



PLANNING COMMITTEE: 29th September 2015
DIRECTORATE: Regeneration, Enterprise and Planning
DIRECTOR: Steven Boyes

N/2015/0334: Erection of a two storey new primary school with external play areas and car park at Malcolm Arnold Academy, Trinity Avenue

WARD: Trinity

APPLICANT: Mr Gary McGinty
AGENT: Gotch, Saunders and SurrIDGE

REFERRED BY: Cllr J. Birch
REASON: Impact on traffic congestion and safety of existing and proposed pupils

DEPARTURE: No

APPLICATION FOR DETERMINATION:

1. RECOMMENDATION

1.1 **APPROVAL IN PRINCIPLE** subject to conditions as set out below and for the following reason :

The proposed development would result in the satisfactory reuse of this previously developed site on account of the proposal representing a sustainable development that would address the established need for primary schools within Northampton. The proposed development would be of a satisfactory scale and design and would not unduly impact on the character and appearance of the area. With the proposed mitigation measures, the proposal would not adversely impact on highway safety. The proposal is therefore in compliance with the National Planning Policy Framework, Policies C2, E6, H2, S10, B7, INF1 and INF2 of the West Northamptonshire Joint Core Strategy and Policies E20, L2 and T22 of the Northampton Local Plan.

1.2 The completion of a Section 106 Legal Agreement to secure:

- i) improving pedestrian facilities on Trinity Avenue;
- ii) the upgrade of the signal control at the Trinity Avenue/St Georges Avenue junction; and

- iii) The Council's monitoring fee subject to the Director of Regeneration, Enterprise and Planning being satisfied the monitoring fee is necessary and of an appropriate scale.

1.3 It is also recommended that in the event of the Section 106 Legal Agreement not being completed within three calendar months of this Committee meeting, in addition to being able to grant planning permission as recommended above, the Director of Regeneration, Enterprise and Planning be given delegated authority to either refuse or finally dispose of the application (at his discretion) on account that the necessary mitigation measures have not been secured in order to make the proposal acceptable in line with the requirements of Policies INF1 and INF2 of the West Northamptonshire Joint Core Strategy and the National Planning Policy Framework.

2. THE PROPOSAL

2.1 The application seeks planning permission to erect a new primary school within the grounds of the Malcolm Arnold Academy (MAA) a secondary school located on Trinity Avenue. The proposed school will be a 2 form entry primary school for 420 pupils aged 4 -11 years. The proposal is for the erection of a two storey building with hard and soft play areas, car parking for 32 cars and an area of landscaping.

2.2 The application is supported by:

- Acoustic Design Report
- Ground Investigation Survey
- Sub Site Survey and Topography
- Tree Survey and Arboricultural Method Statement
- Ecological Appraisal
- Transport Assessment and Travel Plan

2.3 A public consultation event was undertaken by the applicant's agent prior to the submission of the planning application. A public consultation report collating feedback from the event has been submitted.

3. SITE DESCRIPTION

3.1 The site is approximately 0.83 hectare in size and is located on the west side of Trinity Avenue and forms part of the Malcolm Arnold Academy. The site lies to the south of the existing secondary school building and consists of a grassed area and hardstanding. To the south and west of the site are buildings forming Northampton University. To the east of the site on the opposite side of Trinity Avenue are residential properties and Bethany Homestead. Also located on Trinity Avenue to the north east of the site is Fairfield School.

4. BACKGROUND

4.1 The proposed application site is located within the site of Malcolm Arnold Academy Secondary School. In 2005 Northamptonshire County Council granted consent for the demolition of school buildings (Trinity Upper School) and the new build of a school (formerly Unity College, now Malcolm Arnold Academy). The application site was originally occupied by buildings used by the school prior to its demolition. The buildings comprised a swimming pool and a teaching block (the

Pearson Building) dating from the 1960s. These buildings were demolished in around 2012.

- 4.2 Malcolm Arnold Prep School (MAPS) opened in September 2014 operating from classrooms within Malcolm Arnold Academy (MAA). 60 reception pupils were accommodated and another 60 pupils joined in September 2015. It is proposed that 60 pupils will join in each forthcoming year until the school fills its capacity of 420 pupils. Whilst the school will operate from the Malcolm Arnold Academy for the next academic year, it does not have the physical space available to sustain this situation. The application for the erection of the school's own premises has therefore been submitted.

4.3 RELEVANT PLANNING HISTORY

N/2014/0634 – Erection of 2no. temporary portacabins - Approved subject to conditions.

72/1080 – Construction of a swimming pool - Deemed granted.

5. PLANNING POLICY

5.1 Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted West Northamptonshire Joint Core Strategy (2014) and Northampton Local Plan (1997) saved policies.

5.2 National Policies

The National Planning Policy Framework (NPPF) sets out the current aims and objectives for the planning system and how these should be applied. In delivering sustainable development, decisions should have regard to the mutually dependent social, economic and environmental roles of the planning system. The NPPF should be read as one complete document. However, the following sections are of particular relevance to this application:

Paragraph 17 states that planning decisions should

- seek to secure high quality design and a good standard of amenity for all existing and future occupiers
- take into account the different roles and character of different areas
- encourage the effective use of land by re-using land that has previously developed
- Manage growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are sustainable

- Deliver sufficient community and cultural facilities and services to meet local needs.

Paragraph 32 states that developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment and development should only be refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 34 states that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Paragraph 36 states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

Paragraph 56 strengthens the requirement for good design and states that it is important to plan positively for the achievement of high quality individual buildings and public and private spaces. A further consideration is paragraph 60 which states that planning decisions should not attempt to impose architectural styles or particular tastes.

Paragraph 61 requires that planning decisions address the connections between people and places and the integration of new developments with the environment.

Paragraph 72 states that the Government attaches great importance to ensuring 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 would widen choice in education and they should give great weight to the need to create, expand or alter schools.

5.3 **West Northamptonshire Joint Core Strategy (2014)**

The West Northamptonshire Joint Core Strategy (JCS) provides an up to date evidence base and considers the current Government requirements for plan making as it has been prepared in full conformity with the NPPF. Policies of particular relevance are:

SA – Presumption in favour of sustainable development – Local Authorities will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

C2 – New Developments – states that new development should maximise travel choice from non-car modes and should be supported by a transport assessment and travel plan.

E6 – Education, Skills and Training – states that the new educational facilities will be encouraged and should be developed at sites which are accessible by sustainable transport modes.

S10 – Sustainable Development Principles – requires high standards of sustainable design and accessibility.

BN7 – Flood Risk – development will comply with flood risk assessment and all new development will need to demonstrate that there is no increased risk of flooding.

BN9 – Planning for Pollution Control – proposals for new development will need to demonstrate that they minimise and reduce pollution issues.

INF1 – Approach to Infrastructure Requirements – requires that developments provide sufficient infrastructure to mitigate the impacts of development.

INF2 – Contributions to Infrastructure Requirements – requires a reliable mechanism for the provision of infrastructure.

5.4 **Northampton Local Plan 1997 (Saved Policies)**

Due to the age of the plan, the amount of weight that can be attributed to the aims and objectives of this document are diminished, however, the following policies are material to this application:

L2 – seeks to retain school sites for educational purposes.

E20 – states that new buildings should be of an appropriate design.

T22 – provision for suitable access and parking for people with disabilities.

5.5 **Supplementary Planning Documents**

Northamptonshire County Parking Standards SPG 2003
Planning out Crime in Northamptonshire SPG 2004

6. **CONSULTATIONS/ REPRESENTATIONS**

The application was advertised by site notice and press notice. In addition consultation with neighbours and consultees has been undertaken. Additional consultation has been carried out as further information has been submitted. The consultation period for the final round of re-consultation has not expired at the time of writing this report. Any further comments will be reported to Committee in the Addendum to this agenda.

Comments are summarised as follows:

- 6.1 **Arboricultural Officer (NBC)** – Original comments - There are no arboricultural reasons why this application should be refused. The Arboricultural Impact Assessment highlights that construction work is likely to affect above and below ground parts of the retained trees and highlights the requirement for adequate protection. The proposed tree protection measures are acceptable but should be installed before any construction work starts on site. Requests that a more detailed Arboricultural Method Statement is provided.

Following the submission of an updated Tree Survey the Arboricultural Officer confirms that the information is sufficient to ensure the protection of retained trees.

- 6.2 **Conservation (NBC)** – The new building has been designed to complement the existing school building using similar materials, form and bulk. Although it results

in a new building being located closer to the listed building this is unlikely to impact upon its setting which has already been compromised by other structures.

6.3 **Environment Agency** – Suggest conditions regarding contamination and details of mains foul water drainage.

6.4 **Public Protection (NBC)** – requests conditions regarding contamination and external sources of noise.

6.5 **Highway Authority (NCC)** – Original comments - Considers information submitted is inadequate and requires further information with regard to:

Potential trip generation, impacts on parking, the operation of the site access and locally affected junctions, safe access to and from the site for pedestrians.

Following the submission of additional information confirm they have no objection to the proposal subject to the imposition of conditions and a planning obligation towards improving pedestrian facilities on Trinity Avenue and the upgrade of the signal control for pedestrian/cycle crossing at St Georges Avenue/ Trinity Avenue junction.

6.6 **Sport England** – no comments to make.

6.7 **Urban Designer (NBC)** – The general siting, layout and orientation of the building is acceptable and would provide positive re-use of the existing site. Makes suggestions regarding community use of the building, signage, materials, landscaping and entrance to the building.

6.8 **Anglian Water Authority** – State that there is available capacity for foul drainage and sewerage.

6.9 **Northants Police** – external fence line does not comply with Secured by Design best practice guidance and should be replaced with a weld mesh fence. Makes recommendations regarding doors and windows, intruder alarms and car park lighting.

6.10 **Planning Policy (NBC)** – no objection. The framework clearly expresses the Governments aspiration to ensure choice of school places, whilst the JCS seeks to improve educational attainment. In the context of high local demand for primary school places, the need for additional facilities is understood. The development of a new educational facility at an established school site which is accessible via a range of sustainable modes of travel is likely to accord with Policy L2 of the Northampton Local Plan and Policy E6 of the West Northamptonshire Joint Core Strategy.

6.11 **NCC School Services** – support the application - consider that having its own premises built on the site of the existing school is the most practical and logical solution. All the pupils attending the school have been allocated spaces on the basis of proximity to their home address. If the school is required to find alternative accommodation it would cause large amounts of disruption to the early education of a significant number of pupils. MAPS offers an additional 60 places per year group within an area of Northampton that is heavily oversubscribed. At present capacity is extremely limited across the primary age-range and there are no places at all within the Foundation and Key Stage 1 phases. Without additional capacity provided by MAPS the County Council would

find it very difficult to fulfil its statutory responsibility of providing school places within this area of town.

- 6.12 **Councillor Jane Birch** – concerned about traffic congestion and safety of pupils – wishes to call the application in to be heard by the Planning Committee.
- 6.13 **Councillor Matthew Golby** (Cabinet member responsible for Education at NCC) – supports the application. States that school places are at a premium, especially in central Northampton and this proposal will go some way to meeting this need in an area with a very diverse population. Considers the school will work hard to mitigate any adverse impacts on the immediate community it serves. The school already has a significant amount of temporary accommodation of which the new school will replace with a high quality primary school facility.
- 6.14 **NCC Surface Water Drainage** – Originally objected to the proposal as it did not include a Flood Risk Assessment (FRA). Following the submission of a FRA remove objection and suggest conditions regarding the submission of a detailed surface water drainage scheme and maintenance scheme.

Representations

Letters of **support** have been received from **137 Kingsley Rd, 135 Colwyn Road, 19 Billing Road, 7 East Park Parade, 27 Murray Avenue, 63 Manfield Road, 14 Norfolk Street** expressing what a good standard of education is being provided by the school and the urgent need for suitable and permanent accommodation.

Objections have been received from the occupiers of **6, 8, 10, 12, 14, 22, 28, 38, 42, 44, 46, 52 and 78 Trinity Avenue, 110 Balfour Road** expressing concerns about:

- Increase in traffic congestion especially at peak times
- impact on parking
- safety of pupils, cyclists and other pedestrians
- insufficient parking on site
- state that drop off facility inadequate as young children need escorting to a classroom
- staff parking on street instead of using school car park
- no actions taken by the school to mitigate on street parking problems
- existing traffic calming ineffectual
- lack of adequate consultation
- loss of on street parking due to possible parking restrictions
- removal of stretch of hedgerow
- loss of habitats for nesting birds
- new pedestrian entrance unnecessary and potentially dangerous
- major objection to proposed highway improvements - requires improved consultation with residents
- note that none of the supporters live on Trinity Avenue and are therefore not directly affected

Following re-consultation on plans which included additional proposals for pedestrian/parking improvements further objections have been received due to lack of consultation with affected residents and highlighting additional concerns that will be created by the scheme. Whilst many accept the need for a new school

they consider better prepared proposals for pedestrian improvements should be made.

David Ross Education Trust – state that the building work planned for the preparatory school is essential to providing best education. The school has received an extremely favourable DfE free school monitoring visit. More suitable and permanent accommodation would enhance provision even further.

Peterborough Diocese Board of Education – states that the school has made an excellent start in temporary accommodation and that as the school grows it urgently requires its own facilities. States the Primary School places are much needed in Northampton and that MAPS is providing high quality education with a Christian ethos.

Deputy Head of Malcolm Arnold Academy – States that it is vital that that MAPS should get its own building as soon as possible to allow it to expand the excellent educational work and school community it has already begun to develop. Note concerns over traffic and wish to assure neighbours and the Council that they are strongly committed to minimising any potential impacts. State that they liaise and co-ordinate activities and start/finish times to reduce disruption.

Head Teacher of Malcolm Arnold Prep School – submitted a letter asking to consider views of parents and pupils of the school who emphasise the quality of education that their children are receiving. Letter was supported by letters and a signed document with signatures of 65 parents.

A further letter was received from the **Head Teacher** following a meeting she had with Cllr Birch to discuss residents' concerns. Stated that in response to the concerns that traffic/parking management measures have been implemented.

7. APPRAISAL

Principle of development

- 7.1 The National Planning Policy Framework attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The Framework states that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.
- 7.2 The West Northamptonshire Joint Core Strategy recognises the importance of raising educational achievement and the skills base within communities through supporting the development of West Northamptonshire's learning infrastructure (Objective 10). Policy E6 Education, Skills and Training, encourages the development of new educational facilities at sites which are accessible by sustainable transport modes.
- 7.3 The application site is located within an area formerly occupied by school buildings and within an area demarcated on the Northampton Local Plan Proposals Map as an existing School / College Site. The Northampton Local Plan saved Policy L2 seeks to retain school sites for education uses and is of particular relevance to the application. The application site will not result in the loss of playing fields and there are no objections from Sport England.

- 7.4 Northampton is experiencing an increase in the number of families with young children through a rising birth rate and high levels of in-migration. In addition, population increase as a result of strategic housing growth (as required by the JCS) is expected to further increase demand for primary school places. The need for additional primary education facilities is therefore acknowledged, along with the government's aspiration to ensure choice of school places (para. 72, NPPF).
- 7.5 The application site is accessible by sustainable modes including bus stops located nearby at George Avenue; some cycle connectivity via The Racecourse public open space and within walking distance of residential areas including Kingsthorpe, Queens Park, Spinney Hill, Kingsley and Semilong. The co-location of the neighbouring secondary school may also help to reduce journeys.

Design and Appearance

- 7.6 The proposed application site comprises an area of 0.83 hectare. The new school will be arranged on two floors with a gross internal floor area of 2,072 square metres. The new building has been set back from Trinity Avenue on the lower area of the site to provide the parking area to the front and allow the area of landscaping, and the majority of trees and hedge planting to the front of the site to be retained. Hard standing play areas will be located to the south east and south west of the building.
- 7.7 The proposed school building will be two storeys high and mainly flat roofed. The highest element is the main hall which will have a sloping metal roof. This higher element breaks the horizontal of the elevations and creates a focal point at the eastern end of the building. The kitchen which adjoins the hall will be single storey with a parapet roof designed to screen rooftop plant. To the rear of the building a canopy will provide sheltered external play space for the reception classrooms.
- 7.8 The proposed building will complement the MAA and will be built of similar materials. It will be red brick with a white render upper floor designed to echo the upper panels on the MAA. The main hall roof will consist of standing seam aluminium, again to match the adjacent school building. Coloured render will be used above the main entrance to create a focal point. The design of external areas and school signage will ensure that the public entrance is highly visible. In view of these details it is considered that the design of the building is acceptable.

Trees and Ecology

- 7.9 There are a number of mature trees and a hedgerow on the site. A tree survey was submitted with the application and identified six trees to be removed and how retained trees will be protected during construction. The Arboricultural Officer has been consulted and considers the number of tree removals is acceptable. Five of the trees are graded poor or low quality and the sixth is moderate quality. It would appear that the overall layout has been designed around the good quality trees. Whilst the Arboricultural Officer advised that there was no arboricultural reason why the application should be refused, he requested that a more detailed Method Statement be submitted. This has since been submitted and the Arboricultural Officer is satisfied that tree protection measures are acceptable.

- 7.10 The front boundary of the site is currently enclosed by a black metal fence and a mature hedge almost 60 metres in length. Whilst the majority of this element will be retained it is proposed that a 4 metre section of the hedge will be removed to install a new gate which will serve a new pedestrian entrance. The ecological appraisal submitted with the application identified the hedge as a box hedge which is not classified as important under the Hedgerow Regulations 1997 or as a Habitat of Principal Importance under Section 41 of the Natural Environment and Rural Communities Act 2006. Furthermore the report states that trees and hedgerows on site provide limited bird nesting opportunities for breeding. The new pedestrian entrance was added to the proposal to overcome concerns regarding Highway Safety. Whilst an objection has been received regarding the loss of the hedge it is considered that the positive impact on highway safety outweigh the concerns regarding the loss of hedge in this instance.
- 7.11 The submitted ecological appraisal has indicated that one tree displayed features with bat roost potential. It was noted however that this tree is to be retained and therefore any bats potentially roosting will not be directly impacted by the proposed development. No badger setts were identified on site although there was evidence of badger foraging on the site. No amphibians were identified on the site. The habitats on site are not considered to be critical to any one species taking into account the availability of similar habitat within the surrounding area. As a consequence of this it is considered that the redevelopment of the site would not pose any undue adverse impacts on ecology.

Impact on neighbouring properties

- 7.12 The proposed new building has been set back 40 – 50 metres from Trinity Avenue. As stated above the proposal will retain landscaping and the majority of trees and hedge planting to the front of the site. It is not considered that development of the site will result in a significant loss of light, outlook and privacy to neighbouring properties.
- 7.13 It is accepted that the carrying out of the development is likely to create some noise and disturbance during construction works. In order to counteract this, a condition is recommended requiring the submission of a Construction Environment Management Plan (CEMP) prior to the carrying out of any development. This plan would cover, but would not be limited to, matters such as the hours during which building works would take place, strategies for suppressing dust and noise and facilities for washing the wheels of construction vehicles.
- 7.14 Environmental Health Officers have not raised any concerns regarding air quality but have concerns about the level of noise from external sources. They have requested that this is further assessed prior to development.
- 7.15 The main impact of the proposal on neighbouring residents will be from the increase in vehicles and the impact on traffic congestion and parking. This aspect is covered below.

Highway Impacts

- 7.16 The vehicle entrance to the site will be via the existing access, off the one way MAA access road from Trinity Avenue. The MAPS car park has been planned to provide a one way loop providing access to staff and visitor parking and the delivery drop off bay. The provision of a separate entrance gate in this location

avoids the need for pedestrians arriving/leaving the school to cross over with vehicles. Following concerns from residents a second pedestrian entrance has been introduced to the south of the site to allow parents travelling on foot from the south to enter the site without having to pass large trees at the southern end of Trinity Avenue and the associated narrower sections of footway.

- 7.17 A transport assessment and travel plan was submitted with the application however the Highway Authority stated that it was not sufficient to fully assess the traffic and travel impacts of the proposal and requested further information. It also became apparent at this stage that there was strong opposition to the scheme due to the detrimental traffic impacts already encountered by neighbouring residents at peak school times. Their concern was that this situation would be exacerbated by the introduction of a new school with increased traffic and parking demand and increased highway danger for pupils, cyclists, pedestrians and nearby residents and the local Councillor was contacted who requested that the application be referred to Committee for consideration.
- 7.18 The applicant engaged a traffic consultant and further surveys were carried out following consultation with the NCC Highway Engineer. Following submission of a further traffic assessment and proposals the Highway Engineer has indicated that he does not object to the proposal subject to conditions and mitigation measures being carried out. Mitigation includes the upgrade of traffic controls for the pedestrian/cycle crossing at Trinity Avenue/St Georges Avenue, improvements to the roundabout junction at Trinity Avenue/Stanhope Road/Kingsley Road and pedestrian improvements in the vicinity of the proposed school. In addition "drop off" parking bays are proposed to be provided within the new car park and an additional 8 new car parking spaces are to be created within the existing MAA car park.
- 7.19 A public meeting was arranged by the local Councillor and attended by representatives of the school, traffic consultants, County Highways and the Planning Officer to explain the proposals. Proposals to introduce a pedestrian crossing and restricted parking bays were considered by residents to create further traffic problems. In addition objections have been received about the lack of public consultation on the proposed crossing in the vicinity of the school itself.
- 7.20 It is acknowledged that the proposal will attract additional traffic to Trinity Avenue. However it has to be recognised that subject to mitigation being carried out, the Highway Authority has no objection to the proposals and considered that the proposed development would not lead to highway safety problems. It is also recognised that the majority of objectors do not object to the actual school building but to an already unacceptable traffic situation. In the circumstances a condition is recommended (Condition 11) for a further scheme for highway/pedestrian improvements to be submitted and approved. This would provide the opportunity for further consultation with residents regarding how highway improvements could be met in a satisfactory manner. In addition, a S106 agreement would be required to secure all necessary highway improvement works to make the proposal acceptable in highway safety terms.

Legal Agreement

- 7.21 The Local Highway Authority has requested financial contributions towards the improving pedestrian facilities on Trinity Avenue and the upgrade of the signal control at the Trinity Avenue/St Georges Avenue junction. The proposed works

could be secured via a S106 agreement including any associated Traffic Regulation Orders.

Security and Crime Prevention

- 7.22 The Crime Prevention Officer has made suggestions to improve security to the building after hours. Plans have already been submitted indicating that wall mounted lights and CCTV cameras will be attached to the building and a column mounted CCTV camera and light will be erected in the car park. A condition requiring further details regarding lighting, alarms, doors and windows is considered necessary to secure these aspects.

8. CONCLUSION

- 8.1 Overall, considering the Development Plan Policies and additional supporting information it is reasonable to conclude that the proposed development is acceptable, subject to safeguarding conditions and S106 agreement to make financial contributions and secure highway improvements works. The proposed development represents the sustainable use of this previously developed site. It reflects the character of the adjacent school building and would contribute towards the need for primary schools within Northampton.

9. CONDITIONS

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the attached schedule of approved plans.

Reason: For the avoidance of doubt and to ensure conformity with the Planning Application.

3. In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with the advice contained in the National Planning Policy Framework.

4. Before the development hereby permitted commences a scheme shall be agreed with the Local Planning Authority that specifies the external sources of noise on the site and the provisions to be made for its control. The scheme agreed shall be implemented prior to the development coming into use and the applicant shall demonstrate that the scheme agreed has achieved its design criteria. The scheme agreed and implemented shall be agreed thereafter.

Reason: In the interests of the amenity of adjoining occupiers in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy. This condition is required in order to adequately protect neighbouring amenity.

5. Prior to the commencement of the development, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with approved CEMP, which shall include:
- The control of noise and dust during the development process;
 - Traffic management and signage during construction;
 - Enclosure of phase or sub-phase development sites;
 - Provision for all site operatives, visitors and construction vehicles loading, parking and turning within the site during the construction period;
 - Arrangements during the construction period to minimise the deposit of mud and other debris on to the adjacent highway;
 - The safe means of access of construction traffic to the site;
 - Routing agreement for construction traffic;
 - Hours of operation of building works; and
 - Waste Management Strategy to minimise and deal with construction waste.

Reason: In the interests of securing a satisfactory impact upon the highways system and neighbour amenity in accordance with the requirements of the National Planning Policy Framework. This condition is required in order to adequately protect neighbouring and highway amenity.

6. Details and/or samples of all proposed external facing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that the development will harmonise with its surroundings in accordance with Policy E20 of the Northampton Local Plan.

7. All vehicle parking spaces, access roads, circulation space and footways shall be fully implemented in accordance with the submitted details prior to the first use of the development hereby permitted and retained for their designated use throughout the life of the development.

Reason: In the interests of securing a satisfactory standard of development in terms of highway safety, in accordance with the requirements of the National Planning Policy Framework.

8. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of hard and soft landscaping, including surface treatments for roads and parking areas for the proposed development. The scheme shall include indications of all existing trees and hedgerows on the land and details of any to be retained.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan. This condition is required in order to ensure that these issues are adequately addressed in a timely manner.

9. All planting, seeding or turfing comprised in the details of landscaping approved shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and which shall be maintained for a period of five years; such maintenance to include the replacement in the current or nearest planting season whichever is the sooner or shrubs that may die are removed or become seriously damaged or diseased with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

10. Unless otherwise agreed in writing no development shall take place until full engineering, drainage and constructional details of the highway works currently shown indicatively on plan ref. 616417/SK07 Rev A appended to the July 2015 report have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details, be fully implemented prior to the first occupation of the development hereby permitted and retained thereafter.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework. This condition is required in order to ensure that the provisions of such infrastructure in a timely manner.

11. Notwithstanding the submitted information no development shall take place until a scheme for improving pedestrian facilities on Trinity Avenue have been submitted to and approved by the Local Planning Authority and thereafter fully implemented prior to the occupation of the building hereby approved.

Reason: In the interests of securing a satisfactory standard of development in terms of highway safety, in accordance with the requirements of the National Planning Policy Framework. This condition is required in order to ensure that the provisions of such infrastructure in a timely manner.

12. No part of the development shall be occupied until the works outlined on plan ref. 616417/SK07 Rev A and subsequently agreed in detail, subject to any changes arising from the appropriate technical and safety audit process, have been constructed on site and opened to traffic.

Reason: In the interests of highway and pedestrian safety in accordance with the National Planning Policy Framework. This condition is required in order to ensure that the provisions of such infrastructure in a timely manner.

13. No part of the development shall be occupied until the footway link shown on external works plan ref. 90/01 rev D has been constructed and opened for use.

Reason: In the interests of highway safety in accordance with the National Planning Policy Framework. This condition is required in order to ensure that the provisions of such infrastructure in a timely manner.

14. No part of the development shall be occupied until a Draft Travel Plan has been submitted to the Local Planning Authority for agreement in writing to include details of proposed measures to encourage sustainable trips to and from the site and measures to actively manage and control car parking both within the site and on street. This should include proposals for the shared use of the current pick

up/drop off bays associated with the current Malcolm Arnold Secondary School site to help minimise on street parking demands. The Draft Travel Plan should also set out the proposed monitoring and management proposals for the on-going delivery of the travel plan.

Reason: In the interests of promoting more sustainable means of travel in accordance with the requirements of the National Planning Policy Framework.

15. Within 3 months of first occupation the Draft Travel Plan shall be updated to provide a full Travel Plan, including an initial staff and pupil travel survey, to be submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of promoting more sustainable means of travel in accordance with the requirements of the National Planning Policy Framework.

16. An annual Travel Plan and Parking Monitoring report shall be carried out for no less than 5 years from the first occupation of the school site and submitted to the Local Planning Authority for review.

Reason: In the interests of promoting more sustainable means of travel in accordance with the requirements of the National Planning Policy Framework.

17. No building works which comprise the erection of a building required to be served by water services shall be undertaken in connection with any phase of the development hereby permitted until full details of a scheme including phasing, for the provision of mains foul sewage infrastructure on and off site has been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure in accordance with the requirements of the National Planning Policy Framework.

18. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

The details for the inputs such as pipeline and manhole schedules. A results of full WinDES modelling or similar, simulating storms through the whole drainage system, with results of critical storms, demonstrating that there is no surging of the system for the 1 in 1 year storm. No flooding of the site for the 1 in 30 year storm, and that any above ground flooding for the 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.

Reason: To reduce the risk of flooding both on and off site in accordance with the requirements of the National Planning Policy Framework. This condition is required in order to ensure that these issues are adequately addressed in a timely manner.

19. No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by Local Planning Authority and the maintenance plans shall be carried out thereafter.

Reason: To ensure the future maintenance of drainage systems associated with the development and reduce the risk of flooding both on and off site in accordance with the requirements of the National Planning Policy Framework. This condition is required in order to ensure that these issues are adequately addressed in a timely manner.

20. Notwithstanding the details submitted, full details of facilities for the secure and covered parking of bicycles shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and fully implemented prior to the development being first brought into use and retained thereafter.

Reason: To ensure the provision of adequate facilities in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

21. The development hereby permitted shall be carried out in accordance with the recommendations contained within paragraphs 4.4.4 and 4.4.9 of the submitted ecological appraisal dated December 2014, details of which shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development.

Reason: In the interests of securing a satisfactory standard of development in accordance with the requirements of the National Planning Policy Framework. This condition is required in order to ensure that these issues are adequately addressed in a timely manner.

22. The erection of fencing for the protection of any retained tree shall be undertaken in accordance approved Tree Survey dated July 2015 before any equipment, machinery or materials are brought onto the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area no alteration shall be made to the existing ground levels, no excavations shall be made, no vehicles shall be driven nor plant sited, no materials shall be stored and no bonfires shall be lit.

Reason: In order to ensure adequate protection of existing trees on the site in the interests of achieving a satisfactory standard of development and maintaining the amenity of the locality in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

23. Notwithstanding the details submitted full details of external lighting and intruder alarms shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the of the development hereby permitted. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of securing a satisfactory standard of development in accordance with the requirements of Local Plan Policy E40.

24. The standard of external doors and ground floor windows shall be made to secure standards certificated to BSPAS24:2012 or equivalent, details to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted.

Reason: In the interests of securing a satisfactory standard of development in accordance with the requirements of S10 of the West Northamptonshire Joint Core Strategy.

10. BACKGROUND PAPERS

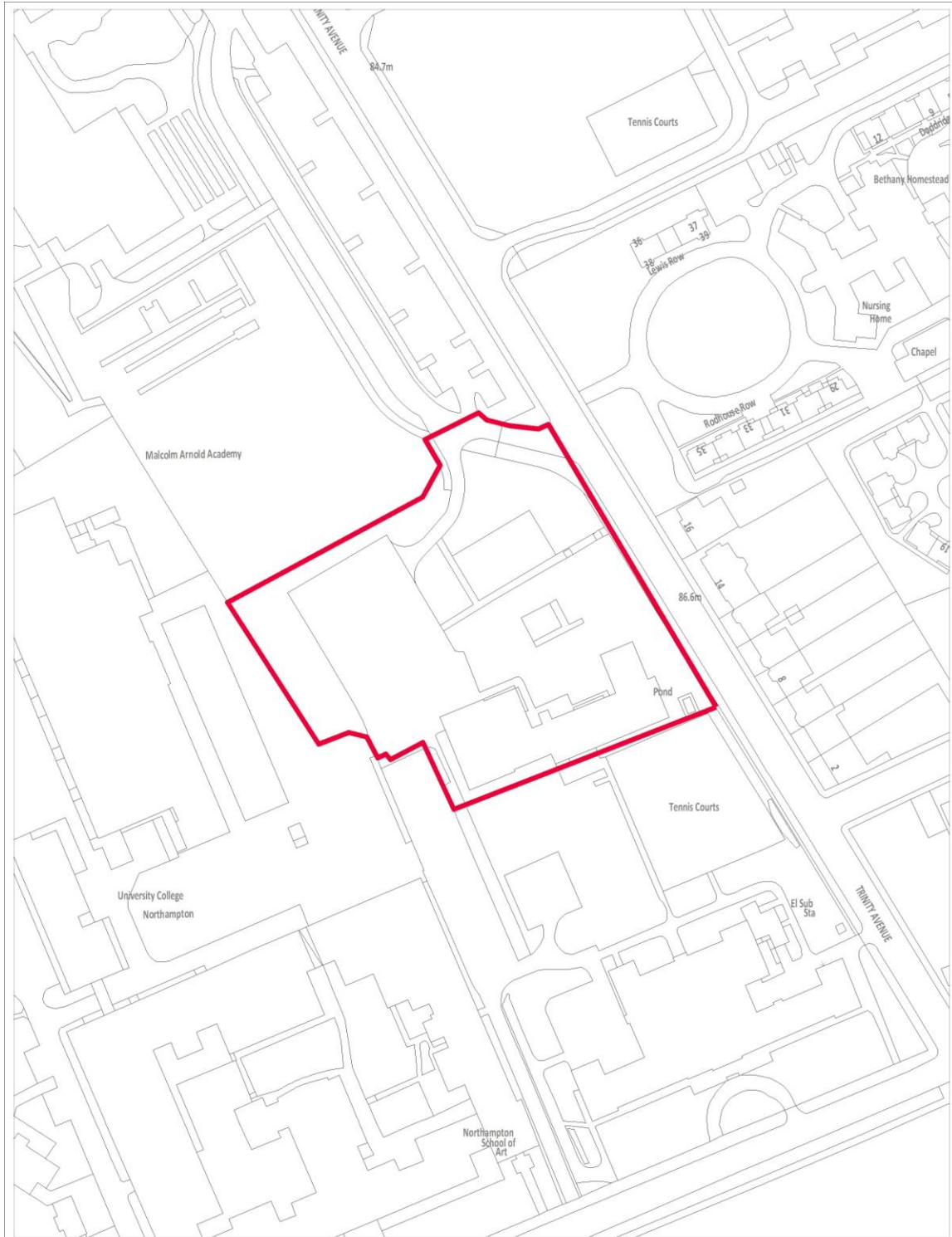
- 10.1 N/2015/0334.

11. LEGAL IMPLICATIONS

- 11.1 None.

12. SUMMARY AND LINKS TO CORPORATE PLAN

- 12.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.



Name: Site Location Plan
Date: 26th August 2015
Scale: 1:1250
Dept: Planning
Project: Planning Committee

Title
Malcom Arnold Academy Sch, Trinity Avenue

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