

**Planning Committee:** 10 September 2019

**Item Number:** 6

**Application No:** [W 19 / 0655](#)

**Town/Parish Council:** Kenilworth  
**Case Officer:** Dan Charles

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**Registration Date:** 18/04/19

**Expiry Date:** 18/07/19

**Southcrest Farm (including Knoll House), Glasshouse Lane,  
Warwickshire, CV8 2QT**

Demolition of two residential properties and a collection of farm buildings, and erection of a two to three storey secondary school and sixth form building and a single storey facilities management building, with associated access and egress from Glasshouse Lane, parking spaces for cars, school buses, bicycles, internal drop-off zones, sports pitches, landscaping and auxiliary outbuildings. FOR  
Kenilworth Multi Academy Trust

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This application is being presented to Committee due to the number of objections and an objection from Kenilworth Town Council having been received.

**RECOMMENDATION**

That subject to the signing of a Section 106 Agreement, Planning Permission is GRANTED with conditions.

Should the Section 106 Agreement not be signed within 1 calendar month from the date of Committee, Officers will have delegated Authority to refuse planning permission if no progress has been achieved.

**DETAILS OF THE DEVELOPMENT**

This proposal is for the demolition of all existing farm buildings and dwellinghouses on the site and the re-development of the site for the creation of a new secondary school and sixth form centre for Kenilworth School.

The proposal is a full planning application for the new main school building, ancillary buildings and structures, new playing pitches together with car and cycle parking works, new accesses onto the public highway and all ancillary works.

The proposal is to create a single, combined school site to amalgamate the two existing sites in Kenilworth and to allow expansion to a total of 2200 pupils.

The main school building would be a mix of two and three storeys in height under a flat roof. The central element of the building is proposed to contain the main educational facilities with the angled, flanking wings to the side containing the dining hall and indoor sports hall. From the rear of the building, it is proposed to have a series of projecting wings for each school year. Between the wings, a variety of outdoor uses are proposed. Immediately to the front of the building will

be the parking and drop-off zones for school users utilising an in/out access arrangement onto Glasshouse Lane.

The majority of remainder of the site will be laid to sports pitches which would predominantly be grass surfaced but also with the additional of hard surface multi-use courts and an astroturf pitch.

The boundary will be supplemented by security fencing within the existing boundaries with all hedging and trees to the boundaries retained.

### **THE SITE AND ITS LOCATION**

Southcrest Farm forms part of the East of Kenilworth expansion major allocation within the local plan. This element of the site forms the education allocation of the site whereas the rest of the site is open countryside but allocated for residential development.

The site has a long frontage along Glasshouse Lane where it is opposite a large number of residential properties on the opposite side of the road. These dwellings are predominantly accessed from spur roads off Glasshouse Lane rather than having a direct frontage and access onto Glasshouse Lane.

The levels of the site fall from the North Western corner across the site to the South and South West of the site.

There are a number of mature trees and hedges forming the boundaries with several trees within the site boundaries.

### **PLANNING HISTORY**

No history directly related to application site.

On the adjacent land is a currently pending application for the first phase of residential development of land to the East of Kenilworth. The pending application is for up to 620 houses together with a new primary school under planning application reference W/18/1635.

Immediately to the north of the application site is a site with a currently pending application for outline planning permission for up to 99 dwellings. This land is the residual element of the education allocation.

### **RELEVANT POLICIES**

- National Planning Policy Framework
- Kenilworth Neighbourhood Plan
- The Current Local Plan
- DS1 - Supporting Prosperity (Warwick District Local Plan 2011-2029)
- DS5 - Presumption in Favour of Sustainable Development (Warwick District Local Plan 2011-2029)
- DS12 - Allocation of Land for Education (Warwick District Local Plan 2011-2029)

- DS15 - Comprehensive Development of Strategic Sites (Warwick District Local Plan 2011-2029)
- PC0 - Prosperous Communities (Warwick District Local Plan 2011-2029)
- CT1 - Directing New Meeting Places, Tourism, Leisure, Cultural and Sports Development (Warwick District Local Plan 2011-2029)
- SC0 - Sustainable Communities (Warwick District Local Plan 2011-2029)
- BE1 - Layout and Design (Warwick District Local Plan 2011-2029)
- BE3 - Amenities (Warwick District Local Plan 2011-2029)
- TR1 - Access and Choice (Warwick District Local Plan - 2011-2029)
- TR2 - Traffic generation (Warwick Local Plan - 2011-2029)
- TR3 - Parking (Warwick District Local Plan - 2011-2029)
- HS1 - Healthy, Safe and Inclusive Communities (Warwick District Local Plan 2011-2029)
- HS2 - Protecting Open Space, Sport and Recreation Facilities (Warwick District Local Plan 2011-2029)
- HS6 - Creating Healthy Communities (Warwick District Local Plan 2011-2029)
- HS7 - Crime Prevention (Warwick District Local Plan 2011-2029)
- HS8 - Protecting Community Facilities (Warwick District Local Plan 2011-2029)
- CC1 - Planning for Climate Change Adaptation (Warwick District Local Plan 2011-2029)
- CC2 - Planning for Renewable Energy and Low Carbon Generation (Warwick District Local Plan 2011-2029)
- CC3 - Buildings Standards Requirements (Warwick District Local Plan 2011-2029)
- FW1 - Development in Areas at Risk of Flooding (Warwick District Local Plan 2011-2029)
- FW2 - Sustainable Urban Drainage (Warwick District Local Plan 2011-2029)
- FW3 - Water Conservation (Warwick District Local Plan 2011-2029)
- FW4 - Water Supply (Warwick District Local Plan 2011-2029)
- HE1 - Protection of Statutory Heritage Assets (Warwick District Local Plan 2011-2029)
- HE3 - Locally Listed Historic Assets (Warwick District Local Plan 2011-2029)
- HE4 - Archaeology (Warwick District Local Plan 2011-2029)
- NE1 - Green Infrastructure (Warwick District Local Plan 2011-2029)
- NE2 - Protecting Designated Biodiversity and Geodiversity Assets (Warwick District Local Plan 2011-2029)
- NE3 - Biodiversity (Warwick District Local Plan 2011-2029)
- NE4 - Landscape (Warwick District Local Plan 2011-2029)
- NE5 - Protection of Natural Resources (Warwick District Local Plan 2011-2029)
- DM1 - Infrastructure Contributions (Warwick District Local Plan 2011-2029)
- Guidance Documents
- Land East of Kenilworth Development Brief (March 2019)
- Parking Standards (Supplementary Planning Document)
- Open Space (Supplementary Planning Document - June 2009)
- Kenilworth Design Advice (Shops, Warwick Road area)
- Air Quality & Planning Supplementary Planning Document (January 2019)
- Distance Separation (Supplementary Planning Guidance)

## **SUMMARY OF REPRESENTATIONS**

**Kenilworth Town Council:** Kenilworth Town Council welcomes the plans to build a new school to serve Kenilworth in compliance with the Local and Neighbourhood plans. However, following detailed discussions that included opinions given by local residents, outside experts on traffic planning and sustainable buildings, and information from WDC Planning Officers, Members object to this application in its current form. It was disappointing not to be able to review the proposal in the light of the final versions of the WDC East of Kenilworth Development Brief and Developer Design Framework SPD, both of which were unavailable.

The objections were considered material considerations, in contravention of relevant Planning Policy, specifically with respect to the Kenilworth Neighbourhood Plan policies KP4 (Land East of Kenilworth), KP8 (Traffic), KP9 (Cycle Routes), KP11 (Footpaths) and KP12 (Parking Standards). - Members had no confidence in the existing traffic flow model predictions based on very limited real data (one week in July 2017) that appear to make no reference to projected increases in car ownership in eastern Kenilworth, nor the combined effect of those increased car movements with the large numbers of vehicle movements to and from the school on potential traffic congestion in, for example, Dalehouse Lane, Glasshouse Lane, Birches Lane and St John's gyratory. Overall, a more holistic view is needed of traffic generated.

- Members were concerned about access and egress and its consequential effect on traffic. Parking layout and provision on site for drop-off/pick-up zones for hundreds of vehicle movements per day were considered inadequate, causing increased likelihood of congestion and non-planned parking in residential roads.

- It was disappointing to see no assessment of the projected traffic flows on accident risk in roads adjacent to the site, particularly the dangerous junction where Knowle Hill, Glasshouse Lane, Hidcote Road and Crewe Lane meet.

- Main access provision should be for walking and cycling, with traffic subservient. The two main entrance routes should have expanded and dedicated cycleway provision. The importance of safe cycling routes for students arriving from more outerlying areas was noted, whereas no cycle paths are guaranteed in the existing proposal.

- No provision or proposal is made to create new dedicated cycle routes to connect the school with existing and new residential areas, along with the Town centre.

- There is no clear information about crossing points across Glasshouse Lane for pedestrians and cyclists, nor disabled access to the site without using a car.

- Specifically, there is no clear access point for a 'green corridor', forming a linear route linking the school site and local centre and also connecting to pedestrian and cycle routes through the eastern development. This is considered a key requirement and benefit in the Neighbourhood Plan.

- Electric vehicle parking and charging facilities on site were considered inadequate.

In addition to these objections, Members made the following COMMENTS:

- In terms of children's best interests (NPPF 2018/NPPG), Members felt that the application does not fully consider the impact on their wellbeing throughout the lifetime of the building (up to 30000 children in the 21st century), specifically with regards poor air quality, noise, accident risk and contributions to a net zero carbon future. In this respect it fails to address UN Sustainable Development Goals 9, 11,

12 and 13 that cover innovation and infrastructure, sustainable communities, sustainable consumption and climate action.

- Specifically, there is no explicit assessment of the impact of the school on its own pupils, students and staff with respect noise, safety and potential air pollution from the A46 and daily movements of vehicles in and out of the site. The air quality predictions combined partial data (no data for particulates) with traffic models seemingly based on inadequate assumptions, and there is no assessment of accident risk (as noted above).

- In terms of existing and emerging development plans (NPPF 2018/NPPG), the application fails to fully consider the proposed adjacent primary school, planned increase in local and regional housing, new road layouts, planned commercial zoning and the associated projections for population and traffic as set down in the WDC Local Plan.

- It also fails to fully address the issue of the need for climate change mitigation through design and materials aimed at reducing energy usage and enhancing the performance gap as net zero carbon objectives are rapidly pursued nationally and regionally.

- The application ignores the 2018 NPPF (which it is based on) and Neighbourhood Plan KP 15 which encourages the incorporation of the highest environmental standards of building design and performance. Members were disappointed that the opportunity is not being taken to adopt higher environmental standards of building design and energy performance (such as Passivhaus). Every effort to minimise energy and water consumption should be considered, including rainwater harvesting. This would not only set a precedent for such large developments but clearly be in the interest of students attending the school.

- In this context, the application fails to address WDC Policy CC3 which requires non-residential development on this scale to achieve a minimum BREEAM Standard of 'very good' and to consider the incorporation of decentralised heating networks, such as Combined Heat and Power.

A decentralised heating network would be beneficial for eastern Kenilworth and the pursuit of net zero carbon by 2050.

- As noted above, it was felt that inadequate priority is being given to pedestrians and cyclists. In particular, there is a pessimistic view of the anticipated increase in cycling, with resulting low levels of provision.

- Existing WCC cycle routes including Glasshouse Lane are a vital issue. This application will potentially block an existing cycleway, setting an extremely poor precedent.

- Proposed on site cycle storage was considered insecure. It should be positioned nearer the school and both main access points. Adequate personal locker and storage space for students is essential to facilitate walking/cycling, particularly in adverse weather.

**WDC Environmental Health:** Following negotiations on the scheme, no objection subject to conditions and S106 contribution towards Air Quality Mitigation measures.

**WDC Sports Development:** No objection.

**WDC Waste Management:** No objection. School will provide its own waste collection service with commercial company.

**WDC CCTV:** No objection.

**WDC Policy:** Access differs from that set out in Development Brief. Need to ensure car parking, cycle parking and electric vehicle charging complies with standards.

**Warwickshire Police:** No objection - Satisfied that Secured By Design standards have been incorporated.

**WCC Highways:** No objection subject to conditions and Section 106 obligations.

**WCC Ecology:** No objection subject to conditions and Section 106 contribution for biodiversity offsetting.

**WCC Landscape:** No objection. Requires protection measures for all trees and hedgerows. Perimeter fencing should be screened to by vegetation so as not to create prison-like feeling in school grounds. Attempt has been made to break up the mass but more could be done such as green walls etc. Detailed hard and soft landscaping and landscape management plan required by condition.

**WCC Flood Risk Management:** No objection subject to conditions.

**WCC Archaeology:** No objection subject to condition securing Written Scheme of Investigation condition.

**WCC Fire and Rescue:** No objection subject to hydrant condition.

**Historic England:** No objection on heritage grounds. Although there would be some impact upon setting of the designated heritage assets, we would not consider that impact to be high enough to result in any notable harm to their significance.

**Sport England:** Following negotiations and revisions to the scheme, generally satisfied with the proposal subject to conditions to secure the final details of pitches.

**Public Response:** A total of 14 objection letters, 39 support letters and 2 neutral letters have been received. Comments made;

#### Grounds for Objection

- Harmful to air quality.
- Potential noise pollution.
- Increased traffic and impact on highway safety to all road users.
- Should be a net gain in biodiversity.
- Knoll House should be retained.
- Will result in inappropriate parking/turning by vehicles on main road and nearby cul-de-sacs.
- Requires traffic management to be put in place.
- Need appropriate traffic calming measures on Glasshouse Lane.
- Require increased planting to boundaries to provide shield from noise and traffic.
- Concern about access to school filters students all along Leyes Lane.
- Impact of floodlighting of car park harmful to residential amenity.

- Loss of privacy.
- Lacks ambition to be a world class school.
- Mitigation against climate change has been ignored.
- UN Sustainable Development Goals have only been partially addressed.
- Lack of reference to Kenilworth Neighbourhood Plan.
- No BREEAM statement submitted.
- Lack of on-site sustainable energy sources provided.
- Requires a detailed travel plan.
- School is too big and should be two smaller schools.

#### Grounds for Support

- Campus-like approach is excellent.
- Major enhancement to local area.
- Fits well with Environment.
- Helps to realise full potential of students.
- Will become a focal point with modern facilities.
- Only viable option to build on one site.
- Better support for students needs and modern class sizes.
- Integrating sixth form will forge stronger relationships with school.
- Far greener option than existing site.
- Will refresh and re-motivate those who work and learn in Kenilworth.
- Existing school is outdated and not cost effective to maintain.
- Current school is over capacity.
- Will free up land for new development.

An additional 7 letters stating support with no grounds were received.

#### Neutral Comments

- Concern over highway impact.
  - Concern over design of music room and soundproofing details.
  - Opportunity to adopt Passivehaus design to reduce carbon footprint has been missed.
  - Potential fire risk from use of external cladding.
- Should consider use of solar panels.

### **ASSESSMENT**

#### **Principle of Development**

Policy DS12 of the Local Plan identifies the land the subject of this application for education purposes as part of the wider east of Kenilworth urban extension. The site forms a key element of delivering sustainable communities and the land allows for the expansion of the existing capacity of the school to take into consideration the additional housing being developed within Kenilworth. The allocation of this site allows the amalgamation of the High School onto a single site.

Policy DS15 seeks to ensure that strategic sites are delivered as part of a comprehensive development scheme for the whole site. In response to this, the East of Kenilworth Development Brief was produced that sets out a detailed framework for the delivery of the East of Kenilworth strategic extension. This

document has now been adopted and seeks to guide new development within this strategic allocation.

The school site forms an intrinsic part of this allocation of approximately 1400 new homes to allow for the expansion of the existing secondary school and sixth form capacity to meet the increased demand for school places.

It is also of significance that the school would need to be operational in order to cater for the increased demand from the new dwellings as they are occupied. In addition, the requirement for the increased capacity of the school is not just to provide for the East of Kenilworth strategic extension but also the additional major housing sites within Kenilworth which in total equate to an approximate 570 dwellings, in addition to the East of Kenilworth allocation. As various permissions are already in place for these sites, the demand for the new school facility is considerable.

The Kenilworth Neighbourhood Plan Policy KP4 also identifies the land as appropriate for the provision of the new secondary school where it is in accordance with Policies DS12 and DS15 of the Local Plan as set out above.

Subject to an assessment of site specific criteria, the scheme is considered acceptable in principle.

### **Design and impact on visual amenity and the character of surrounding area**

Section 12 of the National Planning Policy Framework (NPPF) places significant weight on ensuring good design which is a key aspect of sustainable development and should positively contribute towards making places better for people. The NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving character, the quality of an area and the way it functions.

Warwick District Council's Local Plan 2011 - 2029 policy BE1 reinforces the importance of good design stipulated by the NPPF as it requires all development to respect surrounding buildings in terms of scale, height, form and massing. The Local Plan calls for development to be constructed using appropriate materials and seeks to ensure that the appearance of the development and its relationship with the surrounding built and natural environment does not detrimentally impact the character of the local area.

In addition, a range of principles for new development are set out within Policy KP13 of the Kenilworth Neighbourhood Plan that provide a framework for setting a bench mark for good design that maintains the special characteristics of Kenilworth whilst not stifling innovation in new design.

The main school building is set into a single block made up of differing elements. There are a number of elements that form the overall design of the building.

The central area of the front elevation forms the main entrance to the school and this is designed as the main focal point with a strong façade that clearly gives the frontage a strong presence when viewed from the access. This clearly identifies



the central element as the main access point. Flanking the main block are two wings set at an angle giving a shallow 'U' formation to the frontage. These wings are naturally subservient to the main façade and the angle directs the eye to the central element.

The frontage block is to be faced in two colours of cladding that are complementary to each other in terms of overall tone and the colour variance is considered sufficient to continue the strong visual hierarchy between the wings and main entrance section. The cladding is designed to be in panels of varying sizes to break up the overall mass of the building. There are clear visual joins between the cladding area to give additional materiality of the finish. Taken into consideration with the design features set within the wings, Officers are satisfied that the main frontage of the building gives the school building a strong visual identity that respects the character of the area and gives a strong focal point.

In terms of the front boundary with Glasshouse Lane, the majority of trees are to be retained apart from the areas necessary to facilitate the in/out access points. These two areas have been chosen to minimise the loss of trees along the frontage to retain the green edge to the site.

To the rear of the building, the proposal seeks the creation of multiple wings of varying size and design. It is proposed to construct the wings in brick under pitched roofs with a more traditional form of design. These wings allow for the provision of courtyard areas between the blocks to provide various sheltered outdoor spaces for use by the school for educational and recreational purposes.

The majority of the site is set to sports pitches of varying sizes. To facilitate the creation of the pitches, it is proposed to create a terrace effect across the site giving three differing land levels allowing a level surface for the pitches. Areas around the pitches are to be provided with additional planting of trees and wildflowers to increase the biodiversity across the site. This will give a soft edge to the areas around the playing pitches which by their nature will be more regimented spaces of close-mown grass.

The school site is currently surrounded by open farm land. In isolation the proposal would result in some encroachment into the open countryside compared to the existing buildings across the site, together with a significant increase in bulk and mass. However, it is noted that this site is bounded on three sides by future housing developments that would provide an urban edge to the site rather than current rural edge. As part of the East of Kenilworth strategic allocation, the site would offer some relief from built form by virtue of the large areas of sports pitches proposed.

Overall, the proposed school has been designed to meet the requirements of up to 2200 pupils whilst retaining a strong design ethos that would create a well-designed, prominent building within the area. The use of high quality materials for the building together with high levels of landscaping throughout the site is considered to create a development that respects the area and offers a strong identity for the High School.

Overall, the proposal is considered to represent high quality design in accordance with Policy BE1 of the Local Plan, Policy KP13 of the Kenilworth Neighbourhood Plan together with national guidance set out with the NPPF.

### **Impact on adjacent properties**

Policy BE3 of the Warwick District Local Plan states that new development will not be permitted that has an unacceptable adverse impact on the amenity of nearby uses and residents.

The school site is located on a large parcel of existing farmland accessed from Glasshouse Lane. The nearest residential properties are located due west of the site and run parallel to Glasshouse Lane.

Whilst the building is substantial in scale, the school building is set back behind the deep frontage and affords substantial separation between the building and the properties adjacent to Glasshouse Lane. This separation distance ensures that the proposed school buildings would not have any detrimental impact on the amenity of the nearest residential properties in terms of bulk, massing, overshadowing or loss of sunlight.

Officers note that a current outline application is being considered on land to the north of the site for a development of up to 99 dwellings. This scheme is currently in outline form only and so there is no definitive layout for the dwellings. In assessing the proposal against the indicative plans submitted, it is noted that the school building will occupy the land to the south which has the potential to cast shadows across the development land to the north. The indicative layout shows dwellings with a side to side relationship with the school. In this case, primary windows would be east and west facing so there would be no conflict with loss of light to these windows or an impact on outlook for future occupiers. Notwithstanding this assessment, it is clearly noted that the layout is indicative only and no planning permission is yet approved for the site.

The proposal would introduce an increase in traffic to the area as a result of the development which has the potential to impact on residential amenity. The scheme has been the subject of significant negotiation with the County Highways Team about ensuring the free-flow of traffic and the provision of appropriate facilities within the school grounds to allow vehicles to utilise the school grounds for the purposes of drop off and pick up of students.

In addition to the above, the school are keen to support sustainable transport methods and a range of improvements to the local highway network to facilitate easy access to the school are proposed including improved foot and cycle links, and new crossing points. The overall aim is to maximise the use of walking and cycling as the primary method of attendance at the school. The submission of a detailed travel plan to continually improve on this method is to be secured by condition.

The other key consideration with regard to neighbouring amenity is the provision of sports pitches both for school use and community uses. The introduction of these uses would result in new facilities that have the potential to generate a level of noise compared to the existing situation of open farmland. In making their

assessment, the Environmental Health Office acknowledges that the noise levels could be close to the standards for noise impacts to the nearest properties on Glasshouse Lane. In order to mitigate the potential for exceedances of the noise thresholds, the EHO suggested that a close boarded fence be provided along the Glasshouse Lane boundary.

Having considered this element, Officers have noted the concerns of the Landscape Officer is seeking to avoid a 'prison-like' environment within the grounds. It is noted that the provision of security fencing to the perimeter is already proposed and this is open in nature to afford views through the site. The introduction of a close boarded fence would undermine this open aspect and would create a much more solid visual edge to the school site. Following discussions with the EHO, it is noted that we would not preclude the use of a close boarded fence if the circumstances came forward that there was noise disturbance at a later date and there was no other practicable mitigation potential. The situation would not preclude the use of the statutory powers under the Environmental Protection legislation.

Overall, Officers are satisfied that the scheme would not have any detrimental impact on neighbouring amenity and is therefore in accordance with Policy BE3 of the Local Plan.

### **Highway Safety**

Policy TR1 of the Warwick District Local Plan requires all developments provide safe, suitable and attractive access routes for all users that are not detrimental to highway safety. Policy TR3 requires all development proposals to make adequate provision for parking for all users of a site in accordance with the relevant parking standards.

The East of Kenilworth Development Brief originally outlined a single point of access via signalised junction. The proposal as submitted has moved away from this design and seeks to provide separate in and out access points. The 'in' access is located within the north western corner of the site with the out access located centrally on the western boundary with Glasshouse Lane. This proposal has been considered by County Highways Officers and following initial concerns, the site has been the subject of significant negotiations.

Initially, the Highway Authority had significant concerns over the proposals in respect of the capacity of the surrounding Highways and the safe access to the school by cyclists and pedestrians. In addition, the Officer was concerned that the access arrangements differed considerably from those suggested in the adopted Kenilworth Development Brief. The Highway Authority has taken the approach that, if the submitted proposals met all of the same objectives as the access proposals in the Development Brief, then in Highway terms the proposal would be acceptable.

Following the submission of an updated access strategy and wider highway strategy including a scheme for wider improvement works to footpath and cycling links together with the updated highways modelling and Road Safety Audits of the proposals, the scheme has been accepted by the County Highways Authority as acceptable.

The proposal has been the subject of significant negotiation with the County Highways Department to provide a solution that would not have a detrimental impact on highway safety. The revised plans identify works within the public highway and outside of the site boundary that need to be secured. These works are to be carried out under a Section 278 Agreement between the applicants and the County Highways Authority. As these works are wider enabling works under Section 278 of the Highways Act, they cannot be controlled adequately by condition. It is therefore proposed to be an obligation within the Section 106 Agreement to secure that these works are carried out prior to the first use of the site.

The development is considered to result in an impact on the Knowle Hill/Dalehouse Lane junction. In order to adequately mitigate for this impact, the applicants have agreed to a Section 106 Contribution towards the required improvement works to an anticipated level of impact proportionate to the school's impact on the junction. At the time of writing, this figure has not been confirmed but will be reported in the Committee update sheet.

Overall, the works and negotiations that have been carried out by the applicants Transport Consultant and the County Highways has resulted in the provision of a scheme that will ensure that there is no additional harm to the highway network as well as enhancing sustainable transport links within the surrounding area to make walking and cycling to the school an attractive proposition. The improvements proposed include the following works;

- The provision of 2 x toucan crossings to Glasshouse Lane.
- The provision of a 3.0m wide shared footpath/cycleway along the frontage of the site on Glasshouse Lane with connections to allow proposed later residential works to provide a continuous footway along the eastern edge of Glasshouse Lane (subject to being secured through the relevant housing schemes)
- Widening of footways along Leyes Lane to provide 3.0m wide shared footpath/cycleway.
- Creation of signalised junction at Leyes Lane/Dencer Drive with toucan crossing.
- Kerblin realignments to Edwards Grove and Denewood Way to facilitate connections to existing pedestrian routes.

The works detailed above are to be secured through a separate Section 278 Highway Agreement. As these works are required to make access to the school acceptable, it is considered necessary to secure their completion prior to the first occupation of the new school. This will be secured within the Section 106 Agreement accordingly.

A range of conditions have also been requested to secure the technical details of the access and highways works.

Within the site, the car parking area is located between the school frontage and site boundary with Glasshouse Lane. The car park area has a total of 194 car parking spaces together with 11 disabled bays and 11 Electric Vehicle charging points. The Environmental Health Officer has requested that a further 11 spaces are provided with the appropriate infrastructure to provide additional electric

vehicle charging points to ensure that there is capacity to quickly install these when demand for the existing spaces rises. This element has been agreed by the applicants and will be secured by condition. The monitoring of the uptake of the electric vehicle charging points will be subject to an obligation within the Section 106 Agreement to ensure that the additional electric charging points are delivered in a timely manner once there is an appropriate level of demand.

The site also contains large areas of drop off/pick up bays within the site to ensure that there is sufficient space within the site to ensure that all vehicles can access the site so will prevent stopping on the public highway verges.

Cycle parking provision will be provided within the site with purpose built shelters along the edge of the parking area. It is proposed to provide a total of 520 cycle parking spaces from the outset with an agreement in place to be secured through the Section 106 Agreement to provide an additional 284 spaces at the stage that it becomes required. The Section 106 Agreement will secure appropriate monitoring of the use of the cycle stands to ensure that there are sufficient spaces available for all users.

### **Impact on Ecology/Protected Species**

Policy NE3 of the Warwick District Local Plan states that development proposals will be expected to protect, enhance and/or restore habitat biodiversity and where this is not possible, mitigation or compensatory measures should be identified accordingly.

The proposal requires the demolition of a range of farm buildings and properties that currently exist on the site. Detailed survey work has been carried out on these buildings to assess for the presence of bats. The County Ecologist has assessed the survey work carried out and raised no objection subject to mitigation conditions to ensure that bats are not harmed as result of the works.

The key element of the Ecology impact of the site is the change in the nature and use of the land. Currently the site is farmland and the majority of the area is set to crops or grassland. The proposed scheme would introduce a more formalised use for the land together with a significant increase in use by pupils of the school which would have some resulting biodiversity loss. The areas outside of the sports pitches are proposed to be enhanced to offset the impact as a result of the sports pitches. The cultivated farmland is of limited quality in terms of biodiversity so the increased biodiversity elsewhere within the site substantially offsets the loss.

Overall, there is a minor net loss in biodiversity and this has been agreed with the County Ecologist to be mitigated through the requirement of a Biodiversity Offsetting Payment secured through the Section 106 Agreement of £140,280.

### **Air Quality**

Policy NE5 of the Local Plan states that Development proposals will be permitted provided that they ensure that the district's natural resources remain safe, protected, and prudently used. It further states development proposals will be expected to demonstrate that they do not give rise to air pollution where the levels could cause harm to sensitive receptors.

The Council has also adopted the Air Quality and Planning Supplementary Planning Document in January 2019 which gives further detailed guidance on mitigating the impacts on air quality from development proposals with a range of both on-site and off-site measures.

The application was submitted with a detailed Air Quality Assessment. This has been assessed by the Environmental Health Officer who has carried out a robust assessment of the submission. Following a range of technical queries regarding the submission which have been adequately addressed by the applicant's consultants, the EHO has raised no objection subject to a range of conditions to secure measures to assist in mitigating the Air Quality impacts of the proposed development.

In addition to the conditions to secure a range of on-site improvements, a request has been made for a contribution towards off-site mitigation. This request seeks a contribution of £14,123 towards off-site mitigation works.

Subject to the imposition of these conditions and securing the relevant contribution through the Section 106 Agreement, Officers are satisfied that the proposal would not result in any harm to air quality in the area and is therefore considered to be in accordance with Policy NE5 of the Local Plan.

## **Sustainability**

Policy CC3 of the Local Plan requires all non-residential development over 1000 sq. m is required to achieve as a minimum BREEAM standard 'very good' (or any future national equivalent), unless it can be demonstrated that it is financially unviable or a suitable alternative sustainability strategy is proposed and agreed with the Council.

Whilst a BREEAM assessment was not submitted as part of the application, a range of sustainable measures have been put forward by the applicants as part of their application submission. Following this, the applicants have provided a detailed breakdown of these measures and set out how they have used the United Nations Sustainable Development Goals as their benchmark.

The new school would incorporate a wide ranging set of sustainable design features including a combination of demand reduction, energy efficiency measures and the inclusion of PV panels. This approach has enabled the projected Carbon emissions to be as much as 10% less than the Target Emissions Rating permitted by Building Regulations by adopting a holistic approach to the design of the building, master-planning, biodiversity and travel planning.

The energy strategy put forwards is based on the following principles:

- Reduce energy demand using passive measures.
- Utilise high efficiency/ low carbon technologies.
- Use of renewable technologies.

The School has also established a 'Green Team' which consists of students and staff who meet to develop their approach to sustainable aspects such as recycling, plastic free zones and more.

Officers are satisfied that this approach is considered to be a suitable alternative sustainability strategy, which takes account of several of the United Nation's Sustainable Development Goals as well as National and Local Planning Policy and is therefore in accordance with Policy CC3 of the Local Plan.

### **Environmental Strategy**

Development Principle 5C of the adopted Warwick District Council (WDC) Land East of Kenilworth Development Brief (March 2019)<sup>1</sup> requires every major planning application to include an Environmental Strategy to establish how the development will deliver a net biodiversity gain and manage the sustainable drainage of the land.

The application was submitted prior to the formal publication of the Development Brief document so was not submitted with a standalone Strategy Document. However, the applicants have submitted an Environmental Strategy during the course of the application to amalgamate all of the elements that demonstrate the compliance with the requirements of the Development Brief Principle.

The submission demonstrates that significant work has been undertaken to ensure that ecological features are retained and enhanced where necessary and any impacts are identified, appropriate mitigation has been provided to the satisfaction of the County Ecology Team.

In addition, a range of sustainable drainage measures are to be provided within the site including permeable paving with appropriate underground storage capacity in the form of geo-cellular storage with flow control systems to reduce run off rates. Rain gardens are also proposed to further attenuate surface water run off whilst providing a biodiversity rich feature.

Officers are satisfied that the scheme satisfies the requirements of Principle 5C of the adopted Development Brief.

### **Trees/Hedgerows**

The majority of tree and hedge planting is located to the existing boundaries of the site. There are a number of veteran tree species located within the perimeter of the site and the trees that are mature and of landscape value are to be retained and protected. Due to the nature of the use of the land as sports pitches, a number of smaller species and hedgerows are to be removed from the central area of the site. To mitigate for this, substantial planting is proposed to the boundaries to offset the loss of species. In addition, there are areas set aside for ecological enhancement purposes including an area to be designated as orchard land that has additional tree planting to offset the loss of species from the central areas.

### **Archaeology**

The County Archaeologist has assessed the proposal against the records they hold and an assessment of the site. Whilst no objection is raised to the principle of development, the Archaeologist has recommended the imposition of condition to

secure a Written Scheme of Investigation including a range of investigatory site works. This can be secured by an appropriately worded planning condition.

### **Sports Provision for Public Use**

The current school site has an agreement in place to allow the use of the sports facilities for public use. This is to be carried forward to the new site and operated in accordance with the existing facilities. The scheme has been assessed by Sport England and following some minor design changes, are generally satisfied with the new facilities provided.

In terms of the overall sports pitch provision, it is noted that there would be a shortfall of two sports pitches compared to the existing school site. The new site has been designed to provide the appropriate level of facilities for the needs of the school.

The proposal has been assessed by Sport England who have made comments about the design, layout and construction of the pitches and following negotiations, has raised no objection to the layout and sports pitch provision on site. A number of comments were made regarding the indoor sport facilities proposed and whilst not a material consideration in the consideration of this application, it is noted that the applicants have addressed these concerns with Sport England.

The shortfall of pitches is not a material consideration in the determination of this current application as Officers are satisfied that the provision of facilities for the school is acceptable. The shortfall from the existing school sites is currently being addressed by the Sports and Leisure Team so that when the existing school sites are redeveloped, there will be adequate alternative provision in place to ensure there is no net loss in Sports Pitch provision in the local area.

### **Drainage/Flood Risk**

The scheme was submitted with a detailed Flood Risk Assessment as the site exceeds 1 hectare in site area. This report demonstrates that the site is wholly in Flood Zone 1 which is identified as being at the lowest risk of flooding.

The key aspects of the analysis undertaken as part of the submitted FRA are:

- Groundwater for the site is not a flood risk concern with ground investigation data indicating groundwater at a level of 20m below ground level.
- Site is at low risk of fluvial flooding based on its location in flood Zone 1 and hydraulic analysis of the ordinary watercourse at the southern boundary.
- Risk from pluvial flooding has been assessed. Existing and proposed overland flow paths have been recognised in the design.
- The surface water management design as presented recognised the overland flow paths across the site and will ensure that the volume and rate of water discharging from the site will match existing conditions and so there will not be any change to hydraulic conditions within the ordinary watercourse that currently accepts water from the site.



- Water quality has also been considered in the design and appropriate measures have been provided to minimise the release of polluting matter to the ordinary watercourse that currently and will continue to receive surface water inputs from the site.

The report demonstrates that the development would not exacerbate or increase the risk of flooding either on the site or in the locality through the provision of an appropriate surface water mitigation strategy for the site as required by the NPPF.

The Flood Risk Assessment has been assessed by the County Flood Risk Management Team to ensure that the proposal provides an appropriate on-site drainage solution and they are satisfied that the proposal demonstrates that there would be no demonstrable harm to flood risk as a result of the development and have raised no objection subject to conditions to secure further detailed drawings of the final scheme.

### **Planning Obligations**

There are five elements to be secured through the Section 106 Agreement. In terms of obligations, there are three requiring a monetary payment. These are;

Biodiversity Offsetting Payment – £127,508  
Off-site Air Quality Mitigation works - £14,123  
Off-site Highways Improvements – Cost TBC.

The Section 106 Agreement also secures the monitoring of the cycle parking and electric vehicle charging points provision to ensure that adequate facilities are always available for students and staff. The requirement will ensure that as soon as the additional cycle parking or charging points are required, there is an obligation to provide them in a timely manner in order to promote sustainable transport methods for the school.

The final element that is to be secured in the Section 106 Agreement is the requirement to carry out and complete all agreed highway works prior to the first occupation of the school. The works themselves are to be carried out under a Section 278 Highways Agreement but it is appropriate to secure the works through the Section 106 Agreement as the works are essential to make the scheme acceptable on first occupation.

### **Conclusion**

The proposal is a major allocated site for education with the Local Plan and this proposal is therefore acceptable in principle.

The proposed development has been the subject of significant negotiations to overcome site-specific issues to ensure the most appropriate form of development on site together with securing a range of improvements to the local transport network to mitigate for the increased traffic demand in the area.

Overall, the scheme is considered acceptable and is therefore recommended for approval subject to the signing of the Section 106 Agreement together with the imposition of a range of planning conditions.

## **CONDITIONS**

- 1 The development hereby permitted shall begin not later than three years from the date of this permission. **REASON:** To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby permitted, except that associated with the exempt works listed below, shall commence until all respective pre-commencement conditions have been discharged by the Local Planning Authority.

The exempt works shall include; Installation of foul drainage infrastructure, excavation for a new high voltage cable (around the perimeter of the site), investigative surveys, demolition of existing buildings, mobilisation of a site compound, formation of new site entrances, and installation of perimeter fencing and tree protection fencing.

**REASON:** To ensure that development associated with an agreed list of exempt infrastructure and site preparation works can proceed in a timely fashion.

- 3 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawings:
  - KSSF-ARUP-ZZ-XX-DR-L-XX-1520 (C04) (Site Masterplan) submitted on 14th August 2019;
  - KSSF-ARP-ZZ-XX-DR-L-XX-1502 (Vegetation Removal Plan), KSSF-ARP-ZZ-XX-DR-L-XX-1504 (Courtyard Masterplan), KSSF-ARP-ZZ-XX-DR-L-XX-1505 (Fencing), KSSF-ARP-ZZ-XX-DR-L-XX-1506 (Site Sections), KSSF-ARP-ZZ-XX-DR-L-XX-1507 (Courtyard Sections 1 of 2), KSSF-ARP-ZZ-XX-DR-L-XX-1508 (Courtyard Sections 2 of 2), KSSF-ARP-ZZ-XX-DR-L-XX-1509 (Location of Ecological Mitigation Features) and KSSF-ARP-ZZ-XX-DR-L-XX-1510 (Site Block Plan) submitted on 12th April 2019;
  - KSSF-GNA-XX-LG-DR-A-1000, KSSF-GNA-XX-00-DR-A-1001, KSSF-GNA-XX-01-DR-A-1002, KSSF-GNA-XX-02-DR-A-1003 and KSSF-GNA-XX-RF-DR-A-1004 (General Arrangement Plans) submitted on 12th April 2019;
  - KSSF-GNA-ZZ-XX-DR-A-2101, KSSF-GNA-ZZ-XX-DR-A-2102, KSSF-GNA-ZZ-XX-DR-A-2103, KSSF-GNA-ZZ-XX-DR-A-2104, KSSF-GNA-ZZ-XX-DR-A-2105 and KSSF-GNA-ZZ-XX-DR-A-2106 (Elevations) submitted on 12th April 2019;
  - CH002A (07) (Section 278 Agreement Plan for Pedestrian & Cycle Facilities and Site Access) submitted on 20<sup>th</sup> August 2019

- KSSF-GNA-ZZ-XX-DR-A-2107 (E) and KSSF-GNA-ZZ-XX-DR-A-2108 (E) (Elevations) submitted on 28 August 2019, and specification contained therein.

**REASON:** For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies BE1 and BE3 of the Warwick District Local Plan 2011-2029.

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- 5 No development (other than the agreed exempt infrastructure and site preparation works) shall take place until an Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed) has been submitted to and approved in writing by the Local Planning Authority. This should detail a strategy to mitigate the archaeological impact of the proposed development. The development, and any archaeological fieldwork post-excavation analysis, publication of results and archive deposition detailed in the Mitigation Strategy document, shall be undertaken in accordance with the approved Mitigation Strategy document.

**REASON:** In order to ensure any remains of archaeological importance, which help to increase our understanding of the Districts historical development are recorded, preserved and protected where applicable, before development commences in accordance with Policy HE4 of the Warwick District Local Plan 2011-2029.

- 6 No development (other than the agreed exempt infrastructure and site preparation works) and subsequent use of the development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority in consultation with the LLFA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall:

- Demonstrate that the surface water drainage system(s) are designed in accordance with 'The SuDS Manual', CIRIA Report C753.
- Demonstrate the provisions of surface water run-off attenuation storage in accordance with the requirements specified in 'Science Report SC030219 Rainfall Management for Developments'.
- Demonstrate detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details of any attenuation system, and outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.

- Provide plans and details showing the allowance for exceedance flow and overland flow routing, overland flow routing should look to reduce the impact of an exceedance event.

**REASON:** To prevent the increased risk of flooding; to improve and protect water quality and to improve habitat and amenity in accordance with Policies BE1, FW2 and NE3 of the Warwick District Local Plan 2011-2029.

7 No development (other than the agreed exempt infrastructure and site preparation works) shall take place until: -

1. A site investigation has been designed for the site using the information obtained from the approved desk-top / preliminary study and any diagrammatical representations (conceptual model). The investigation must be comprehensive enough to enable:

- A risk assessment to be undertaken relating to human health
- A risk assessment to be undertaken relating to groundwater and surface waters associated on and off site that may be affected
- An appropriate gas risk assessment to be undertaken
- Refinement of the conceptual model
- The development of a method statement detailing the remediation requirements

a) The site investigation has been undertaken in accordance with details approved by the local planning authority and a risk assessment has been undertaken.

b) A method statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters using the information obtained from the site investigation, has been submitted to the local planning authority. The method statement shall include details of how the remediation works will be validated upon completion. This should be approved in writing by the Local Planning Authority prior to the remediation being carried out on the site.

2. All development of the site shall accord with the approved method statement.

3. If during development, contamination not previously identified, is found to be present at the site then no further development shall take place (unless otherwise agreed in writing with the Local Planning Authority for an addendum to the method statement). This addendum to the method statement must detail how this unsuspected contamination shall be dealt with.

4. Upon completion of the remediation detailed in the method statement a report shall be submitted to the Local Planning Authority that provides verification that the required works regarding contamination have been carried out in accordance with the approved method statement. Post remediation sampling and monitoring results shall be included in the

report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

**REASON:** To safeguard health, safety and the environment in accordance with Policies NE4 and NE5 of the Warwick District Local Plan 2011-2029.

- 8 No development (other than the agreed exempt infrastructure and site preparation works) shall commence until samples of the external facing materials to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in strict accordance with the approved details.

**REASON:** To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the locality in accordance with Policy BE1 of the Warwick District Local Plan 2011-2029.

- 9 No hard or soft landscaping shall be implemented until details of hard landscaping works which shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the colour of the railings and gates; footpaths; and hard surfacing, which shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area, or directly to a surface water sewer system for each phase have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping works shall be completed in full accordance with the approved details within three months of the first occupation of each phase of the development hereby permitted; and all planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 – Transplanting Root-balled Trees and BS4428 – Code of Practice for General Landscape Operations. The development hereby permitted shall only be undertaken in strict accordance with details of both hard and soft landscaping works which have been submitted to and approved in writing by the Local Planning Authority.

**REASON:** To protect and enhance the amenities of the area, and to satisfy the requirements of Policies BE1 and NE4 of the Warwick District Local Plan 2011-2029.

- 10 No lighting or illumination of any part of any building or the site shall be installed or operated unless and until details of all external light fittings and external light columns have been submitted to and approved by the Local Planning Authority. The development shall not be carried out and operated otherwise than in full accordance with such approved details. In discharging this condition the Local Planning Authority expects lighting to be restricted across ponds and semi-improved grassland and trees/hedgerows and to be kept to a minimum at night across the whole site in order to minimise impact on emerging and foraging bats. This could be achieved in the following ways:

- Lighting should be directed away from vegetated areas
- Lighting should be shielded to avoid spillage onto vegetated areas
- The brightness of lights should be as low as legally possible
- Lighting should be timed to provide some dark periods
- Connections to areas important for foraging should contain unlit stretches

**REASON:** In accordance with NPPF, ODPM Circular 2005/06

- 11 No part of the development hereby permitted shall be commenced and nor shall any equipment, machinery or materials be brought onto the site (other than for the purposes of the agreed exempt infrastructure and site preparation works) until a scheme for the protection of all existing trees and hedges to be retained on site and an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority and has been put in place. The scheme must include details of the erection of stout protective fencing and be in accordance with British Standard BS5837:2012, Trees in Relation to design, demolition and construction. Nothing shall be stored or placed in those areas fenced in accordance with this condition and nor shall the ground levels be altered or any excavation take place without the prior consent in writing of the Local Planning Authority. The approved scheme shall be kept in place until all parts of the development have been completed and all equipment, machinery and surplus materials have been removed.

**REASON:** In order to protect and preserve existing trees within the site which are of amenity value in accordance with Policies BE1 and NE1 of the Warwick District Local Plan 2011-2029.

- 12 No installation of landscaping works shall be undertaken until a detailed Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The plan should include details of planting and maintenance of all new planting (including the orchard). Details of species used and sourcing of plants should be included. The plan should also include details of habitat enhancement/creation measures and management, such as native species planting, wildflower grassland, woodland creation/enhancement, provision of habitat for protected species. Such approved measures shall thereafter be implemented in full.

**REASON:** To ensure a net biodiversity gain in accordance with NPPF and Policy NE3 of the Warwick District Local Plan.

- 13 Within 12 months of first occupation, a Travel Plan shall be submitted to and approved in writing by Warwickshire County Council. The Travel Plan will be based on the principles outlined in the Framework Travel Plan (KSSF-ARUP-RP-YT-0002 - P02) submitted with the application.

**REASON:** To demonstrate the practical and effective measures to be taken to avoid the adverse impacts of traffic in accordance with Policy TR2 of the Warwick District Local Plan 2011-2029.

- 14 The development hereby permitted shall not be occupied unless and until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes at the site, has been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been implemented in full in strict accordance with the approved details.

**REASON:** In the interest of the fire safety and protection of public safety and to satisfy Policy BE1 of the Warwick District Local Plan 2011-2029.

- 14 No occupation and subsequent use of the development shall take place until a detailed maintenance plan is implemented and provided to the LPA giving details on how surface water systems shall be maintained and managed for the life time of the development. The name of the party responsible, including contact name and details shall be provided to the LPA within the maintenance plan.

**REASON:** To ensure the future maintenance of the sustainable drainage structures.

- 15 No occupation and subsequent use of the development shall take place until eleven electric vehicle charging bays, and infrastructure for a further eleven has been installed in accordance with details first submitted to and approved by the local planning authority.

**REASON:** To ensure delivery of sufficient electric vehicle charging bays in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029

- 16 (a) Playing fields shall not be installed until the following documents have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England:

(i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could adversely affect playing field quality; and  
(ii) Where the results of the assessment to be carried out pursuant to (i) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme shall include a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

(b) The approved scheme shall be carried out in full and in accordance with the approved programme of implementation [or other specified time frame – e.g. before first occupation of the educational establishment]. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

**REASON:** To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Policy HS5 of the Local Plan.

- 17 Playing fields shall not be installed until a schedule of playing field maintenance including a programme for implementation for a minimum period of [five] years starting from the commencement of use of the development [or other specified time period] has been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. Following the commencement of use of the development the approved schedule shall be complied with in full.

**REASON:** To ensure that the playing field is first established as a functional playing field to an adequate standard and is fit for purpose and to accord with Policy HS5 of the Local Plan.

- 18 The full size floodlit 3G football pitch hereby permitted shall not be constructed other than substantially in accordance with Sport England's Artificial Surfaces for Outdoor Sports Guidance and the FA's Guide to Football Turf Pitch Design Principles and Layouts.

**REASON:** To ensure the development is fit for purpose and sustainable and to accord with Policy HS5 of the Local Plan.

- 19 The use of the full size floodlit 3G football pitch cannot commence until:

(a) certification that the Artificial Grass Pitch hereby permitted has met FIFA Quality Concept for Football Turf – FIFA Quality or equivalent International Artificial Turf Standard (IMS) and  
(b) confirmation that the facility has been registered on the Football Association's Register of Football Turf Pitches have been submitted to and approved in writing by the Local Planning Authority.



**REASON:** To ensure the development is fit for purpose and sustainable, provides sporting benefits and to accord with Policy HS5 of the Local Plan.

- 20 Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to [describe facilities forming part of the development] and include details of pricing policy, hours of use, access by non-[educational establishment] users [/non-members], management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

**REASON:** To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy HS5 of the Local Plan.

- 21 The development permitted by this planning permission shall be carried out strictly in accordance with the approved Flood Risk Assessment (FRA) and in particular the following mitigation measures detailed within the FRA:

Limit the discharge rate generated by all rainfall events up to and including the 100 year plus 40% (allowance for climate change) critical rain storm to 43.33 l/s for the site.

Surface water is to be provided via a minimum of two trains of treatment using the proposed drainage features within the drainage design.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing and phasing arrangements embodied within the scheme.

**REASON:** To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures in accordance with Policies BE1, FW2 and NE3 of the Warwick District Local Plan 2011-2029.

- 22 Noise arising from any plant or equipment (measured as LAeq,5 minutes), when measured one metre from the façade of any noise sensitive premises, shall not exceed the background noise level (measured as LA90,T). If the noise in question involves sounds containing a distinguishable, discrete, continuous tone (whine, screech, hiss, hum etc) or if there are discrete impulses (bangs, clicks, clatters, thumps etc.) or if the noise is irregular enough to attract attention, 5dB(A) shall be added to the measured level.

**REASON:** To protect the amenities of the occupiers of nearby properties in the locality in accordance with Policy BE3 of the Warwick District Local Plan 2011-2029.

- 23 No deliveries or waste collections likely to cause nuisance to nearby residents shall take place before 0730 hours or after 2000 hours on Monday to Saturday or before 0900 hours or after 1800 hours on Sundays.

**REASON:** In the interests of safety, and to maintain the amenity of nearby stakeholders in accordance with Policies BE3, TR1 and NE5 of the Warwick District Local Plan.

- 24 The development access shall be constructed in accordance with submitted drawing CH002A Revision 07.

**REASON:** In the interests of highway safety and the free flow of traffic in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

- 25 The Developer shall install suitable measures to ensure that mud and debris will not be deposited on the highway as result of construction traffic leaving the site. Prior to the commencement of the development, the details of these measures (including type, method of operation and control of use) shall be submitted in writing to the Local Planning Authority for their approval in consultation with the Highway Authority.

**REASON:** In the interests of highway safety and the free flow of traffic in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

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