Policy SP6: Sustainable transport;
Policy SP8: Good design;
Policy SP9: Healthy Communities
Policy SP11: Climate change, flooding and pollution
Policy SP12: Green Infrastructure and the Natural Environment
Policy IT4: Transport Assessment and Travel Plans

Policy IT5: Parking and access;
Policy IT6: Sustainable Transport;
Policy IT7: New and Improved Links for Pedestrians and Cyclists
Policy GD1: High quality design;
Policy HC4: Existing health, social and community facility
Policy FP1: Climate change
Policy FP2: Flood risk in Flood Zone 1
Policy FP5: Contaminated land
Policy FP7: Pollution
Policy FP8: Pollution sensitive uses
Policy NH5: Trees and woodland
Policy NH6: General protection for open space

6.4 Supplementary Planning Documents

Parking Provision and Sustainable Transport SPD (2020);
Stevenage Design Guide SPD (2009)

6.5 Community Infrastructure Levy Charging Schedule

- 6.5.1 Stevenage Borough Council adopted a Community Infrastructure Levy Charging Schedule in 2020. This allows the Council to collect a levy to fund infrastructure projects based on the type, location and floorspace of a development. This proposal would be CIL liable at £0/m².

7. APPRAISAL

- 7.1 The main issues for consideration in the determination of this application are its acceptability in land use policy terms, impact on the appearance of the area, impact upon the school playing field, ecology and trees, flood risk and drainage, climate change mitigation, residential/neighbouring amenities and means of access/parking.

7.2 Land Use Policy Considerations

- 7.2.1 The school site is located within the defined settlement boundary of the town and is currently used for education purposes. The application proposal does not involve a change in the use of the site. The principle of demolishing and rebuilding the existing school buildings is therefore considered acceptable in land use planning terms, subject to satisfying design, transport and environmental policies.

7.3 Impact on the Character and Appearance of the Area

- 7.3.1 In terms of design, Paragraph 127 of the NPPF (2019) stipulates that planning decisions should ensure development functions well and adds to the overall quality of the area, not just in the short term but over the lifetime of the development. It also sets out that development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping is sympathetic to local character and history, including the surrounding built environment and landscape setting. Paragraph 130 of the NPPF (2019) states that permission should be refused for development of poor design that fails to make available opportunities for improving the character and quality of an area and the way it functions.
- 7.3.2 Policy GD1 of the Local Plan (2019) generally requires all forms of development to meet a high standard of design which includes forms of built development, elevational treatment and materials along with how the development would integrate with the urban fabric, its

relationship between buildings, landscape design and relevant aspects of sustainable design.

- 7.3.3 Turning to the proposed development, in contrast to the existing campus style layout; it is considered the proposed three-storey block to the front of the school provides an opportunity to create a strong, civic presence fronting onto Hitchin Road. The building will allow for large vertical spaces ideal for the school hall and dining areas, and will also provide teaching spaces, the school kitchen, and other ancillary uses. It will represent a landmark building for the school and contribute positively to the character of this part of Hitchin Road. To the rear of block EFAC, a smaller two-storey building is also proposed. This building will be built during the first phase of construction and will contain teaching rooms, including Art and D&T spaces. This smaller, lower building will represent a sensitive transition between the built up part of the school site and the open playing fields to the west.
- 7.3.4 The demolition of the existing block EFAA will also open a large area of the space to the north which will be utilised as a green amenity space. This will provide several benefits to the school, including improved site permeability/legibility, a green frontage, opportunities for ecological enhancement, tree planting and the use of the space for social interactions, outdoor learning and performances.
- 7.3.5 In terms of external materials, a contemporary palette of brickwork, render and aluminium glazing will be used. It is considered the blend of materials proposed will create architectural interest and clearly delineate entrance points, reducing the visual bulk and massing of the building.
- 7.3.6 Overall, it is considered the proposal will result in a contemporary, high quality development which will make more efficient use of the existing site when compared to the existing poor condition 1960s / 70s single storey buildings to be demolished. Another planning benefit of the proposal is the resultant net-gain in open space and landscaping, which will enhance the appearance of the site and quality of space for pupils and staff. Consequently, it is concluded the proposals will positively contribute to the character and appearance of the wider area and accord with the requirements of the NPPF and Local Plan policies SP8 and GD1 in terms of ensuring high quality design.

7.4 Access, Highways and Parking

- 7.4.1 It is important to note the proposal will not involve an increase in the number of students or staff at the School and as a result, the current impact the school has on the surrounding highway network will not be worsened by increased vehicular trips. As the planned admission number is not increasing, there is no Local Plan policy requirement to provide additional on-site car parking.

Access

- 7.4.2 The application site benefits from existing vehicle access from three private access roads (the southern accesses are an 'in and out arrangement') that are offset from Hitchin Road, which is the A602 Main Distributor Road subject to a speed limit restricted to 40 mph. The existing accesses are based on an industrial design that includes crossing a combined verge and cycleway/footway, which offers a wide envelope of visibility that provides an acceptable level of vehicle to vehicle inter-visibility and pedestrian visibility and complies with levels of visibility found in Design Manual for Roads and Bridges. The vehicle to vehicle inter-visibility from the access is in accordance with "Sightlines at Junctions (Ref: Design Manual for Roads and Bridges Volume 6 (Road Geometry) Section 1 (Highway Link Design) Table 2." A site visit undertaken showed that the above mentioned vehicle to vehicle inter visibility for vehicles entering and exiting the site can be achieved along

adopted highway land and consequently a planning condition has not been recommended to control the sightlines.

Parking

- 7.4.3 In accordance with the Stevenage Parking Provision SPD (2020), the maximum car parking provision for the school is 252 car parking spaces:
- 1 space per full-time member of staff – 135 car parking spaces;
 - 1 space per 100 students – 15 car parking spaces;
 - 1 space per 8 students over aged 17 – 42 car parking spaces, and
 - 1 space per 20 students under 17 – 60 car parking spaces.
- 7.4.4 The school site does not fall within an accessibility zone within the adopted Parking Provision SPD (2020) and as such the SPD recommends 75% - 100% of the recommended amount of car parking is provided. The SPD goes on to advise the level of provision will normally be expected to fall within the range shown and the general presumption is to use the lower provision that applies within each range. The range also allows fine-tuning according to considerations such as:
- the nature of the development;
 - local traffic conditions;
 - the relevance of rail services;
 - the existing public parking supply.
- 7.4.5 The proposed car parking provision of 161 formal car parking spaces (+18 overflow spaces) represents 71% of the maximum requirement for a school of this size. Whilst this is 4% below the recommended range, the School has an up to date Travel Plan prepared in consultation with the HCC School Travel Plan team which encourages travel to and from the school using sustainable transport other than the private car. The Travel Plan has been submitted with this application. It is also important to emphasise that there will be no reduction in car parking spaces as a result of the proposed development.
- 7.4.6 Currently 9% of students cycle to the School and generate demand for 139 spaces, and 1% of staff cycle to the School and generate demand for 2 cycle parking spaces. As such, the current demand for cycle parking is 141, which is above the current cycle parking provision of 120 spaces.
- 7.4.7 The Stevenage Parking Provision SPD sets out a minimum cycle parking provision for the school of 323 cycle parking spaces. 332 cycle parking spaces are proposed as part of this application, including 10 covered staff spaces, 10 visitor spaces, 120 covered student spaces and 192 student Sheffield hoop spaces. The proposed cycle provision therefore exceeds the minimum cycle parking required under the SPD. Weighing the proposed over provision of cycle parking against the existing under provision of car parking, it is considered this will support the drive to encourage existing pupils and staff to travel by more sustainable modes of transport to and from school. It also supports the recommendations within the School Travel Plan accompanying this application.
- 7.4.8 As such, it is concluded that as the development proposal does not involve an increase in pupils or staff accessing the school site and there is no policy requirement to increase on site car parking, the existing 4% shortfall in car parking will be offset by the planned increase in cycle parking in excess of the SPD requirement. Taking this into account, together with the fact there will be no reduction in car parking provision, the proposed site

parking arrangements are considered acceptable in this regard and will support the aims of the Travel Plan.

- 7.4.9 Electric vehicle charging points are not being sought via a planning condition on this occasion, due to the fact the imposition of such a condition would not meet all the relevant tests of paragraph 55 of the NPPF, namely (i) necessary; (ii) relevant to planning; (iii) relevant to the development to be permitted; (iv) enforceable and (vi) precise on the basis that no additional parking spaces are being provided and the published admission number (PAN) of the school is not increasing. A condition requiring EV charging points would not be relevant to the development to be permitted. Furthermore, the Highway Authority in its consultation response has not requested any.

Accessibility

- 7.4.10 The development is linked to other parts of the town from the existing footways and cycleway network. The site has cycle access to the National Cycle Route via the Stevenage Town's established network of cycle routes based on the underpass system. In general cycling is encouraged by providing good facilities and most parts of Stevenage are within cycling distance. This route is part of the Stevenage Cycleway Network. Consequently the development is considered accessible to the local cycleway/footway network, which supports the overprovision of secure cycle parking as part of the proposal.

Passenger Transport

- 7.4.11 The nearest bus stops to the new development are located adjacent to the development. There are a number of routes that are available from the town centre. A number of services are half hourly and some geographical areas are better served than others. The development is situated to the north west of the town centre along the A602 and therefore benefits from the variety of routes available from more central areas of Stevenage. Stevenage railway station is approximately 2.5 km away from where frequent services are available into London with a journey time of 22 minutes.

Delivery and Servicing

- 7.4.12 Deliveries and waste collection have access via the drop-off area. Delivery vehicles will stop at the front of the building and goods will be distributed into the building, with waste collection taking place at the servicing area located west of the drop-off area. No changes are proposed to the existing delivery and servicing arrangements.

School Travel Plan

- 7.4.13 A Travel Plan has been submitted and accepted by HCC Highway Authority and School Travel Plans team, which encourages users of the development to travel to and from the site by means of transport other than the private car. The County Council determines compliance with the Travel Plan will contribute to the improvement of highway conditions on parts of the network affected by traffic associated with the school.

7.5 Impact upon School Playing Field

- 7.5.1 The NPPF is clear that playing fields should be protected unless one of three criteria are met. Paragraph 97 of the NPPF states: 'Existing open space, sports and recreational buildings and land, including playing fields, 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 terms of quantity and quality in a suitable location; or

- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

7.5.2 The proposed two storey building to the rear of the site will be partially situated on the existing playing field. However, the existing sports pitches, including the existing cricket wicket, long jump and shotput area will be re-aligned within the playing field during the initial phase of the construction programme to ensure that the sports provision will be available throughout the construction process. Two new ECB performance grade cricket practise nets will also be provided adjacent to the existing MUGA to further expand sports provision at the school. Any area of playing field impacted by the construction process will be restored to playing pitch standard as indicated within the Compound Reinstatement Report submitted with the planning application.

7.5.3 Sport England are a statutory consultee for this development proposal. They have commented that the combined permanent and temporary impacts would reduce the area available on the playing field for marking out playing pitches and impact on existing playing pitch provision.

7.5.4 To mitigate these impacts the following measures have been proposed:

- The winter playing pitch layout would be reconfigured by relocating the rugby pitch and junior football pitch further to the west of the playing field.
- A relocated artificial cricket wicket with the required outfield area is proposed between the rugby and junior football pitches. The relocated cricket wicket is proposed to be undertaken as part of the enabling works to ensure continuity of cricket pitch provision;
- The summer running track would be realigned further north to accommodate the new building;
- The existing long jump pit and shot put/hammer circle that would be displaced by the development would be replaced by a new long jump pit and shot put/hammer circle to the west of the playing field. These would be implemented as part of the enabling works to ensure continuity of athletics facility provision;
- A new two bay cricket practice net system is proposed between the artificial grass pitch and the tennis courts. This would be implemented as part of the enabling works so that it is available for the school to use from the outset.
- An acceptable reinstatement scheme (the submitted Compound Reinstatement document prepared by Agrostis) has been prepared for reinstating the playing field area affected by the temporary compound.

7.5.5 The sports related benefits of the development are considered to be as follows:

- New cricket practice net system;
- Replacement artificial cricket wicket;
- Replacement long jump pit and shot put/hammer circle;
- The proposed extension to the school's sports block would provide a new entrance foyer and accessible toilet and PE store for supporting the use of the sports hall. This would improve toilet and storage facilities for sports hall users and provide separate entrances for school and community users of the sports hall which would help facilitate community access.

7.5.6 Given the above assessment, Sport England does not wish to raise an objection to this application as a statutory consultee as it considers the benefits to sport associated with the new, replacement and enhanced sports facilities outweigh the detriment caused by the impact on the playing field.

7.6 Ecology and Trees

- 7.6.1 A Preliminary Ecological Appraisal/Bat Roost Assessment has been submitted with the application. The assessment concludes that the site is of low ecological value and does not contain any designations, nor are there any close enough to be affected by botanical change, habitat fragmentation, dust or other pollutants.
- 7.6.2 Ecological enhancements proposed include the provision of a minimum of 3 tree mounted bat boxes within the site, 2 sparrow terraces to be provided on the external walls of the new buildings and precautionary measures to be taken during the construction works to ensure that there is no harm to hedgehogs or birds.
- 7.6.3 Opportunities to improve biodiversity on site have been included in the planting strategy. A mix of native and non-native trees are proposed to increase diversity in the planting palette. New native species hedgerow is proposed for the north end of Chapel Green to provide a visual and physical separation of the new space from the northern car park. A pollinator walk is to be developed along the eastern side of Chapel green with existing planted beds retained and enhanced with new pollinator friendly species.
- 7.6.4 The sustainable drainage strategy for the site includes the creation of a new drainage swale on the southern site boundary and a rain garden, fed by water from the roof of the new rear block. The swale will be sown with a wildflower mix which will withstand the wet and dry conditions and the rain garden will be planted with appropriate species which will thrive in the conditions.
- 7.6.5 The proposals will result in the removal of 12 individual trees and 3 groups. It is proposed to plant 25 new trees, 205m of native species hedging and species rich shrub and perennial planting to enhance the site. An Arboricultural Impact Assessment has been submitted with the planning application. This report identifies trees to be removed and retained and suggests physical measures for the protection of retained trees during implementation. It concludes the proposed development would have some noticeable impact to amenity due to the loss of some trees, but very limited impact in any other regard as the major amenity trees visible from the A602 road are largely unaffected. The impact will be offset with comprehensive landscaping and tree planting across the site. In addition, the Council's Arboricultural Manager considers the proposed replacement tree specification to compensate for the loss of some existing trees to be acceptable.
- 7.6.6 In summary, the proposed development will not result in adverse impact to ecology on or adjacent to the Site. Whilst the proposed development will result in some loss of trees, those affected are not of high quality and will be mitigated through replacement planting of native species throughout the site. The overall footprint of buildings on the site will decrease following the development meaning that there will be a higher proportion of landscaped green space, providing further opportunities for native planting and subsequent ecological net gain in biodiversity. In addition, Herts and Middlesex Wildlife Trust have not raised any concerns with the proposed development from an ecological perspective.
- 7.6.7 Consequently, it is considered the proposal accords with Section 15 of the NPPF and policies SP12 and NH5 of the Local Plan (2019).

7.7 Flood Risk and Drainage

- 7.7.1 A Drainage and Flood Risk Statement, prepared by BCAL Consulting, has been submitted alongside this application. The report reviews the drainage and flood risk issues associated with the proposed development and sets out the drainage strategy for the development. The report was prepared in consultation with the Lead Local Flood Authority and Thames Water. The report states that the application site is located within Flood Zone 1 and that

flood risk from all other sources is low. The development of the site for a school use is therefore appropriate as set out by the 'flood risk vulnerability classification' contained within the Planning Practice Guidance. The Report sets out details in respect of surface water and four water drainage.

- 7.7.2 The site largely positively drains to adopted Thames Water sewers located to the south of the site. The proposed development seeks to provide betterment to the existing surface water run-off from the previous buildings/hardstanding areas. The cohesive nature of the underlying clay will not facilitate the use of natural infiltration using soakaways etc. Therefore, the drainage proposals utilise the existing surface water outfall, attenuated on site to reduce the ultimate discharge rate. Source control and water quality improvement features include rain gardens (rear block) and dry swales (front block) have been adopted with the latter offering a degree of on-site attenuation. Despite the poor soil infiltration rates, SuDs systems such as permeable paving will be utilised as much as possible under new external hard paved areas.
- 7.7.3 The LLFA have not objected to the proposed drainage strategy, subject to conditions. On this basis, it is considered the proposed development will not increase the risk of flooding within the site or surrounding the site and the proposal accords with Section 14 of the NPPF and policies SP11 and FP2 of the Local Plan (2019), subject to the conditions specified within the LLFA response.

7.8 Climate Change Mitigation

- 7.8.1 A BREEAM Pre-Assessment prepared by RSK has been submitted with the application. The Pre-Assessment demonstrates that the development will achieve a BREEAM rating of 'very good' as required by the Stevenage Design Guide (2009). Further information relating to building sustainability is provided within the Design and Access Statement, which sets out the following proposed measures:
- Low rates of air permeability targeted;
 - Improved fabric U-values, and improved glazing U-values and G-values (measurement of heat loss and the rate at which it is lost);
 - High efficiency lighting design with LED luminaires;
 - Significantly lower ventilation specific fan power;
 - High efficiency ventilation heat recovery systems;
 - Hybrid ventilation units;
 - Building Energy Management System (BEMS) with energy metering;
 - Intelligent lighting controls with daylight dimming, presence and absence detection;
 - Variable speed drives on pumps and fans;
 - High efficiency gas fired condensing boilers;
 - The proposed design exceeds Part L2A 'Conservation of fuel and power in new buildings other than dwellings' of Building Regulations 2013;
 - The requirement to demonstrate that cold draughts have been avoided in naturally ventilated spaces, where this was not possible the solution was changed to ensure draughts would not be a problem;
 - Compliance with the required DfE Output Specification adaptive thermal comfort overheating criteria;
 - A comfortable internal environment which meets the daily CO² and air quality requirements.
- 7.8.2 Measures to maximise water efficiency would be secured via the Building Regulations. Consequently, the proposed development accords with the requirements of policies SP2 and FP1 of the Local Plan (2019) in relation to sustainable construction and climate change mitigation.

7.9 Landscaping and Planting Strategy

- 7.9.1 Full details of the proposed landscaping and planting strategy have been submitted with this application drawing ref. 137895-WWA-00-00-DR-L-0008, which demonstrates the proposed landscaping treatments for each part of the school site and provides details on proposed planting. It is considered the landscaping strategy as proposed will enhance the visual landscape and ecological value of the site for the benefit of existing pupils and staff and is acceptable.

7.10 External Lighting

- 7.10.1 The application is accompanied by an External Lighting Report. The external lighting design will provide safe access and egress for pedestrians and vehicles in accordance with the DfE Output Specification, CIBSE LG5 guidance and The Guide of Obtrusive light to provide illumination to walkways and building perimeter via wall mounted or column mounted luminaires. External lighting will be controlled via a time clock and photocell arrangement.
- 7.10.2 The proposed lighting will be limited to the new buildings only, the front car park and the new green space to the rear of the chapel. Mitigation measures will be incorporated to reduce light spillage namely; controlled timing and use of lighting shields to control direction of light. The External Lighting Report concludes the potential impacts on the landscape character are minor adverse or less due to the nature of enhancing the area from its current state. However, once the mitigation methods are incorporated, the external lighting will not cause any significant detrimental effects to the surrounding area. A planning condition has been added to ensure the recommendations and mitigation measures set out in the report are complied with.
- 7.10.3 The closest residential dwellings are located on Ingleside Drive to the north of the school site. It is considered these dwellings are a sufficient distance away from the proposed buildings and new area of green space to ensure any light spillage does not raise amenity concerns. The External Lighting Report advises light spillage to adjacent site boundaries will be kept within reasonable limits, defined by the standards, by the careful selection and positioning of the lighting columns. As such, the proposed external lighting arrangements are considered acceptable.

7.11 Air Quality

- 7.11.1 An Air Quality Assessment prepared by Hoare Lee has been submitted with the application. The assessment concludes that the application site is considered suitable for the proposed development without the inclusion of mitigation, and air quality should not be considered as a constraint to development. The proposed development therefore accords with the overarching principles of the NPPF and the requirements of FP7 and FP8 regarding air pollution.
- 7.11.2 It should also be noted when considering air quality that this application is to replace existing buildings on a site where the school use has already been established. The proposal is not introducing a new development or use on a previously undeveloped site. The Council's Environmental Health Officer has not raised any concerns with regards to the proposed development's impact on air quality.

7.12 Impact on Residential Amenity

- 7.12.1 It is not considered the proposed three storey building on the site frontage and two storey building to the south-west of the site would raise any amenity issues with occupiers of nearby residential properties, due to the distances involved. The closest residential properties are located on Ingleside Drive to the north of the site. The proposed three storey

and two storey buildings would be located a minimum of 140m to the south of these dwellings, which is sufficient to ensure there will be no impact on residential amenity. In terms of construction impact on nearby residents, it is considered these aspects can be secured by condition seeking compliance with the approved Construction Management Plan.

7.13 Other Matters

Human Rights and Equalities

- 7.13.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.
- 7.13.2 When considering proposals placed before Members it is important that they are fully aware of and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 7.13.3 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the Council's obligations under the Public Sector Equalities Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 7.13.4 The Equalities Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share protected characteristics under the Equality Act and persons who do not share it. The protected characteristics under the Equality Act are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief; sex and sexual orientation.
- 7.13.5 In terms of inclusive access, the new buildings have been designed to be fully accessible and inclusive. All spaces in the new buildings will be accessible to all; the floors and thresholds are level and there are lifts serving all floors. The routes into the buildings are clear and will be signed and demarcated appropriately using landscape treatments. There are no abrupt changes in levels on the approach to the new proposed buildings. The design proposals have been developed with reference to Approved Document Part M (AD-M), the DfES Building Bulletin 91 'Access for Disabled People to School Buildings', Building Bulletin 102 'Designing for disabled children and children with special educational needs' and BS8300:2018 'Design of an Accessible and Inclusive Built Environment.'

8. CONCLUSIONS

- 8.1 The planning application proposes to re-develop the site to replace the existing school buildings with 2 new teaching blocks and a small extension to the existing sports hall. There is a clear need to replace the existing buildings on site which are outdated, unsustainable and do not make effective use of the site. The proposed development will result in a reduction to the overall building footprint of the school allowing for an increase in open green space and landscaping throughout the site.
- 8.2 The School currently caters for 1,542 pupils, of which 336 are in the Sixth Form (out of a Sixth Form capacity of 450 students). The school employs 147 members of staff (135 FTE). The application does not propose any increase to the student or staff capacity of the school. Existing car parking provision will not be reduced and 332 cycle spaces will be

provided to exceed the existing demand at the school to further encourage sustainable modes of travel.

- 8.3 The scheme has been developed to make the best use of the site while allowing the school to continue to operate during construction. The development will be phased so that the new two storey school building to the rear of the site can be constructed first, with the three-storey block and phased demolition of the existing buildings to follow afterwards. Any impacts to existing sport facilities within the school, including temporary impacts during construction, have been addressed through the re-alignment of the existing sports pitches and the provision of two new ECB performance grade cricket practise nets, both of which will take place during the initial phase of the development to provide continuity of sports provision at the school.
- 8.4 An assessment of national and local planning policies has demonstrated that the proposals are in conformity with the NPPF and the Development Plan. There are no other material planning considerations which indicate that policies in the plan should be outweighed and that planning permission should not be given.
- 8.5 Given the above, it is recommended that planning permission is granted subject to the conditions set out in section 9 of this report.

9. RECOMMENDATIONS

- 9.1 That Planning permission be GRANTED subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

137895-JWA-FB-00-DR-A-1000-S2-P01; 137895-JWA-FB-01-DR-A-1001-S2-P01; 137895-JWA-FB-02-DR-A-1002-S2-P01; 137895-JWA-FB-RF-DR-A-1003-S2-P01; 137895-JWA-FB-ZZ-DR-A-3001-S2-P01; 137895-JWA-FB-ZZ-DR-A-3002-S2-P01; 137895-JWA-RB-00-DR-A-1000-S2-P01; 137895-JWA-RB-01-DR-A-1001-S2-P01; 137895-JWA-RB-RF-DR-A-1002-S2-P01; 137895-JWA-RB-ZZ-DR-A-3001-S2-P01; 137895-JWA-RB-ZZ-DR-A-3002-S2-P01; 137895-JWA-SB-00-DR-A-1000-S2-P01; 137895-JWA-SB-RF-DR-A-1001-S2-P01; 137895-JWA-SB-ZZ-DR-A-3001-S2-P01; 137895-WWA-00-00-DR-L-0001; 137895-WWA-00-00-DR-L-0002; 137895-WWA-00-00-DR-L-0003; 137895-WWA-00-00-DR-L-0004 P01; 137895-WWA-00-00-DR-L-0005; 137895-WWA-00-00-DR-L-0006; 137895-WWA-00-00-DR-L-0007; 137895-WWA-00-00-DR-L-0008; 137895-WWA-00-00-DR-L-0009; 137895-WWA-00-00-DR-L-0010; 137895-WWA-00-00-DR-L-0011; R-15172_102-106_ISSUE01 1; R-15172_102-106_ISSUE01 2; R-15172_102-106_ISSUE01 3; R-15172_102-106_ISSUE01 4; R-15172_102-106_ISSUE01 5; 137895-JWA-ZZ-ZZ-DR-A-0401-S2-P01; 137895-WWA-00-00-DR-L-0016; 137895-WWA-00-00-DR-L-0017; 137895-WWA-00-00-SP-L-0602-S2-P01

REASON:- For the avoidance of doubt and in the interests of proper planning.

- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 3 The Construction Methodology and Management Plan as approved shall be adhered to during the construction phase of the development.

REASON:- To minimise construction vehicles and to maintain the amenity of the local area.

- 4 The building works required to implement this permission shall be carried out only between the following times:
- 0800 to 1800 Mondays to Fridays
0830 to 1300 Saturdays
And not at all on Sundays and Bank Holidays.
- The hours specified relate to activities which are audible at the site boundary.
REASON:- To satisfactorily protect the residential amenities of nearby occupiers and the operation of adjoining businesses.
- 5 The development hereby permitted shall be completed in accordance with the external materials specified within the Design and Access Statement by Jestico and Whiles dated November 2020 as approved.
REASON:- To ensure a satisfactory appearance for the development.
- 6 The boundary treatments as set out on the External Materials Key Plan ref. 137895-WWA-00-00-DR-L-0002 submitted with this application shall be constructed in accordance with the details specified on the approved plan and permanently maintained accordingly.
REASON:- To ensure a satisfactory appearance for the development.
- 7 All hard and soft landscaping shall be carried out in accordance with the approved details as set out in drawing numbers 137895-WWA-00-00-DR-L-0002 and 137895-WWA-00-00-DR-L-0008 to a reasonable standard in accordance with the relevant British Standards or other recognised Codes of Good Practice.
REASON:- To ensure a satisfactory appearance for the development.
- 8 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of the development.
REASON:- To ensure a satisfactory appearance for the development.
- 9 All hard surfacing comprised in the approved details of landscaping shall be carried out within 3 months of the completion of the development.
REASON:- To ensure a satisfactory appearance for the development.
- 10 Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.
REASON:- To ensure a satisfactory appearance for the development.
- 11 No tree shown retained on the approved plans, or approved landscaping scheme, shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped within five years of the completion of development without the written approval of the Local Planning Authority.
REASON:- To ensure the protection of those trees which should be retained in the interests of visual amenity.
- 12 No development shall take place above slab level until an Arboricultural Method Statement (AMS) which will fully addresses the complex phasing of tree protection measures and the nature of those measures is submitted to and approved in writing by the Local Planning Authority. Such protection as may be agreed shall be inspected and approved by the Local Planning Authority and maintained until the conclusion of all site and building operations.
REASON:- To ensure that the retained tree(s) are not damaged or otherwise adversely affected during site operations.

- 13 If during the course of development any contamination is found or suspected, works shall cease and the local planning authority shall be informed immediately. The local planning authority may request the nature and extent of any contamination to be investigated in order that a suitable remediation strategy can be proposed. The development shall not continue until any required remediation as agreed in writing by the local planning authority has been undertaken, and the local planning authority has confirmed it has been undertaken to its satisfaction.
REASON:- To prevent harm to human health and pollution of the water environment.
- 14 The measures to address adaptation to climate change as set out within the Design and Access Statement by Jestico and Whiles dated November 2020 and the BREEAM Pre-Assessment prepared by RSK shall be implemented and permanently maintained in accordance with the approved details.
REASON:- To ensure the development is adaptable to climate change through provision of energy and water efficiency measures.
- 15 The development permitted by this planning permission shall be carried out in accordance with the Drainage Strategy, Flood Risk Assessment and Sustainable Drainage System Statement, dated October 2020, Rev. P02, Report Reference: 6506R001 FRA, prepared by BCAL Consulting and the drawings Proposed Drainage Layout Sheet 1 of 2, Drawing No. 137895-BCAL-00-00-DR-C-0050, Rev. P5, dated 21.01.21, prepared by BCAL Consulting and Proposed Drainage Layout Sheet 2 of 2, Drawing No. 137895-BCAL-00-00-DR-C-0051, Rev. P4, dated 21.01.21, prepared by BCAL Consulting and the following mitigation measures:
1. Limiting the surface water run-off rates to a maximum of 2l/s for all rainfall events up to and including the 1 in 100 year + climate change event with discharge into the Thames Water Sewer
 2. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change (40%) event.
 3. Implement drainage strategy based on a dry swale with under-drain, raingardens, geocellular attenuation and restricted discharge at 2l/s via a Hydro-Brake into the Thames Water surface water sewer.
- REASON:-** To reduce the risk of flooding to the proposed development and future occupants.
- 16 No development shall take place above slab level until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Drainage Strategy, Flood Risk Assessment & Sustainable Drainage System Statement, dated October 2020, Rev. P02, Report Reference: 6506R001 FRA, prepared by BCAL Consulting and the drawings Proposed Drainage Layout Sheet 1 of 2, Drawing No. 137895-BCAL-00-00-DR-C-0050, Rev. P5, dated 21.01.21, prepared by BCAL Consulting and Proposed Drainage Layout Sheet 2 of 2, Drawing No. 137895-BCAL-00-00-DR-C-0051, Rev. P4, dated 21.01.21, prepared by BCAL Consulting. The scheme shall also include:
1. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance for climate change event.
 2. Demonstrate appropriate SuDS management and treatment and inclusion of above ground features such as porous tarmac / permeable paving, swales and raingardens, reducing the requirement for any underground storage.
 3. Provision of half drain down times within 24 hours
 4. Silt traps for protection for any residual tanked elements.
 5. Details of the management of any areas of informal flooding up to the 1 in 100 year plus climate change event.
 6. Provision of an exceedance plan for events greater than the 1 in 100 year plus climate change event.

REASON:- To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

17 Upon completion of the drainage works for the site in accordance with the timing / phasing arrangements, the following must be submitted to and approved in writing by the Local Planning Authority:

1. Provision of a verification report (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme). The verification report shall include photographs of excavations and soil profiles/horizons, installation of any surface water structure (during construction and final make up) and the control mechanism.

2. Provision of a complete set of as built drawings for site drainage.

3. A management and maintenance plan for the SuDS features and drainage network.

REASON:- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

18 The playing field mitigation works, including the new cricket practice nets, the replacement artificial cricket wicket, long jump pit and shot put/hammer circle and reconfigured playing pitches shall be provided in accordance with Drawing Nos 137895-WWA-00-00-DR-L-0004 P01 (External Sports Strategy Summer), 137895-WWA-00-00-DR-L-0005 (External Sports Strategy Winter) and 137895-WWA-00-00-SP-L-0602-S2-P01 (The Saint John Henry Newman Catholic School All Weather Cricket Pitch Specification (November 2020)) and made available for use within 12 months of commencement of development.

REASON:- To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use and to accord with Development Plan Policy.

19 Within 12 months of the removal of the contractors' compound the playing field must be reinstated and be available for use in accordance with the approved St John Henry Newman Compound Reinstatement scheme (Agrostis Sports Surface Consulting - November 2020).

REASON:- To ensure the site is restored to a condition fit for purpose and to accord with Development Plan Policy.

20 The Travel Plan as submitted with this planning application shall be implemented, monitored and reviewed in accordance with the agreed travel plan targets to the satisfaction of the Local Planning Authority in consultation with Hertfordshire County Council as Highways Authority.

REASON:- In order to deliver sustainable transport objectives including a reduction in car journeys and increased use of public transport, walking and cycling.

21 The recommendations and mitigation measures set out within the External Lighting Report by Hoare Lee and MEP Engineering dated November 2020 shall be implemented and permanently maintained in accordance with the approved details.

REASON:- To ensure a satisfactory appearance for the development and to prevent light pollution.

INFORMATIVES

1. Community Infrastructure Levy

Stevenage Borough Council adopted a Community Infrastructure Levy (CIL) Charging Schedule at Full Council on 27 January 2020 and started implementing CIL on 01 April 2020.

This application may be liable for CIL payments and you are advised to contact the CIL Team for clarification with regard to this. If your development is CIL liable, even if you are

granted an exemption from the levy, please be advised that it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (as amended) that CIL Form 6 (Commencement Notice) must be completed, returned and acknowledged by Stevenage Borough Council before building works start. Failure to do so will mean you risk losing the right to payment by instalments and a surcharge will be imposed. NB, please note that a Commencement Notice is not required for residential extensions if relief has been granted.

Stevenage's adopted CIL Charging Schedule and further details of CIL can be found on the Council's webpages at www.stevenage.gov.uk/CIL or by contacting the Council's CIL Team at CIL@Stevenage.gov.uk.

2. You are advised to prepare a management and maintenance plan, to ensure the SuDS features can be maintained throughout the development's lifetime. This should follow the manufacturers' recommendation for maintenance and/or guidance in the SuDS Manual by Ciria.
3. All Public Rights of Way including the cycle way adjacent to the site should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the routes and any other routes to be used by construction traffic should be a paramount concern throughout the duration of the works, consequently safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works, any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) must be made good by the applicant to the satisfaction of the Planning and Highway Authority. All materials must be removed at the end of the construction phase and not left on the Highway or Highway verges. Further details regarding Rights of Way can be obtained from the Rights of Way Unit at County Hall, Hertford.
4. To obtain advice regarding current Building Regulations please contact Hertfordshire Building Control Ltd. by emailing us at buildingcontrol@hertfordshirebc.co.uk or phoning us on 01438 879990.

To make a building regulations application please apply through our website portal at <https://www.hertfordshirebc.co.uk/contact-us/> payment can be made online or by phoning the above number after the application has been uploaded. Please phone Hertfordshire Building Control for fees guidance on 01438 879990.

Hertfordshire Building Control can also be contacted by post at Hertfordshire Building control Ltd., 4th Floor, Campus West, Welwyn Garden City, Hertfordshire, AL8 6BX.

Once a building regulations application has been deposited with relevant drawings and fee building work may commence. You will be advised in their acknowledgement letter of the work stages we need to inspect but in most instances these are usually:

- Excavation for foundations
- Damp proof course
- Concrete oversite
- Insulation
- Drains (when laid or tested)
- Floor and Roof construction
- Work relating to fire safety
- Work affecting access and facilities for disabled people
- Completion

Please phone Hertfordshire Building Control on 01438 879990 before 10.00am to ensure a same day inspection (Mon - Fri).

10. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted October 2020.
3. Stevenage Borough Local Plan 2011-2031 adopted 2019.
4. Hertfordshire County Council’s Local Transport Plan 4 adopted May 2018.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework February 2019 and Planning Policy Guidance March 2014.

Appendix 1 Existing Buildings

