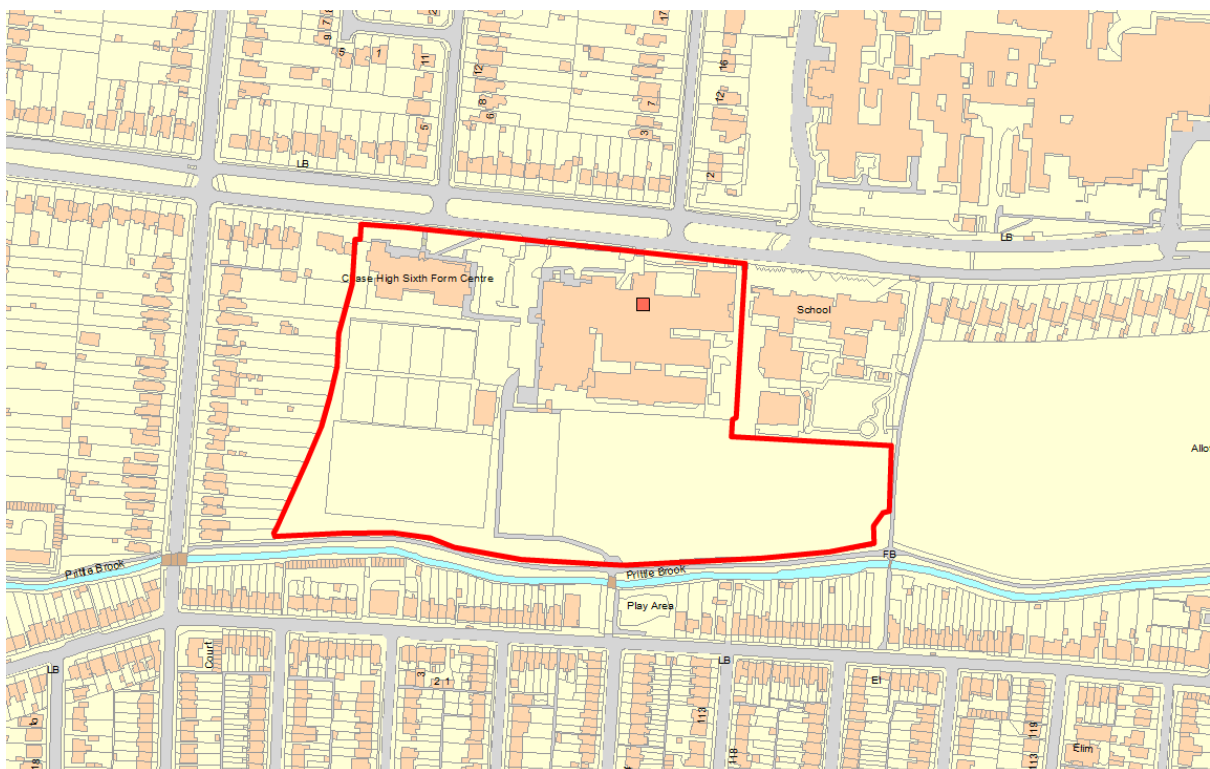


<b>Reference:</b>	18/01847/FULM	
<b>Ward:</b>	Prittlewell	
<b>Proposal:</b>	Erect three storey teaching block (class D1) with canopy roof to front and side, comprising 14 Classrooms, ancillary offices and ground floor dining area, layout additional car parking spaces and 103 cycle parking spaces.	
<b>Address:</b>	Chase High School, Prittlewell Chase, Westcliff-on-Sea, Essex, SS0 0RT	
<b>Applicant:</b>	Brentwood Academies Trust	
<b>Agent:</b>	Ingleton Wood LLP	
<b>Consultation Expiry:</b>	26.12.2018	
<b>Expiry Date:</b>	08.02.2019	
<b>Case Officer:</b>	Charlotte White	
<b>Plan Nos:</b>	CHASE-IW-XX-XX-DR-2100 P8, CHASE-IW-XX-XX-DR-2102 P1, CHASE-IW-ZZ-XX-DR-A-2101 P7, CHASE-IW-ZZ-XX-DR-A-2201 P5, CHASE-IW-ZZ-XX-DR-A-2202 P1, CHASE-IW-XX-XX-DR-A-2204 P4, CHASE-IW-XX-XX-DR-A-2206 P1	
<b>Recommendation:</b>	<b>GRANT PLANNING PERMISSION, subject to conditions</b>	



# 1 The Proposal

- 1.1 Planning permission is sought to construct a three storey teaching block. The proposed teaching block is flat roofed in design and includes a canopy roof to the front and side. The proposed building measures some 11.3m in height, has a maximum depth of some 52.3m and a maximum width of some 20.1m (including the canopy). The development will enable the school to increase the number of pupils at the school equating to an increase of some 300 pupils over years 7 to 11 with no increase in Sixth Form numbers. The proposal would result in an increase of 15 staff members.
- 1.2 Internally the proposed building includes 2 stair cores and a lift and will provide the following accommodation:
- Ground floor: reception area, offices, stores, a servery/dining area, 2 classrooms, a plant room and toilet facilities.
  - First floor: 6 classrooms, offices and meeting rooms, storage and toilet facilities.
  - Second floor: 6 classrooms, office and meeting rooms, storage and toilet facilities.
- 1.3 The development is to be finished in white render, black aluminium powder coated panelling, aluminium framed windows with coloured glass, dark grey engineering bricks and powder coated aluminium projecting window trim.
- 1.4 The proposed teaching block will be located in an area currently used for parking and within a small grassed area. The development would result in the loss of 23 existing parking spaces. It is proposed to provide 12 new parking spaces (including 2 accessible spaces) to the south of the proposed teaching block within the existing grassed area. No changes are proposed to the existing vehicular accesses to the site.
- 1.5 It is proposed to reconfigure the parking and netball court arrangements to the existing multi-use area to the south of the site. Currently this area is used as a multi-use area comprising netball courts, playground and parking. It is proposed to retain this area as a multi-use hardstanding area, with the netball courts repositioned to the south within this area, with 3 netball courts laid out. The northern part of this area will be laid out to provide 29 parking spaces. In addition 103 spaces, two tier cycle parking facility is proposed to the eastern side of the site.
- 1.6 The application has been submitted with a Transport Assessment which states that *'the current school operate a 7 Form Entry (FE) with 1,064 secondary school aged pupils, 180 Sixth Form pupils and 130 staff, which are a mixture of full-time and part time. The school is open from 07:30 and closes at 16:30 and the core school day begins at 08:20 and finishes at 15:00. A breakfast club runs every morning from 07:45 and after-school activities take place until 16:30.'*

- 1.7 The application has been submitted with a BRUKL (Building Regulations UK Part L) Output Document which aims to demonstrate compliance with the Building Regulations, a Recycling and Waste Strategy, a Phase I Geo-Environmental Desk Study, an Extended Phase 1 Habitat Survey Report, a Drainage Statement, an Archaeological Desk-Based Assessment, a Design and Access Statement, Planning Statement, School Travel Plan, Transport Assessment, Building Services Sustainable Design and Construction Statement and a Statement of Community Involvement.
- 1.8 The application constitutes a 'major development' by reason of the site area and as such, in accordance with the scheme of delegation, the application is brought for determination by the Development Control Committee.

## **2 Site and Surroundings**

- 2.1 The site is on the southern side of Prittlewell Chase. The overall school site is roughly 'L' shaped. The site backs onto Prittle Brook Greenway and the western boundary of the site abuts the rear gardens of dwellings located on Westbourne Grove. To the east of the site is Lancaster School, residential dwellings and allotments. Opposite the site are residential dwellings and Southend University Hospital. The overall site layout includes school buildings to the front of the site, the sixth form block to the north-western corner of the site, synthetic football pitches to the west of the site, an existing multi-use hardsurfaced area to the rear of the site, adjoining the football pitches and a school playing field to the rear of the site.
- 2.2 Part of the site has no specific allocation within the Development Management Document Proposals Map. This area largely constitutes the north-eastern part of the site which is the area of the main school buildings and the existing multi-use hardsurfaced area to the rear of the site. The school playing field to the south-east of the site and the western part of the site (including the football pitches and sixth form building) are designated as protected green space. The proposed teaching block and the new car park to the south of the proposed development are located within the area allocated as protected green space.

## **3 Planning Considerations**

- 3.1 The main considerations in relation to this application include the principle of development, design and impact on the character and appearance of the area, residential amenity of neighbouring occupiers, traffic and transportation, sustainability, contamination, ecology and CIL (Community Infrastructure Levy) requirements.

## **4 Appraisal**

### **Principle of development**

**National Planning Policy Framework (2018), Core Strategy (2007) Policies KP1, KP2, KP3, CP3, CP4, CP6 and CP7, Development Management Document (2015) Policies DM1, DM3 and DM15 and the advice contained within the Design and Townscape Guide (2009)**

- 4.1 Policy CP6 of the Core Strategy supports *'improvement to existing, and the provision of new, facilities to support the needs of education, skills and lifelong learning strategies.'*
- 4.2 Paragraph 94 of the NPPF states *'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will wider choice in education. They should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.'*
- 4.3 This development would provide additional classrooms and additional facilities for the existing school, in accordance with National and Local Planning Policy. The information submitted with the application indicates that Chase High School needs to expand to provide an additional 2 forms of entry, increasing the forms of entry at the school from 7 to 9 (an additional 300 pupils) and this development is required for this purpose. The Education Department has raised no objection to the proposal, commenting that this proposal is part of the programme of secondary school expansion running across the Borough to meet increased demand and will help ensure that the Council can meet its duty to provide school places to its residents. As such the development is in accordance with National and Local Planning Policy that supports improved and additional facilities to provide sufficient school places and no objection is raised to the principle of the development on this basis.
- 4.4 Policy CP7 of the Core Strategy states *'The Borough Council will bring forward proposals that contribute to sports, recreation and green space facilities within the Borough for the benefit of local residents and visitors...All existing and proposed sport, recreation and green space facilities will be safeguarded from loss or displacement to other uses, except where it can clearly be demonstrated that alternative facilities of a higher standard are being provided in at least equally convenient and accessible location to serve the same local community...'*
- 4.5 Policy CP4 of the Core Strategy states that *'Development proposals will be expected to contribute to the creation of high quality, sustainable urban environment...by...protecting and enhancing the town's parks, gardens and other urban open space, including all open areas whose townscape and amenity value is important to the surrounding area, and the biodiversity of the area...protecting natural resources from inappropriate development...'*
- 4.6 Paragraph 96 of the NPPF states *'Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space sport and recreation facilities...'*
- 4.7 Paragraph 97 of the NPPF states *'Existing open space, sports and recreation buildings and land, including playing fields, should not be built on unless:*
- a) *An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
  - b) *The loss resulting from the proposed development would be replaced by*

*equivalent or better provision in terms of quantity and quality in a sustainable location; or*

*c) The development is for an alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.'*

- 4.8 Paragraph 99 of the NPPF states *'The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them...Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.'*
- 4.9 The proposed new teaching block and new car park to the south of the block is located within an area allocated as protected green space. However, the teaching block would be partially located on an area currently comprising a hardsurfaced car park. The development would be partially on a small grassed area which slopes up to the north and is enclosed by existing parking spaces, synthetic football pitches and the changing room building/club house that serves the football pitches, limiting its usability. It appears that this grassed area is not utilised for any particular sport or recreation purpose currently. It is also noted that the synthetic football pitches and existing sixth form block are all located within the area allocated as protected green space.
- 4.10 The information submitted with the application indicates that the grassed area is currently used for informal parking purposes. It is stated within the submitted planning statement that *'the greenspace is not accessible to the public and does not form part of the play or recreation provision for the school pupils or the wider community. The greenspace is not part of the main playing pitch, the main playing pitch being separated from the greenspace by a large car park and vehicle access.'* The applicant states, *'The greenspace provides no visual amenity and does not form part of the public domain...Due to its size and shape the greenspace provides few options for leisure or sports use. If granted permission the development would have negligible to no impact on local ecology...The expansion of the school by 2 forms of entry would significantly increase the number of pupil places offered at the school and assist in meeting the demand for places as was identified by SOSBC. The proposed siting for the new teaching block is considered the most suitable. The proposals would not prejudice the use of the playing pitch and would safeguard the amenity of surrounding residents.'* It is stated by the applicant that the *'greenspace is both spatially and visually separated from the main school facility. The access road and two car parks are an obstacle to the easy and safe movement of pupils...from the main school building to the greenspace. For this reason, access from the main school to the greenspace is discouraged by teaching staff given that vehicles are constantly entering and leaving the site...The greenspace is inaccessible and should not be considered suitable or safe for recreation.'*
- 4.11 Sport England note that the development would not reduce the sporting capabilities of the site, commenting that the proposed development does not reduce the size of any playing pitch, does not result in the inability to use any playing pitch, does not reduce the sporting capacity of the playing field, does not result in the loss of other sporting provision or ancillary facilities on the site and does not prejudice the use of any remaining areas of playing field on the site. Sport England therefore raise no objection to the application.

- 4.12 As such, the proposal would result in development of protected green space, but the nature of this area is already partly used for parking and partly constitutes an underutilised, sloping, grassed area with no public access and is separated from the main school playing field. Taking account of this and when weighing in the significant public benefits of the development which would provide improved community facilities and additional teaching facilities for the school, enabling the Council to meet its requirements to provide sufficient school places, which in itself alone is a strong material consideration, it is considered that, on balance, the development is acceptable and would not result in any material harm in this respect. It is considered that the applicant has clearly demonstrated that the proposal would comply with part a) of Paragraph 97 of the NPPF as an assessment has been undertaken which clearly demonstrates that the open space and land allocated as protected green space that would be lost is surplus to requirements.
- 4.13 As such, on balance, it is considered that the proposal would be acceptable in principle and policy compliant in the above regards. No objection is therefore raised to the principle of the development on this basis, subject to detailed considerations such as design, which are considered below.

**Design and Impact on the Character of the Area and impact on heritage assets.**

**National Planning Policy Framework (2018), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) Policies DM1, DM3 and DM5 and the advice contained within the Design and Townscape Guide (2009).**

- 4.14 This proposal is considered in the context of the Borough Council policies relating to design. Also of relevance are National Planning Policy Framework.
- 4.15 Paragraph 124 of the NPPF states *'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*
- 4.16 Policy KP2 of the Core Strategy requires that new development contributes to economic, social, physical and environmental regeneration in a sustainable way through securing improvements to the urban environment through quality design, and respecting the character and scale of the existing neighbourhood. Policy CP4 requires that new development be of appropriate design and have a satisfactory relationship with surrounding development.
- 4.17 Policy DM1 of the Development Management Document states *'The Council will support good quality, innovative design that contributes positively to the creation of successful places...development should add to the overall quality of the area and respect the character of the site, its local context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, layout, proportions, materials, townscape and/or landscape setting, use and detailed design features...'*

- 4.18 The proposed teaching block would be located between the relatively new sixth form block and the older main school buildings. The sixth form block is of a contemporary design with large areas of glazing, canopy overhangs and contemporary materials. The proposed teaching block has a similar contemporary design with similar detailing including large areas of fenestration and contemporary materials, without mirroring the sixth form block. The proposed teaching block, like the existing sixth form building is three storeys in scale, however, the proposed teaching block is slightly (approximately 0.7m) lower in height than the existing sixth form block, which is positive and would provide a degree of 'stepping up' in scale to the west of the site as well as articulation visually. The proposed teaching block would front Prittlewell Chase and provides an active frontage which is positive with the entrance on the principal elevation. The proposed teaching block adheres to the existing building line created by the adjoining sixth form block and the siting of the development is considered acceptable. The proposed teaching block has a significant depth within the site, but given the scale, size and depth of other school buildings within the site the depth of the building would not be unacceptable or out of keeping in the site or surrounding area. As such the proposed teaching block is considered to be of an acceptable size, scale and design that would not result in any material harm to the character or appearance of the site or the wider surrounding area.
- 4.19 The additional parking to the rear of the site and alterations to the existing multi-use hardstanding area at the rear of the site would not be particularly evident in the streetscene and would be seen in the context of the existing parking and hardsurfaced areas in the site. This part of the proposal is therefore acceptable in design terms and would not result in any material harm to the character and appearance of the site or the wider surrounding area.
- 4.20 Paragraph 189 of the NPPF states *'Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'*
- 4.21 Policy DM5 of the Development Management Document states *'Where development might affect archaeological deposits an evaluation should be carried out beforehand so that it is possible to assess the likely impact of the application on the deposits, and that provision is made for them to remain in situ, or for their investigation and recording.'*
- 4.22 The application has been submitted with an archaeological desk-based assessment which concludes that there is negligible potential for archaeology on the site relating to prehistoric, roman, medieval and post-medieval periods. Given the findings of the report submitted it is not considered that any conditions are required in this respect and the development is considered unlikely to adversely affect the historic environment in this regard.
- 4.23 The proposal is therefore acceptable and policy compliant in respect of design and the impact on the character and appearance of the surrounding area and heritage.

## Impact on Residential Amenity.

**National Planning Policy Framework (2018), Policies KP2 and CP4 of the Core Strategy (2007), Development Management Document (2015) Policies DM1 and DM3 and the advice contained within the Design and Townscape Guide (2009).**

- 4.24 Policies DM1 and DM3 of the Development Management Document and CP4 of the Core Strategy refer to the impact of development on surrounding occupiers. High quality development, by definition, should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods.
- 4.25 Amenity refers to well-being and takes account of factors such as privacy, overlooking, outlook, noise and disturbance, the sense of enclosure, pollution and daylight and sunlight. Policy DM1 of the Development Management requires that all development should (inter alia):
- “Protect the amenity of the site, immediate neighbours, and surrounding area, having regard to privacy, overlooking, outlook, noise and disturbance, visual enclosure, pollution, and daylight and sunlight;”*
- 4.26 The proposed teaching block would be located some 49m from the front boundaries of the dwellings opposite the site in Prittlewell Chase. The proposed teaching block would be located some 77m from the western boundary of the site, some 145m from the eastern boundary of the site and some 125m from the southern boundary of the site. As such given the location of the proposed building and its relationship with the adjoining dwellings, it is considered that the proposed teaching block is sufficiently removed from the nearest adjoining residents to ensure that the development would not result in any material harm to the adjoining residents in terms of dominance, an overbearing impact, loss of light and outlook, overlooking or loss of privacy or a material sense of enclosure. The new parking area proposed is similarly sufficiently removed from adjoining residents and would not therefore result in any material harm to the residential amenity of nearby residents in these regards. The development is acceptable and policy compliant in this respect.
- 4.27 The development of the teaching block would enable the school to provide additional school places and additional pupils will attend the school as a result of this development. However, given the well-established use of the site as a school and the usual operating times of schools, within the daytime hours, and given that the new teaching block is removed from adjoining residents, it is considered that the development would not result in any material harm to the adjoining residents in terms of noise and disturbance. In this respect, the information included with the design and access statement submitted indicates that the expected opening times of the building are 05:30 to 18:00 Monday to Friday with pupil access from 08:30 to 16:30 with the building closed Saturdays and Sundays and states that there will be no access to the building during weekdays or weekends for community use.



- 4.28 Additional parking is proposed to the rear of the teaching block. This is significantly removed from the adjoining residents and located close to existing parking facilities. As such this part of the proposal would not result in material harm to the residential amenity of adjoining residents in terms of noise and disturbance.
- 4.29 The parking and netball courts within the existing multi-use area at the rear of the site are to be reconfigured as part of this application. Given that this area already constitutes a multi-use area and is already used as a play area/sports area/parking area and given the nature and scale of the changes proposed, it is considered that this part of the proposal would not result in material harm to the residential amenity of adjoining residents, including in terms of noise and disturbance.
- 4.30 The application has been submitted with a recycling and waste strategy which states that a ground floor, enclosed bin store will be provided within the proposed building measuring some 20.8sqm. It is stated that the refuse store has been designed in accordance with the Council's Waste Storage, Collection and Management Guide for New Developments. It is stated that collections will be made at the same time and day as existing refuse collections from the school site. Given that the information provided in this respect is somewhat limited, a condition will need to be attached to any grant of consent requiring full details of the recycling and waste storage and management proposed. Subject to such a condition no objection is raised on this basis.
- 4.31 The proposal is therefore acceptable and policy compliant in respect of its impact on the residential amenity of the adjoining and nearby residents.

#### **Highways and Transport Issues:**

**National Planning Policy Framework (2018), Policies KP2, CP3 and CP4 of the Core Strategy (2007), Development Management Document (2015) Policies DM1, DM3 and DM15 and the advice contained within the Design and Townscape Guide (2009).**

- 4.32 Policy DM15 of the Development Management Document provides maximum parking standards for schools of 1 space per 15 pupils. The proposed development will result in an additional 300 pupils at the site. As such the parking standards would require a maximum of an additional 20 parking spaces.
- 4.33 From the information submitted it is apparent that 23 parking spaces will be lost as a result of the proposed teaching block being located on an existing area of car parking. 12 new parking spaces will be provided to the rear of the proposed teaching block. There is an existing multi-use area to the rear of the site which is currently used for informal parking but, is far from ideal, as netball courts have to be crossed to reach the parking spaces, meaning it may not be accessible at all times. As part of this proposal it is proposed to formalise this parking area and rearrange the layout, with the netball courts provided to the rear of the parking area. In total 29 formal parking spaces will be provided in this area. As such, whilst the development would result in a net loss of 11 parking spaces to the north of the site, 29 formal spaces will be provided to the south of the site, resulting in the overall gain of 18 parking formal parking spaces, which is acceptable and complies with the above maximum parking standards.

As such, on balance, and taking account of the findings of the transport assessment submitted (which is discussed below), the sustainable location of the site and the comments received from the Highways Team, it is considered that adequate on-site parking will be retained on and the development is acceptable and policy compliant in this respect.

- 4.34 The Transport Assessment submitted considers sustainable modes of transport, concluding *'The site provides a realistic choice in travel mode to cater for a number of day to day journeys which will act to reduce pupil, parent and staff reliance on the private car.'* The information submitted in the Transport Statement indicates that the majority of pupils walk to and from school. Travel surveys undertaken at the school indicate that *'the majority (90%) of pupils travel by a range of sustainable modes comprising public transport (12%) the 'active' modes of walking/cycling (77%) and car share (1%). Consequently only a small proportion travel by private car with parents. Regarding staff, most (85%) regularly travel by private car for journeys to/from the school site. Approximate 3% travel by public transport (all by bus). An additional 12% travel by the 'active' modes of walking and cycling. No staff were observed to travel as car shares.'*
- 4.35 The Transport Assessment submitted states *'the proposed increase in pupils and associated staff will be likely to result in a total additional vehicle-based movement in the order of 36 arrivals and departures during both the AM and PM peak periods...on the basis that the uplift in vehicle trips generated by the school will represent an increase of circa 17% when compared to the existing school vehicle trip generation, and given the highway conditions surrounding the site, it is not anticipated that the increase in vehicles accessing the site or dropping off/picking up pupils in the site vicinity will have a material impact on highway function. Consequently, no mitigation measures will be necessary to minimise/alleviate the impact of the development other than the ongoing promotion of the Chase High School Travel Plan.'*
- 4.36 The Transport Assessment includes a parking stress study which concluded *'it is evident that the availability of short term parking spaces during peak school drop off/ pick-up periods within local streets (accounting for operational parking restrictions) provide sufficient capacity to accommodate the anticipated parking demand.'*
- 4.37 The Transport Assessment therefore concludes *'it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network'* and that *'the expansion proposals will not exacerbate the existing trends/patterns of personal injury accidents on the local highway network surrounding the application site.'*
- 4.38 The Highways Team have raised no objection to the proposed development, commenting that the development would not have a detrimental impact on the local highway network. The development will increase vehicle trips in the area, however, given the findings of the transport statement and the advice received from the Highways Team, it is considered that the development would not result in any material harm to highway safety.

- 4.39 The application has been submitted with a Travel Plan which confirms there will be a Travel Plan Co-ordinator. It is stated that Travel surveys will be carried out in the summer term of the 2018/2019 academic year (prior to the redevelopment works) and annually thereafter. Should the Travel Plan target not be met, the Action Plan will be amended as necessary. The Travel Plan will be monitored and reviewed. The Travel Plan aims to encourage staff and pupils to travel by more sustainable modes. A Travel Plan Working group will be set up. Subject to a condition requiring a travel plan to be maintained no objection is raised on this basis.
- 4.40 The adopted cycle parking standards require a minimum of 1 space per 5 members of staff plus 1 space per 3 pupils.
- 4.41 The Transport Assessment submitted states *'the school is provided with existing cycle parking provision for 44 cycles in the form of Sheffield stands located to the north east of the site, adjacent to Prittlewell Chase.'*
- 4.42 An additional 103 cycle spaces are proposed as part of this development. The Planning Statement submitted states *the provision of 103 secure cycles parking spaces is reflective of the minimum standard of 1 space per 3 pupils for an expansion of 300 spaces and 1 space per 5 members of staff for an expansion of 15 staff, equating to 3 spaces.* The Transport Statement submitted indicates that cycle parking usage will be monitored through the School Travel Plan and should demand exceed supply, the cycle parking provision will be reviewed and increased.
- 4.43 Limited details of the cycle parking facility proposed have been provided to date. Subject to a condition requiring full details of the cycle shelter which needs to be covered and secure, no objection is raised on this basis.
- 4.44 The proposal is therefore found to be acceptable and policy compliant in terms of parking and highway safety grounds.

### **Sustainability**

#### **National Planning Policy Framework (2018), Core Strategy (2007) Policies KP2, CP4 and CP8, Development Management Document (2015) Policies DM1 and DM2 and the Design and Townscape Guide (2009).**

- 4.45 Policy KP2 of the Core Strategy states; *"All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources"* and that *"at least 10% of the energy needs of a new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources)"*. The provision of renewable energy resources should be considered at the earliest opportunity to ensure an integral design.
- 4.46 The submitted 'Building Services Sustainable Design and construction Statement' submitted indicates that the preferred renewable technologies include the installation of photovoltaics and air source heat pumps. This report states *'An overall 11.1% energy reduction can be achieved by installing a PV system capable of generating 6.0kWp when installed predominantly on the south facing pitched roofs of the building proposed (consisting of approximately 80swm of PV*

*depending on the efficiency of the chosen PV*). The application has been submitted with a BRUKL output document which indicates that photovoltaic systems which will produce 1.74 kWh/m<sup>2</sup> will be utilised. However, it is not clear that this will equate to 10% of the energy needs to the development. Given the discrepancies between the two reports submitted and lack of specific detail provided in this respect, at this stage, a condition can be imposed on any grant of consent requiring at least 10% of the energy needs to the development to come from on-site renewables. Subject to such a condition no objection is raised on this basis.

- 4.47 The application has been submitted with a drainage statement which states that the site is predominantly located in flood zone 1 with a small area of land on the existing school playing fields within flood zone 2. All proposed works are wholly located within flood zone 1. The report states that whilst the order of preference for surface water disposal is first discharge into the ground, then to a watercourse and finally discharge to a sewer, it is stated that as the ground conditions are identified as London Clay it is impractical to use infiltration techniques. A watercourse is not readily available for direct discharge of surface water flows. The site benefits from existing public surface water sewers and it is proposed to pursue outfall to the public sewer via means of the existing private surface water drainage network serving the school. Buried attenuation tanks are proposed and porous paving will be used for car parking. Outflows from each storage structure are proposed, via conventional below ground drainage systems into the existing surface water drainage network. The report indicates that this would result in a reduction in peak rate runoff of the impermeable pre-development car park area. The report includes maintenance schedules for the drainage facilities.
- 4.48 The Council's SuDS Team and Anglian Water have recommended conditions in this respect. Subject to such conditions, the development is considered acceptable and policy compliant in this respect.
- 4.49 The development is considered acceptable and policy compliant in the above regards.

## **Contamination**

### **National Planning Policy Framework (2018), Core Strategy Policies KP1 and KP2 and Development Management Document (2015) Policy DM14.**

- 4.50 Paragraph 170 of the NPPF states *'Planning policies and decisions should contribute to and enhance the natural and local environment by...remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.'*
- 4.51 Policy DM14 of the Development Management Document states *'Development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where: an appropriate contaminated land assessment has been carried out as part of the application to identify any risks to human health, the natural environment or water quality...'*

- 4.52 The application has been submitted with a Phase I Geo-Environmental Desk Study which concludes *'given the nature of the existing, proposed and surrounding land use, as well as the limited sensitivity of the setting, no further environmental assessment is considered to be warranted. It is recognised that construction workers may come into contact with shallow made ground (infilled soils) during the redevelopment works, but any residual risks can be controlled through adoption of standard health and safety precautions and best working practices.'* The report concludes that *'there are currently no plausible contaminant linkages active on the site...no further environmental work is warranted...'* However, the report makes a number of recommendations in order to ensure a safe development.
- 4.53 The Environmental Health Team have recommended a condition that requires a remediation strategy to be submitted to the LPA should any contamination be found on the site that was not previously identified. Subject to such a condition and a condition requiring the development to be undertaken in accordance with the conclusions and recommendations outlined in the phase I Geo-Environmental Desk Study submitted under reference UK18.4105 the development is considered acceptable and policy compliant in this respect.

## **Ecology**

### **National Planning Policy Framework (2018) and Core Strategy (2007) Policies KP1, KP2 and CP4**

- 4.54 Paragraph 170 of the NPPF states *'Planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils...minimising impacts on and providing net gains for biodiversity...'*
- 4.55 Policy KP2 of the Core Strategy states *'All new development...must respect, conserve and enhance and where necessary adequately mitigate effects on the natural and historic environment, including the Borough's biodiversity and green space resource...'*
- 4.56 The application has been submitted with an extended phase I habitat survey report which concludes that the development will not have a negative impact on nearby designed sites. The report recommends the use of flowering and fruit shrubs, trees and climbers which are beneficial to wildlife are included. The submitted report states *'There were no buildings or trees identified present which held features containing potential roosting features found during the site survey. It is unlikely that the proposed development in its current state will have a negative affect on bat species. However, regarding the netball courts and other sports activities on the playing field, if artificial flood lighting is considered in the future, this could negatively affect bat species...Any lighting on the site associated with the development should be directed downwards to where it is needed, with hoods, cowls, louvres, or shields used to direct light to the intended area only...It is recommended that one low profile Woodstone bat box or similar be incorporated for common urban bat species. Lighting and the requirement for bat boxes can be controlled via planning conditions attached to any grant of consent.'*

- 4.57 The habitats survey submitted states that *'no detailed invertebrate surveys are recommended. Proposed soft landscaping should comprise native or wildlife-friendly planting...* The report recommends that *'All suitable nesting habitat removal is recommended to be undertaken during the period October to February inclusive to avoid the bird nesting season. If this is not possible, no more than 48 hours prior to commencement of works on site, a check for nesting birds must be undertaken by a suitably experienced ecologist and any active nests will need to be left in situ until any young have permanently left.'* The report recommends that one 1B Schwelger Nest Box with a 32mm hole and 1B Schwelger Nest Box with a 26mm hole or similar be incorporated for common urban bird species...' These recommendations can be controlled via planning conditions.
- 4.58 The submitted report concluded *'No recommendation regarding amphibians, reptiles, hazel dormice, badgers, water vole and otters are included due to a lack of foraging sources, suitable shelter and adequate/suitable habitat within the redline boundaries.'*
- 4.59 Given the findings of the submitted habitats survey, it is therefore considered, subject to conditions requiring the development to be undertaken in accordance with the recommendations of the report, requiring bird and bat boxes to be provided, limiting lighting and requiring site clearance to be outside the bird nesting season, that the development would have no adverse impact upon protected species and is acceptable and policy compliant in this respect.

### **Community Infrastructure Levy**

- 4.60 Although this application is CIL liable, in this instance the chargeable amount has been calculated as a zero rate as applicable to the school use. However, it is recommended that a condition be applied to this permission restricting the nature of the use within Use Class D1 to prevent future changes in the use of the building to a use that would not be zero rated and would have a greater impact in terms of infrastructure requirements. This condition is required to determine the scope of this permission in terms of its impact on community infrastructure in accordance with Core Strategy Policy CP6.

### **Conclusion**

- 4.61 Having taken all material planning considerations into account, including the representations received, it is found that the proposed development is acceptable in principle, is of an acceptable design that would have no adverse impact upon the residential amenity of nearby residents and would have no adverse parking or highway safety implications. The development is acceptable in terms of ecology and contamination, subject to conditions. The application is therefore recommended for approval, subject to conditions.

## 5 Planning Policy Summary

National Planning Policy Framework (2018)

- 5.1 Core Strategy (2007) Policies KP1 (Spatial Strategy); KP2 (Development Principles); CP3 (Transport and Accessibility); CP4 (The Environment and Urban Renaissance); CP6 (Community Infrastructure) and CP7 (Sport, Recreation and Green Space).
- 5.2 Development Management Document (2015): Policies DM1(Design Quality), DM2 (Low Carbon Development and Efficient Use of Resources), DM3 (Efficient and Effective Use of Land), DM14 (Environmental Protection) and DM15 (Sustainable Transport Management)
- 5.3 Design & Townscape Guide (2009)
- 5.4 Community Infrastructure Levy Charging Schedule (2015)

## 6 Representation Summary

### Education Services

- 6.1 Southend Borough Council is running a secondary programme to meet the increased demand for places across the borough. This application is part of that programme to make sure SBC can meet its statutory duty to offer a school place to all residents who request one. The new building will be fully funded by the council from central government Basic Need Funding Grant.

### Council's SuDS Engineer

- 6.2 No objection to this planning application subject to conditions being attached to any consent if this application is approved by the LPA.

### Anglian Water

- 6.3 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.
- 6.4 *Anglian Water has assets close to or crossing the site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within wither prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991, or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before the development can commence.*
- 6.5 The foul drainage from this development is in the catchment of Southend Water Recycling Centre that will have available capacity for these flows.

6.6 The sewerage system at present has available capacity for those flows via a gravity regime only. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. Should the developer require a pumped regime, further consultation will be required with Anglian Water. Informative:

6.7 *Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991, Contact Development Services Team 0345 606 6087.*

The preferred method of surface water disposal would be to a suitable drainage system (SuDS) with connection to sewer seen as the last option. The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. Evidence has been provided to show that the surface water hierarchy has been followed as stipulated in Building Regulations Part H. However, no infiltration logs have been received in reference to Building Buildings and the proposed discharge rate is too low. We would therefore recommend that the applicant needs to consult with Anglian Water.

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is minded to grant planning approval:

*No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the local planning authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the strategy.*

#### **Essex County Fire and Rescue Service**

6.8 Access for fire service vehicles is considered satisfactory. More detailed observations on access and facilities for the Fire Service will be considered at Building Regulations stage.

The architect or applicant is reminded that additional water supplies for fire fighting may be necessary for this development. The architect or applicant is urged to contact the Water Technical officer at Service Headquarters.

Essex County Fire and Rescue Service urges building owners and developers to consider the installation of Automatic Water Suppression Systems which can substantially reduce the risk to life and of property loss.

#### **London Southend Airport**

6.9 Our calculations show that, at the given position and height, the application will have no effect upon our operations. We therefore have no safeguarding objections. If a crane or piling rig to construct the proposed development is required, this will need to be safeguarded separately.

#### **Cadent**

6.10 The apparatus that has been identified as being in the vicinity of the proposed works is a low or medium pressure (below 2 bar) gas pipes and associated equipment. It is highly likely that there are gas services and associated apparatus in the vicinity. Works on private land must not infringe Cadent and/or National Grid's legal rights. You must verify and establish the actual position of mains,



pipes, cables, services and other apparatus before any activities are undertaken.

### **Environmental Health Team**

- 6.11 The planning statement shows the scheme is located far away from residential dwellings. The Construction statement shows the scheme will operate during normal school hours. The waste and recycling strategy meets Southend Council's waste management strategy.

Recommended conditions:

- Construction hours shall be restricted to 8am – 8pm Monday to Friday, 8am – 1pm Saturday and not at all on Sundays or Bank Holidays.
- During construction and demolition there shall be no burning of waste material of site. **[Officer comment: This is considered under separate Legislation].**
- Waste material arrangements should meet Southend Council Waste Management Strategy Document.
- If during development contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority a remediation strategy detailing how this unsuspected contamination shall be dealt with. All agreed remediation works must be implemented in their entirety prior to further construction works commencing unless otherwise agreed in writing by the LPA.

### **Sport England**

- 6.12 Revised plans have now been submitted which retain the sites existing capacity for court provision and which addresses the objection previously raised. It is noted that the applicants have highlighted that the area is currently marked out as 2 courts, it should be noted that Sport England seek to protect the capacity of a site and not what is currently marked out as markings can be changed to meet demand without the need for planning permission.

The proposed development now results in only a minor encroachment onto the existing hard court provision. However, having considered the nature of the playing field and its ability to accommodate a range of pitches, it is not considered that the development would reduce the sporting capability of the site.

Consequently, Sport England are of the view that the proposal broadly meets exception E3 of our playing fields policy, in that:

'The proposed development affects only land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch;
  - result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
  - reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
  - result in the loss of other sporting provision or ancillary facilities on the site;
- or

- prejudice the use of any remaining areas of playing field on the site.'

This being the case, Sport England does not wish to raise an objection to this application.

### **Traffic and Transportation**

- 6.13 The applicant has provided a comprehensive transport assessment which has included a school travel plan highlighting travel patterns of staff and students. Details of public transport provision within the local area and a parking survey which highlights on street parking provision capacity and close proximity to the Prittlebrook cycleway/footway. Additional car parking spaces have been provided as part of the development with secure cycle parking for 103 cycles.

Given the detailed information supplied with the application it is considered that the application will not have a detrimental impact on the local highway network therefore no highway objections are raised.

## **7 Public Consultation**

- 7.1 The application was advertised in the press, a site notice was displayed and 129 neighbour letters were sent out.

1 letter of objection has been received which makes the following summarised comments:

- We see congestion caused by vehicles attempting to access school premises which is exacerbated by parents collecting and dropping off students.
- Sixth form building already a blot on the landscape. Proposed building will not improve the situation.
- Site already appears overcrowded.
- Parking due to schools, hospital and sport facilities is already a major problem for residents.

Officer comment: The concerns raised are noted and they have been taken into account in the assessment of the proposal. However, they are not found to represent a reasonable basis to refuse planning permission in the circumstances of this case.

## **8 Relevant Planning History**

- 8.1 The site has an extensive planning history, the most relevant of which includes:
- 8.2 09/00666/FULM – Erect single storey extension to south/ east elevation of main school building and erect part single/ part 2/ part 3 storey building fronting Prittlewell Chase, lay out car parking, cycle stores and running track and install flood lights – Planning permission granted.
- 8.3 08/00902/BC3 – Erect single storey building comprising eight temporary classrooms – planning permission granted.

- 8.4 08/00235/BC3 – Layout nine synthetic 5 a-side pitches to west of site with associated fencing and lighting, erect single storey building for clubhouse/changing rooms and use existing hardstandings to south of site for car parking (amended proposal) – planning permission granted.
- 8.5 07/00882/BC3 - Layout nine synthetic 5 a-side pitches to west of site with associated fencing and lighting, erect single storey building for clubhouse/changing rooms and use existing hardstanding to south of site for car parking – planning permission granted.
- 8.6 07/00881/BC3 – Layout synthetic multi-use games area to south west of site with associated fencing and lighting – planning permission granted.
- 8.7 07/00217/FUL - Demolish existing two storey art block, erect part single/ part two storey/ part three storey block in internal courtyard of school to form learning resources centre, art and performing art centre and associated educational facilities (2210m2) form disable access ramp to rear and side elevations of existing building – planning permission granted.
- 8.8 02/01098/FUL – Erect ground floor front extension – planning permission granted.

## **9 Recommendation**

**GRANT PLANNING PERMISSION subject to the following conditions:**

- 01 The development hereby permitted shall be begun not later than 3 years beginning with the date of this permission.**

**Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.**

- 02 The development shall be carried out in accordance with the approved plans: CHASE-IW-XX-XX-DR-2100 P8, CHASE-IW-XX-XX-DR-2102 P1, CHASE-IW-ZZ-XX-DR-A-2101 P7, CHASE-IW-ZZ-XX-DR-A-2201 P5, CHASE-IW-ZZ-XX-DR-A-2202 P1, CHASE-IW-XX-XX-DR-A-2204 P4, CHASE-IW-XX-XX-DR-A-2206 P1**

**Reason: To ensure the development is carried out in accordance with the development plan.**

- 03 Notwithstanding the information submitted with the application, no development above ground level shall take place until samples of the materials to be used on all the external elevations of the development hereby approved have been submitted to and approved in writing by the local planning authority. The development shall only be carried out and completed in accordance with the approved details.**

**Reason: To safeguard the character and appearance of the surrounding area in accordance with policies DM1 and DM3 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).**

**04** No development above ground level shall take place until full details of both hard and soft landscape works and any boundary treatments to be carried out at the site have been submitted to and approved in writing by the local planning authority. The approved hard landscaping works and boundary treatments shall be carried out prior to first use of the development hereby approved and the soft landscaping works within the first planting season following first use of the development. These details shall include, for example:-

- i. proposed finished levels or contours;
- ii. hard surfacing materials and means of enclosing the site;
- iii. details of the number, size and location of the trees, shrubs and plants to be planted together with a planting specification, details of the management of the site, e.g. the uncompacting of the site prior to planting, the staking of trees and removal of the stakes once the trees are established, and details of measures to enhance biodiversity within the site.

**Reason:** To safeguard the character and appearance of the surrounding area and the amenities of the occupants of the proposed development in accordance with Policies DM1, DM3, DM5 and DM8 of the Development Management Document (2015) and Policies KP2 and CP4 of the Core Strategy (2007).

**05** Prior to the first use of the development hereby approved, 41 off street car parking spaces shall be provided and made available for use at the site as shown on Drawing No. CHASE-IW-ZZ-XX-DR-A-2101 P7. The approved parking spaces shall thereafter be retained in perpetuity only for the parking of vehicles in connection with the school use.

**Reason:** To ensure the adequate provision of parking at the site in accordance with policy DM15 of the Development Management Document (2015).

**06** A scheme detailing how at least 10% of the total energy needs of the development will be supplied using on site renewable sources shall be submitted to and agreed in writing by the Local Planning Authority and implemented in full prior to the first occupation of the development. This provision shall be made for the lifetime of the development and in accordance with the agreed details.

**Reason:** In the interests of providing sustainable development in accordance with Policy KP2 of the Core Strategy (2007), Development Management Document (2015) Policy DM2 and the Design and Townscape Guide (2009).

**07** Prior to the first use of the development hereby approved, details shall be submitted to and approved in writing by the local planning authority identifying the provision of 103 covered and secure cycle parking spaces and refuse and recycling storage at the site. The approved cycle parking and refuse and recycling storage shall be provided in full and made available for use by pupils and staff at the school prior to the first use of the

development hereby approved and be retained as such in perpetuity.

**Reason:** To ensure the provision of adequate cycle parking and refuse storage in accordance with policies DM3 and DM15 of Development Management Document.

- 08** Hours of works associated with this permission shall be limited to 8am - 6pm Monday to Friday, 8am - 1pm Saturday. No works shall be carried out on Sundays or Bank Holidays.

**Reason:** In the interests of the residential amenity of the adjoining residents and to ensure that the development complies with the National Planning Policy Framework (2018), Core Strategy (2007) Policies KP2 and CP4, Development Management Document (2015) policies DM1 and DM3 and The Design and Townscape Guide (2009).

- 09** No external lighting, including floodlights shall be installed unless details of its design and location have previously agreed in writing by the local planning authority.

**Reason:** In the interest of biodiversity and the safety and amenities of the area, and to protect the amenities of surrounding occupiers in accordance with policies KP2 and CP4 of the Core Strategy (2007) and Policies DM1 and DM3 of the Development Management Document (2015).

- 10** The development hereby approved shall be undertaken and completed in accordance with the recommendations contained within the approved Extended Phase 1 Habitat Survey Report undertaken by D F Clark Bionomique Ltd dated 11 July 2018 (reference DFCEP 4273-01).

**Reason:** In the interests of biodiversity and ecology in accordance with the National Planning Policy Framework (2018), Core Strategy (2007) Policies KP1, KP2 and CP4.

- 11** Notwithstanding information submitted with this application the development shall not be brought into first use unless and until full details of the bird and bat boxes to be installed at the site have been submitted to and approved in writing by the local planning authority. The approved bird and bat boxes shall be provided in full prior to the first use of the development hereby approved and retained as such in perpetuity.

**Reason:** To ensure the development provides biodiversity and ecology benefits in accordance with the National Planning Policy Framework (2018), Core Strategy (2007) Policies KP1, KP2 and CP4.

- 12** Site clearance works shall be undertaken outside of the bird nesting season (October to February) or if this is not possible then the site shall be surveyed by an ecologist before works commence. If nesting birds are found then work shall not commence until the young have fledged.

**Reason: To protect biodiversity and ecology in accordance with the National Planning Policy Framework (2018), Core Strategy (2007) Policies KP1, KP2 and CP4.**

- 13 The development hereby approved shall be undertaken in accordance with the recommendations contained within the approved Phase I Geo-Environmental Desk Study dated 9<sup>th</sup> July 2018 (reference UK18.4105 issue 1).**

**Reason: To ensure that any contamination on the site is identified and treated so that it does not harm anyone who uses the site in the future, and to ensure that the development does not cause pollution to Controlled Waters in accordance with Core Strategy (2007) Policies KP2 and CP4 and Policies DM1 and DM14 of the Development Management Document (2015).**

- 14 Subject to condition 13 above, if any contaminant is found on the site during the investigations or during construction, no development shall take place until intrusive investigation (Phase II contaminated land assessment) is carried out to delineate the extent of the contamination and a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the environmental Protection Act 1990 in relation to the intended use of the land after remediation.**

**If during development contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority a remediation strategy detailing how this unsuspected contamination shall be dealt with. All agreed remediation works must be implemented in their entirety prior to further construction works commencing unless otherwise agreed in writing by the LPA.**

**All approved remediation works must be implemented and completed in their entirety prior to development commencing unless otherwise agreed in writing by the LPA.**

**Reason: To ensure that any contamination on the site is identified and treated so that it does not harm anyone who uses the site in the future, and to ensure that the development does not cause pollution to Controlled Waters in accordance with Core Strategy (2007) Policies KP2 and CP4 and Policies DM1 and DM14 of the Development Management Document (2015).**

- 15** The development hereby approved, for purposes falling within Class D1, shall be limited to a school teaching block within use class D1 only and shall not be used for any other purpose, including any other use falling within use Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) nor any change of use permitted under the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting these Orders, with or without modification.

**Reason:** To determine the scope of the permission in terms of its impact on community infrastructure in accordance with Core Strategy Policy CP6.

- 16** Notwithstanding the information submitted with the application, the development hereby approved shall not be brought into first use unless and until a Travel Plan including a comprehensive survey of users, targets to reduce car journeys to and from the site, identifying sustainable transport modes including cycling and modes of public transport and measures to reduce car usage has been submitted to and agreed in writing by the local planning authority. The approved Travel Plan shall be fully implemented prior to first use of the development hereby approved and be maintained thereafter in perpetuity and shall be reviewed after 12 months of the development. For the first three years at the end of each calendar year a document setting out the monitoring of the effectiveness of the Travel Plan and setting out any proposed changes to the Plan to overcome any identified issues and timescales for doing so must be submitted to and approved in writing by the local planning authority. The agreed adjustments shall be implemented in accordance with the agreed conclusions and recommendations.

**Reason:** In the interests of sustainability, accessibility, highways efficiency and safety, residential amenity and general environmental quality in accordance with the National Planning Policy Framework (2018), Core Strategy (2007) Policies KP2, CP3 and CP4, Development Management Document (2015) Policy DM15, and Design and Townscape Guide (2009).

- 17** No development above ground level shall be undertaken, in accordance with the Drainage Statement (Ingleton Wood, July 2018, Document Ref: 111461), unless and until detailed design of a surface water drainage scheme incorporating the following measures has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details prior to the first use of the development hereby approved. The scheme shall address the following matters:
- a.** Provide an assessment of suitability for infiltration, accounting for the presence of constraints on infiltration SuDS, drainage potential, and the potential for ground instability or contamination as a result of infiltration. The applicant needs to include evidence that infiltration testing has been undertaken for the site and that they are compliant with BRE365 guidance.
  - b.** Provide evidence that they have contacted the relevant third party landowner to seek permission to cross their land to discharge runoff direct to the watercourse.
  - c.** Provide confirmation of the existing runoff rates for the 1 in 1 year, 1 in 30

- year and 1 in 100 year storm events and Greenfield runoff rates for the site.
- d. Provide evidence demonstrating that surface water runoff retention on site has been maximised for the 1 in 100 year plus climate change storm event to achieve an overall discharge from the site as close as possible to greenfield runoff rate. A robust justification of the proposed drainage arrangement shall be provided if a reduced discharge rate is not considered to be feasible. The applicable climate change allowance is subject to agreement from the LPA on the proposed design life of 50 years for the development.
  - e. Provide MicroDrainage calculations to demonstrate the hydraulic performance of the entire network, including the proposed pipe network, for the 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change.
  - f. Provide a plan illustrating the conveyance and exceedance flow routes for storm events exceeding the 1 in 100 year plus allowance for climate change.
  - g. Provide an updated drainage layout plan indicating the dimensions, storage volumes, pipe sizes and gradients, manhole cover and invert levels, proposed discharge rates, flow controls and final discharge connection in accordance with the submitted calculations. Engineering plans should be provided for each of the SuDS and critical drainage elements, including the flow control features.
  - h. Provide information on the management of health and safety risks in relation to feature design.
  - i. Provide system valuation (including capital costs, operation and maintenance costs, cost contributions) and a demonstration of long term economic viability.
  - j. Provide evidence of consent from Anglian Water to discharge at the proposed rate and connection point (if it is not possible to seek agreement to cross third party land to discharge direct to watercourse).
  - k. Provide a method statement regarding the management of surface water runoff during the construction phase of the project.
  - l. Provide an updated site specific maintenance plan to ensure the frequency of the flow control maintenance is suitable given the size of the proposed orifice plates.

**Reason:** To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development and to prevent environmental and amenity problems arising from flooding in accordance with Policies KP2 and CP4 of the Core Strategy (2007) and Policy DM2 of the Development Management Document (2015).

- 18** No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the local planning authority. No hard-standing areas are to be constructed until and unless the works have been carried out in accordance with the strategy.

**Reason:** To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development and to prevent environmental and amenity problems arising from flooding in accordance with Policies KP2 and CP4 of the Core Strategy (2007) and Policy DM2 of the Development Management Document (2015).



The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.

### **Informatives**

- 01** Community Infrastructure Levy Liability Notice (CIL Regulation 65):- You are advised that in this instance the chargeable amount for the Community Infrastructure Levy (CIL) has been calculated as zero due to the specific nature of the use. However, should the nature of the use change then you are advised to contact the planning department to discuss the requirement for planning permission and CIL liability.
- 02** You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council may seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the Borough.
- 03** Anglian Water has assets close to or crossing the site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within wither prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991, or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before the development can commence.
- 04** Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991, Contact Development Services Team 0345 606 6087.
- 05** It is highly likely that there are gas services and associated apparatus in the vicinity. Works on private land must not infringe Cadent and/or National Grid's legal rights. You must verify and establish the actual position of mains, pipes, cables, services and other apparatus before any activities are undertaken.