
Ref 2021/1631

Applicant: Bowmer and Kirkland (on behalf of the Secretary of State for Education)

Proposal: Erection of a new secondary school with associated sports block, sports pitches, hard and soft landscaping, access, parking and drainage

Site Address: Land off Keresforth Close, Barnsley

10.No Objections have been received by local residents.

Site Description

The site measures approximately 7.2Ha and consists of a brownfield, former NHS site to the North East of the site and a disused playing field to the South West. The site is bisected centrally by a public right of way. Mature hedges bound the majority of the site with exception of part of the Keresforth Close boundary. The northern boundary comprises a thicket of mature trees giving the impression of a wooded area. The site has an undulating topography with a 21m level difference from the western boundary to the eastern boundary.

The site is neighboured by housing to the East, primary schools and an existing sports facility to the North/North East, housing and flats off Keresforth Close to the North West and a school and housing opposite Broadway to the West.

Vehicular access to the site is off the A6133 Broadway via Keresforth Close which is served by an existing signalled junction.

The site is allocated for housing and green space under policy MU4, with an indicative number of 150 dwellings along with 3.25ha of greenspace (playing pitches).

Background

On the 18th of March 2020, Cabinet approved a report (Cab.18.3.20/18) recommending a free school as the preferred use for the Keresforth Close site (which was allocated as a mixed use site in the Local plan) and that the site be transferred to the Secretary of State for Housing, Communities and Local Government (DHCLG), subject to the necessary planning consents being achieved.

The approval of this recommendation was based on a requirement for a new secondary school in the central Barnsley area from September 2021 and in recognition of Trinity being identified by the DfE as the successful multi academy trust to provide a new secondary free school. Prior to Cabinet approving the recommendation, Trinity MAT and LocatED, in consultation with Council officers, concluded a comprehensive site search and identified this Keresforth Close site as the only site in the central planning area that meets with the requirements for a new secondary school.

Given the lead in times, including the need to obtain planning permission, it had already been recognised that a permanent school would not be available for use by September 2021 and so the DfE began working up a planning application for a temporary school which was approved by Planning Regulatory Board in February 2021 subject to conditions.

The temporary school was never built out as alternative accommodation was secured instead at Eastgate House, 9 Eastgate in Barnsley Town Centre.

In addition, a prior notification application was submitted to demolish the NHS buildings on the Keresforth Close site utilising the permitted development rights that are available to enable the demolition of existing undesignated buildings. Following the assessment of that application it was established that prior approval was not required for the method of demolition and restoration and the buildings have recently been demolished.

Proposed Development

The application seeks full planning permission for the erection of a new secondary school with associated sports block, sports pitches, hard and soft landscaping, access, parking and drainage.

The school would be a purpose built secondary free school. Trinity Academy St Edwards is already operating from temporary accommodation as set out in the background section above, but this proposal is for a permanent home to the school from September 2024. It would accommodate 900 pupils aged 11-16 when at capacity. Staff numbers are estimated at 90.

In addition to core education use, it is proposed to develop third party use of the internal and external facilities including the sports centre and external pitches, main hall, dining space, library & ICT facilities providing opportunities for community use.

The main school building would be located relatively centrally on the site set behind the playing pitches and be rectangular in shape with a flat roof. Accommodation would be provided over 3 floors (building height approximately 12.5m) and arranged around 2no. central, full height voids. The gross internal floor area over the 3 floors is 5,694m².

Adjacent to the main school building is a relatively square Sports hall building with a multi-level flat roof and floor space of circa 1,087m². The maximum building height would be approximately 10m.

Predominantly to the South of the site the external sports provision proposed includes 2no. 97m x 61m football pitches, a 7-a-side 61m x 43m pitch and a 106m x 70m synthetic turf pitch.

The proposed elevational treatments of both main school and sports centre have a traditional red-brown brickwork treatment to ground floor areas and upper floors are treated with a rainscreen cladding panel in stone grey. Colour is injected into the scheme by the selective use of red in window renewals to reflect the School's branding. The window and curtain wall framing is to be powder-coated aluminium with a neutral grey finish.

The existing boundaries around the site will be replaced by weldmesh fencing in a dark colour. The Public Right of Way running across the site will also be fenced off from the main school site with access gates through.

In the Southern tip of the site adjacent the site frontage with Broadway, an area has been excluded from the development site and would sit outside the school perimeter fencing. This area is for the use of the local residents as an amenity space.

Policy Context

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Local Plan was adopted by the Council in January 2019 and the Council has also adopted a series of Supplementary Planning Documents which are other material considerations.

The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

The site has a mixed-use allocation (MU4) in the Local Plan (residential and green space) and the proposal for a secondary school is therefore a departure and has been advertised as such. As well as site specific policy MU4, and the following policies are relevant:-

Local Plan

Policy SD1 - Presumption in favour of Sustainable Development

Policy I2 - Educational and Community Facilities

Policy GD1 – General Development

Policy T3 – New Development and Sustainable Travel

Policy T4 – New Development and Transport Safety

Policy D1 – Design

Policy GS1 – Green Space

Policy GS2 – Green Ways and Public Rights of Way

Policy CC1 – Climate Change

Policy CC2 – Sustainable Design and Construction

Policy BI01 – Biodiversity and Geodiversity

Policy Poll1 – Pollution Control and Protection

Policy RE1 – Low Carbon and Renewable Energy

SPD's

- Parking
- Residential Amenity and the Siting of new buildings
- Sustainable travel

Other

Sport England provide statutory planning guidance on developments which may affect playing fields. The latest version of the guidance was published in March 2018.

The Playing Fields policy states:

“Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

All or any part of a playing field, or

Land which has been used as a playing field and remains undeveloped, or

Land allocated for use as a playing field.

Unless, in the judgement of Sport England, the development as a whole, meets with one or more of five specific exemptions.”

NPPF

The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. For decision-taking this means:-

approving development proposals that accord with an up-to-date development plan without delay; or

where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraphs of relevance to this application include:

Para 7 - The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development.

Para 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Para 95 - notes 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 authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen 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 schools’ promoters to identify and resolve key planning issues before applications are submitted.

Para 99 - considers that existing open space, sports and recreational buildings and land, including playing fields should not be built on, unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Para 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 113 - requires all developments that generate significant amounts of movement to be supported by a Transport Assessment and a Travel Plan.

Para 120 (c) - Planning policies and decisions should:-

give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Para 126 - The creation of high-quality buildings, beautiful and sustainable 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.

NPPG

Conflicts between development plan policies adopted, approved or published at the same time must be considered in the light of all material considerations, including local priorities and needs, as guided by the National Planning Policy Framework.

The local planning authority may depart from development plan policy where material considerations indicate that the plan should not be followed

Policy Paper: Planning for School Development – Statement

“The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards. For instance, creating free schools remains one of the Government’s flagship policies, enabling parents, teachers, charities and faith organisations to use their new freedoms to establish state-funded schools and make a real difference in their communities. By increasing both the number of school places and the choice of state-funded schools, we can raise educational standards and so transform children’s lives by helping them to reach their full potential”.

“There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework”.

Status of the Cabinet Decision

The approval of the recommendations to cabinet within report Cab.18.3.20/18 represent another material consideration to be weighed against the site-specific local plan policy (MU4).

Consultations

Biodiversity – No objections following the receipt of additional information and subject to conditions.

Design Officer – No objections.

Drainage – No objections subject to conditions.

Education – Fully support the application.

Highways – No objections subject to conditions and mitigation measures.

National Highways – Initially issued a holding direction but following the submission of additional information removed the holding direction and offered no objections.

Pollution Control – No objections subject to conditions.

Public Rights of Way – No objections subject to an informative.

Sport England – No objections and provided guidance on design principles and layouts.

Superfast South Yorkshire – No objections

Tree Officer – No objections subject to conditions

The Coal Authority – No objections subject to conditions

Yorkshire Water – No objections subject to conditions

Ward Cllrs – Comments have been received from 2 Councillors. The main points raised are:-

- The highway infrastructure will become overwhelmed with vehicles
- Keresforth Close is a narrow road with limited capacity
- A comprehensive and realistic travel plan is required.
- Parking will take place in surrounding residential streets at pick up/drop off
- Air pollution and noise pollution will affect neighbouring residents
- The playing fields are disused due to lack of maintenance not due to lack of interest
- The sporting facilities need to be readily available for community use
- Potential long travel distances for pupils

Summary of representations

The application was advertised by way of 473 neighbour notification letters, site notice and Press Advert. 10 letters of objection have been received. The main points of concern are:

- The suitability of the site for a secondary school.
- Increase in traffic, especially at peak times, which would exacerbate existing problems and having a negative impact on surrounding road network and junctions.
- Keresforth Close is not adequate to accommodate such a large development.
- Insufficient pick up and drop off places leading to on street parking, including the Kingstone Grange Estate and reduced highway safety.
- Sufficient pedestrian crossings need to be in place.
- Views from Broadway into town would be reduced.
- Negative impact on trees.
- Further loss of Green Space following on from Penny Pie Park.
- Dog walkers who currently use the field will be unable to use the school grounds
- Increased noise and disturbance.
- Public need to be given affordable access to the on-site sporting facilities.
- Sufficient mature replacement landscaping needs to be incorporated.
- The orientation of windows in the school buildings should ensure privacy of local residents.
- The existing sports pitches were well used until the Council stopped maintaining them.
- Pupils would travel from outside the local area.
- Questions raised regarding the age of some of the supporting documents issues with the planning application.

Assessment

Principle of Development

The site is allocated for mixed use in the Local Plan comprising of residential use and greenspace with an indicative residential yield of 150 units. The proposal therefore represents a departure from the Local Plan in land use planning policy terms. However, the Policy statement – Planning for schools development states that there should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.

Paragraph 95 of the NPPF also notes that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting the requirement of there being a sufficient choice of school places available. Further to this, paragraph 95 also states Local Authorities should “*give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications*”.

Local Plan Policy I2 ‘Educational and Community Facilities’ states ‘we will support the provision of schools, educational facilities and other community facilities. New Schools...should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport. This is strongly the case given the locational credentials of the site in a central position within Urban Barnsley and the central education area adjacent to densely populated residential areas.

Furthermore, the Keresforth Close Barnsley – Free School Proposal Cabinet Report (March 2020) makes clear that the LPA approved the designation of the Keresforth Close site as suitable for a Free School and that the LPA would work with the DfE and Trinity Multi-Academy Trust to deliver the site, subject to planning permission.

Within both the Local Plan and National Policy there is considerable support for provision of a new school and given that an exercise has previously been undertaken to consider and discount alternative sites, this support attracts great weight in the decision making process.

When establishing the significance of losing the site as a mixed use allocation within an indicative yield of 150 units, it is important to note that this quantum of dwellings represents less than 0.7% of the 21,546 net additional homes anticipated during the period 2014 to 2033. In addition, when the Local Plan was being examined, the Council adopted a relatively cautious approach to our windfall allowance (i.e. the number of new homes anticipated to come forward on sites not allocated specifically for residential development). Such windfall development generally involves future brownfield development or conversion of buildings to residential use. The rationale for this conservative approach was in recognition of the fact that, inevitably, not all site allocations would come forward as per the indicative yields. Typically, this will be because landowners may change their minds and decide not to make their land available for residential use or because of constraints are subsequently identified that could not have been foreseen when the Local Plan was being examined. This conservative approach therefore means that, all things being equal, we should still be able to meet the anticipated new additional homes identified in the Local Plan even if sites such as MU4 do not provide the anticipated housing yield.

The provision of additional secondary school places will also help to accommodate future needs and this is of particular significance given the absence of alternative options (as demonstrated by the site selection process that informed the cabinet decision - ref: Cab.18.3.20/18). When considering housing delivery throughout the whole of the plan period, it would therefore be counter-productive to resist development of a secondary school on the basis that the site would no longer accommodate a relatively modest housing development (in the context of the overall plan target).

The site is also a predominantly brownfield site, especially where the school buildings and hard standings are proposed. Therefore, the development would represent the effective and efficient re-use of previously developed land on a central site that is located near to Barnsley Town Centre that is preferred to a greenfield or Green Belt site which would have to be explored as an alternative given the amount of land that would be required to accommodate a 900-place secondary school and the associated provisions including access and parking, playing pitches and perimeter fencing etc.

Local Plan Policy LG2 'The Location of Growth' states priority will be given to development in Urban Barnsley. That is because it is the most sustainable location in spatial policy terms. The site is located immediately adjacent to existing infrastructure and is within a sustainable location well positioned in relation to adjoining residential areas and Central Barnsley. Urban Barnsley is the location whereby far the largest number of new homes is due to be located and is the largest existing population centre where the school place demands are the highest. Substantial weight is afforded to the proposal being in accordance with local plan policy LG2, therefore.

Furthermore, by recycling derelict/vacant brownfield land in a relatively central and accessible part of Urban Barnsley the development is a form of sustainable development, which would improve the economic, social and environmental conditions in the area, in accordance with Local Plan Policy SD1 'Presumption in Favour of Sustainable Development'. In addition, paragraph 120 (c) states that substantial weight should be afforded to the value of using suitable brownfield land within settlements for homes and other identified needs.

Given the comments above, there is a compelling justification for the departure from Local Plan policy MU4 and the proposed use of the site for a new secondary school is considered to be acceptable in overall land use planning policy terms given the urgent need for additional secondary school places in the central education area, the level of compliance with other spatial and strategic local plan policies including LG1 'Location of Growth', SD1 'Presumption in favour of Sustainable Development, I2 Educational and Community Facilities which states that the provision of new schools will be supported. Furthermore, the policy support at national level is even more compelling taking into account the great weight that we are required to afford to the need to create schools (NPPF para 95), the support expressed within the Government's Planning for School Development policy in relation to the presumption in favour statement and the substantial weight that is afforded to the value of using suitable brownfield land for identified needs (NPPF 120 c).

Nevertheless, it is still necessary to consider the extent to which the proposal complies with other development plan policies as well as other material planning considerations. The findings in relation to those parts of the assessment is set out below:-

Design/Appearance

The proposed school consists of a main rectangular, multi storey teaching block with an adjacent square sports hall. The combined gross external floor areas of the new buildings equate to 7,050m², only an 8.6% increase over the previous buildings. Both proposed buildings are three storeys high but would sit relatively centrally within the site where development was previously located. This part of the site is lower than the vehicular access from Broadway to the South west and is screened behind the mature trees which run parallel to Broadway and the heavily-planted embankment which subdivides the site. Furthermore, the vast majority of the existing vegetation on the Northern boundaries would also be retained and enhanced. As such, the buildings are relatively well screened from public vantage points.

Where they are visible, they would be viewed in the context of the buildings along Keresforth Close, including the 3-storey block on the corner of Broadway and Keresforth Close. As such, the buildings, although within a relatively insular site, would not appear isolated.

In terms of materials, the elevational treatments intentionally draw upon the material palette within the immediate area with both the main school building and the sports hall having a traditional red-brown brickwork plinth to the ground floor areas. The upper floors consist of a rainscreen cladding panel in a stone grey colour. Colour and interest is injected into the design through hints of red around the windows which reflects the school branding. The remaining window and curtain wall framing is to be powder coated aluminium in a natural grey colour. A comprehensive electronic material sample board has been submitted alongside the application which is considered to be acceptable.

The scheme includes detailed landscaping proposals within the Design and Access Statement and the landscaping masterplan. This includes significant additional tree and shrub planting, soft and hard landscaping throughout the site, which result in a net loss of hardstanding areas compared with the existing arrangement, and as outlined in the Biodiversity Net Gain calculations, there would be an eventual increase in biodiversity across the site. Additionally, the proposed playing fields to the south of the site would be formalised with pitch markings and the provision of a synthetic turf pitch. This will improve the visual amenity of this part of the site, which has for several years been left overgrown and poorly managed.

It is acknowledged that there is a relatively large carpark providing 140 spaces. However, this is split into 2 sections with the pickup/drop off area to the West of the building and the main staff/visitor car park to the North of the building. The parking areas are a significant distance from public vantage points and also sit on the lower land level. The hard landscaping is also softened by the existing and proposed soft landscaping immediately adjacent to those areas as well as the trees and planters interspersed throughout the pick up and drop off area.

Residential Amenity

There are residential properties adjacent to the site. The closest being the dwellings to the North West off Keresforth Close. The proposed building would be located in a similar location as the existing buildings on the site and would be built on a lower level than the dwellings, there would also be a separation distance in excess of 50m. As such, the proposed buildings would not significantly increase overshadowing or be overbearing features, in accordance with Local Plan policy GD1 and SPD 'Residential amenity and the Siting of New Buildings'.

There are further residential properties to the West on Keresforth Court, to the East and South East on Raley Street and beyond Broadway on the Kingstone Grange Estate. However, these properties are over 100m, 120m and 200m respectively from the proposed school buildings. Furthermore, there is mature landscaping and trees around the site boundaries, which are to be largely retained and enhanced, that aids to separate the development from the surrounding residents.

A 900 pupil secondary school would inevitably result in some noise and disturbance, especially during pick up/drop off times as well as break times. However, this needs to be considered in the context of the site previously including noise generating uses.

A Noise Impact Assessment has been submitted alongside the application which predominantly focuses on the external plant associated with the school buildings and the use of the MUGA and playing fields beyond the school hours. The report concludes that the noise generated would be less than 3dB above background, which is imperceptible levels. The Council's Regulatory Services Officer has been consulted on the application and has not raised objection.

Limited information has been submitted regarding the external lighting for the school buildings, the playing pitch provision and the site as a whole, as such, a suitably worded condition is recommended.

Highway's considerations

Access to the proposed school would be from Keresforth Close which is directly accessed from the A6133 Broadway via a signalled junction. The road would lead directly to the school car park and pick up/drop off point and will be the principal access by all travel modes. Pedestrians and cyclists will enter adjacent to the vehicular access. A designated gated entry point would be provided directing pedestrians and cyclists to the main entrance of the school building and cycle parking, away from vehicular activity. This point of access would be used by pupils, staff and visitors.

The school would be provided with 140 parking spaces, including 7 disabled spaces, 10 EV spaces and 7 minibus spaces. This includes also includes space for cars to drop-off / pick up (assessed further below), in the westernmost car parking area. The proposed level of car parking exceeds the standard prescribed in SPD 'Parking' with a view to meeting the anticipated demand generated by the school operator, but more importantly to ensure that school related parking does not 'overspill' onto the public highway. The school would be provided with a total of 32 cycle parking spaces at the outset of the development. This is to comply with the requirements of the SPD of 1 long-term space per 10-30 pupils and 1 long-term space per 40 staff. The spaces would be located between the main school building and the sports block.

Keresforth Close is currently a private road serving the former NHS facility and a number of residential dwellings. A previous application for the conversion of the disused NHS accommodation into dwellings was acknowledged by the Highways Officer as acceptable in principle noting that a future direct connection to the adopted highway would be required. Given the nature of this proposal, it is considered that there is sufficient public utility to warrant Keresforth Close to be brought up to adoptable standards and subsequently adopted. To this end, an indicative general arrangement plan has been agreed to be taken forward to detailed design through the technical approvals process which would include full independent Road Safety Audits to be undertaken and agreed by the Local Highway Authority. The full details of these works would be conditioned and incorporated into future highways agreements.

During the course of the application significant modelling work and local junction assessments have taken place, especially following the opening of Penny Pie Park gyratory. 10 key junctions were identified as requiring assessment in addition to the gyratory. This information and capacity assessments has been assessed by the Councils Highways and Traffic Signals Team and has highlighted junctions/signals requiring mitigation/improvement works.

The package of mitigation measures includes, the introduction of signalised pedestrian facilities across the Keresforth Close arm of the A6133 / Keresforth Close / Assembly Way junction, introduction of (Microprocessor Optimised Vehicle Actuation) MOVA to the Keresforth Close/A6133/Assembly Way junction (including associated assessment to determine if right turn filter is required), introduction of MOVA to the Keresforth Hill/A6133 junction and upgrade of pedestrian facilities at Keresforth Hill/A6133 junction to nearside aspect. These mitigation measures are proposed to be conditioned.

National Highways also initially issued a holding direction to fully investigate the impact of the school on junction 37 of the M1 and the Strategic Highway Network. However, following on from the submission of additional data described above surrounding modal split, pupil trip distribution and junction 37 capacity analysis demonstrated in the TA, TAA and technical note, that holding direction was withdrawn. In their final response they raised no objections to the proposed school

subject to a condition requesting a full Travel Plan being submitted and approved prior to occupation.

A Transport Assessment ('TA') and subsequent Transport Assessment Addendum (TAA) and Technical Note has been submitted with the application. The TA and TAA establishes that the site is well located in terms of proximity to frequent public transport services and established pedestrian/cycle routes which provide alternative travel opportunities for pupils and staff than private car journeys.

A Framework Travel Plan, which is committed to minimising traffic generation particularly by private cars, by both staff and pupils of the school, has also been submitted with the application. The Travel Plan is proposed to be implemented by the School with an appointed Travel Plan Coordinator, who will liaise with the Council to seek to reduce traffic levels associated with the school by encouraging public transport use, cycling and walking. Again the Travel Plan would need to be conditioned.

Concerns were initially raised by Highways regarding the proposed 36no. drop off and pick up spaces given the nature of the access and surrounding road network. However, further information has been presented regarding highway safety and operational concerns including a revised quantum of pick up and drop off spaces (62 spaces) together with an evidence base to justify its suitability. In addition, a car park management plan (traffic management plan) has been prepared by Trinity Academy in order to manage the movement of pupils and visitors to the site together with proposals for monitoring, review and future collaborative working with BMBC in order to mitigate impacts on the public highway associated with school related trips.

The revised quantum of pick up and drop off spaces provides for an additional 26 spaces over that originally proposed. This revised total of 62 spaces provides capacity to enable each space to "turn over" 3 times within a 15minute period rather than the original proposal of 4-5 times based on the provision of 36 spaces.

The evidence base provided is founded on a number of school sites identifying the ratio of pick up / drop off spaces to the number of peak period pupil based trips by car. This ratio has been compared against the level of pick up and drop off spaces for Trinity Academy in order to determine the appropriateness of the revised proposal. Of those sites where pick up and drop off spaces have been provided the average ratio of spaces per pupil based trip by car is shown to be 1:6.3 compared to the ratio of 1:3.7 for Trinity Academy (discounted for pre and post school activities). Indeed, the proposed ratio is in excess of that presented for 6 of the 8 sites studied.

The evidence base suggests that the provision of 37 spaces would be suitable to accommodate demand, therefore, the 62 spaces proposed will be more than capable of accommodating the volume of pick up and drop off trips likely to be generated by the development. On this basis and supported by a conditioned traffic management plan, the technical note concludes that the pick up and drop off proposals will not result in highway safety issues or residual operational impacts on the surrounding road network.

Therefore, on the basis of what has been presented, the revised quantum of pick up and drop off spaces is accepted, subject to the traffic management plan being secured by condition to any future planning approval for this site.

Highway's considerations summary

NPPF Paragraph 109 states '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

It should also be noted that this site was allocated for a mixed-use development (MU4), including up to 150 dwellings during the local plan process, as such, it has been identified that development in and around this site, including traffic generating schemes, is acceptable in principle.

Significant work has taken place throughout the course of the application to gain the required information regarding scoping, pupil trip generation, pupil trip distribution, junction capacity assessments, signalling, modelling, collision analysis etc. Following on from the receipt and analysis of this information, overall it is considered that, subject to suitably worded conditions and mitigation, the proposed development can be accommodated within the strategic highway network without significant impacts upon highway safety, traffic generation or parking stress in the local area. It is therefore considered that the proposed development is acceptable in respect of highways and access matters, in accordance with the NPPF and Local Plan Policies I2, GD1, T3 and T4.

Other Matters

Loss of Playing pitches/Greenspace

The majority of the proposed new school including the sports hall and MUGA are on the site of existing buildings (which will be demolished) and do not encroach onto the existing playing field. Furthermore, the proposed school would bring the existing playing field back into use for pitch sport and this is welcomed by Sport England. This is particularly so as the artificial grass pitch would help address a shortfall in AGPs within the central/eastern area of the borough, as set out in the 2018 Barnsley Local Football Facility Plan.

Sport England have therefore raised no objections to the proposal but have requested conditions requiring full design details of the MUGA and AGP, as well as details of the community use scheme.

In addition to the sports pitches to the south of the site, the applicants have also incorporated a public open space in the very Southern end of the site adjacent to an existing Green Space. The area would equate to circa 0.17Ha and would sit outside the site boundary treatments, open to local residents to use.

Ecology

The application is accompanied by a Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement. An updated Ecology Report (29/09/2022) and associated protected species surveys have also been submitted alongside the application which updates the previous 2020 Ecology Report.

18 tree groups and 95 individual trees have been recorded across the site and a hedgerow dissects the site parallel to the public right of way. A section of this hedge is proposed to be removed to provide an access between the school buildings and the playing fields, but further hedgerow planting is proposed across the site. The vast majority of the trees that were surveyed were deemed to be of low individual value, retention category 'C'. The submitted plans indicate that circa 42 trees, 1 tree

group and the southern section of 1 further group would need to be removed to accommodate the new development. The Tree Report considers the effect of the loss of these trees to be moderate. However, the report also concludes that this loss can largely be mitigated through the planting of suitable species, particularly in the open area to the east of the site and along the north western boundary.

The updated ecology report therefore concludes that with appropriate mitigation and compensation in place, the development would not significantly affect ecological values within the zone of influence.

The recommended mitigation/compensation measures include habitat creation/enhancement/management and installation of ecological enhancement features such as bird and invertebrate boxes. These measures would be secured via a Biodiversity Enhancement Plan (BEMP) condition. Sensitive construction methods are also recommended by the updated Ecology report to minimise/avoid impacts upon protected species. Again, this would be conditioned in the form of a Construction Environment Management Plan.

In terms of Biodiversity Net Gain (BNG) amendments to the Biodiversity Net Gain calculation have been carried out following a request from the Biodiversity Officer and they now take into account trees on site prior to development and removed, retained and new tree planting post-development. The amendment indicates that there will be a greater total on-site net change than the previous calculation where trees were not included, with a net gain of 29.31% in habitat units. The retention of the majority of the hedgerows on site and proposals for new hedgerow planting also indicates that there will be a gain in hedgerow units of 26.03%.

It is acknowledged that the development will result in the permanent loss of six bat day roosts which are present in the NHS buildings, however, the impacts on these roosts and associated mitigation strategy were addressed under a separate application for demolition (Ref: 2021/1160) and the buildings have now been demolished.

Public Right of Way

There is a recorded public footpath running at the bottom of the banking between the proposed school buildings to the North of the site and the playing fields and pitches to the South. An access is proposed across this public right of way, served by a ramp and steps, to provide a link between the buildings/carparking and the pitches. Fencing is also proposed alongside the footpath; however, it is set back with a grassed area between.

The footpath is identified as heavily overgrown and not having been used for several years. The Transport Assessment alludes to the footpath potentially being used as a route to school, however, improvement works, including resurfacing and widening, would be required in consultation with the Council's Public Rights of Way team

The Council's Public Rights of Way team have raised no objections to the scheme subject to an informative regarding the temporary closure of the footpath for public safety reasons during construction.

Mining

The application site falls within the defined Development High Risk Area. Therefore within the site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

The applicant has provided a coal mining risk assessment. The report indicates the potential for mining legacy risks such as ground instability and potential fugitive gas migration due the presence of shallow coal mine workings and a mine entry.

The report recommended intrusive ground investigations and gas monitoring to confirm the ground conditions so that a remediation strategy can be formulated. Such a ground investigation has recently been undertaken and this has identified a requirement to cap mine entries and consolidation of mine workings by grouting through suitable foundation design.

The Coal Authority and SYMAS concur with the report findings and have raised no objections subject to a suitably worded condition. A suitably worded condition is therefore recommended to ensure such works are undertaken prior to the commencement of the development.

Drainage

Full drainage details have been submitted alongside the application. Both the Councils Drainage Officer and Yorkshire Water are satisfied with the level of information submitted and have raised no objections subject to the development being carried out in accordance with the submitted plans.

Conclusion

To the extent that development plan policies are material to an application for planning permission the decision on the application must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004).

The National Planning Policy Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application.

The site is allocated for mixed use in the Local Plan comprising of residential use and greenspace with an indicative residential yield of 150 dwellings. The proposal therefore represents a departure from the Local Plan in relation to the site specific allocation policy.

However, both the NPPF and the Planning for schools development national policy statement require Local Planning Authority's to afford great weight to the weight need to create new state funded schools and apply a presumption in favour of their creation (NPPF para 95).

Similarly Local Plan Policy I2 Educational and Community Facilities supports the provision of new schools as community facilities and seeks them to be located in such places where they will be accessible by walking, cycling and public transport.

In addition, the site is considered to be suitable in spatial and sustainable development terms for the reason that it would involve the re-development of a brownfield site that is positioned centrally within the Local Plan Urban Barnsley settlement and Central education areas.

The need to provide additional secondary school places across the central planning area is considered to attract substantial weight, particularly in the context of the urgent need for additional places and the lack of alternative sites being available.

In addition, the assessment has determined that the loss of dwellings would not be significant in terms of local plan delivery of new homes as it would represent less than 0.7% of the 21,546 net additional homes anticipated during the period 2014 to 2033 and has the potential to be compensated for by windfall developments.

Overall therefore it is considered that there is a compelling justification for the departure from Local Plan policy MU4 and the proposed use of the site for a new secondary school is acceptable in overall land use planning policy terms given the urgent need for additional secondary school places in the central education area, the level of compliance with other spatial and strategic local plan policies including LG1 'Location of Growth', SD1 'Presumption in favour of Sustainable Development and I2 Educational and Community Facilities and the policy support at national level including NPPF paragraph 95, the Government's Planning for School Development policy and NPPF 120 (c) concerning the re-use of brownfield sites for identified local needs.

Significant work has taken place following the approval of the temporary permission and throughout the course of this application period regarding highway safety. As outlined in the Highway Safety section above this has been carefully considered by the Councils Highways and Traffic Signal Officers in addition to National Highways. Overall, it is considered that, subject to suitably worded conditions and mitigation, the proposed development can be accommodated within the strategic highway network without significant impacts upon highway safety, traffic generation or parking stress in the local area. It is therefore considered that the proposed development is acceptable in respect of highways and access matters, in accordance with the NPPF and Local Plan Policies I2, GD1, T3 and T4.

In terms of the design of the development, the buildings sit comfortably within the site and suitable materials are proposed to harmonise with the surroundings. The development results in a net loss in hardstanding and the comprehensive soft landscaping scheme results in a Biodiversity Net Gain of 29% and a hedgerow net gain of 26%. This is an uplift on the requirements of the Local Plan policy BIO1, the Biodiversity and Geodiversity SPD and the proposed 10% net gain requirement forming part of the emerging Environment Bill. Again this consideration can be afforded a significant amount of weight given that improving the environmental conditions of an area is one of the three dimensions of sustainable development (NPPF para 8 and Local Plan Policy SD1).

The scheme also includes a sports hall, MUGA, Artificial Grass Pitch (AGP) which will not only be of benefit to the school pupils but will be also open to the wider community outside of school hours. In addition, an area of land in the Southern corner of the site will remain public open space available to the community.

Overall taking into account the relevant development plan policies and other material considerations, predominantly Local Plan Policies LG1 'Location of Growth', SD1 'Presumption in favour of Sustainable Development, I2 Educational and Community

Facilities and the policy support at national level including NPPF paragraph 95, the within the Government's Planning for School Development policy and NPPF 120 (c) concerning the re-use of brownfield sites for identified local needs it is considered that the development complies with the most important development plan policies that are relevant to the assessment of the proposal and that other material considerations exist in national policy as set out above that are sufficient to outweigh site specific allocation policy MU4. In addition, the assessment has determined that the development would not lead to adverse impacts that would outweigh the benefits having regard to other development plan policies including GD1, T3, T4, D1, GS1, GS2, CC1, CC2, Bio1, Poll1 and RE1. The presumption in favour of sustainable development that is set out in Local Plan policy SD1 and in paragraph 11 of the NPPF is considered to apply therefore and the recommendation is one of approval accordingly.

Recommendation

Grant planning permission subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby approved shall be carried out strictly in accordance with the amended plans and specifications as approved unless required by any other conditions in this permission. The list of approved plans are set out below;

FS0954-CPM-01-00-DR-A-2000_GAPLANL00_P02
 FS0954-CPM-01-01-DR-A-2001_GAPLANL01_P02
 FS0954-CPM-01-02-DR-A-2002_GAPLANL02
 FS0954-CPM-01-R1-DR-A-2003_ROOFPLAN_P03
 FS0954-CPM-01-XX-DR-A-2120_GASECTIONS_P02
 FS0954-CPM-01-ZZ-DR-A-2020_GAELEVATIONS_P02
 FS0954-CPM-02-00-DR-A-2000_GAPLANL00_P02
 FS0954-CPM-02-R1-DR-A-2001_ROOFPLAN_P02
 FS0954-CPM-02-XX-DR-A-2120_GASECTIONS_P02
 FS0954-CPM-02-ZZ-DR-A-2020_GAELEVATIONS_P02
 FS0954-ALA-00-XX-DR-L-0021-Site Location Plan
 FS0954-ALA-XX-ZZ-DR-L-0001-Illustrative Masterplan 1 of 2 Rev P03
 FS0954-ALA-XX-ZZ-DR-L-0002-Illustrative Masterplan 2 of 2 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0003-General Arrangement 1 of 2 Rev P04
 FS0954-ALA-XX--ZZ-DR-L-0004-General Arrangement 2 of 2 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0005-Fencing General Arrangement 1 of 2 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0006-Fencing General Arrangement 2 of 2 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0009-Site Sections Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0011-Levels Strategy 2 of 2 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0012-Detailed Landscape GA 1 of 6 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0013-Detailed Landscape GA 2 of 6 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0014-Detailed Landscape GA 3 of 6 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0015-Detailed Landscape GA 4 of 6 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0016-Detailed Landscape GA 5 of 6 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0017-Detailed Landscape GA 6 of 6 Rev P03
 FS0954-ALA-XX--ZZ-DR-L-0023-Levels Strategy 1 of 2 Rev P03
 FS0954-ALA-XX-ZZ-DR-L-0025-P02 -Tree Retention and Removal Plan 1 of 2
 FS0954-ALA-XX--ZZ-DR-L-0026-P02 - Tree Retention and Removal Plan 2 of 2

FS0954-ALA-XX--ZZ-DR-L-0030- Planting Plan & Schedule 1 of 2 Rev P03
FS0954-ALA-XX--ZZ-DR-L-0031- Planting Plan & Schedule 2 of 2 Rev P03
FS0954-ALA-XX--ZZ-DR-L-0025-Tree Retention and Removal Plan 1 of 2
FS0954-ALA-XX--ZZ-DR-L-0026-Tree Retention and Removal Plan 2 of 2
FS0954-ALA-XX--ZZ-DR-L-0032-Levels of intervention Rev P03

Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 3 The materials used in the development hereby approved shall be in accordance with the details set out on the Materials Sample Boards (Ref: Proposed Materials Choice-Landscape Treatment-P01-September 2022, Proposed Facade Treatments-Teaching Block-P02-October 2022 & Proposed Facades Treatments-Sports Building- P02-October 2022). The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

- 4 Plant noise levels shall be limited to a rating level (L_{Ar},Tr dB) that is 5 dB below background noise levels at the façade of the nearest Noise Sensitive Receptors (NSRs). Individual plant items may need to be designed to a lower limit such that the cumulative noise level of all plant items operating simultaneously achieves the stated criteria. Should the plant contain acoustically distinguishable features such as intermittency, tones or impulsiveness, appropriate penalties (as defined in BS 4142: 2014) shall be applied to determine the maximum acceptable sound pressure level at the façade of the NSRs.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

- 5 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

- 6 The site is located within a Coal Authority coal mining referral area due to the probable presence of shallow coal mine workings and a mine entry. As detailed in the Waterman geo-environmental assessment ref WIE17125, dated Nov2020, the land could therefore be at risk from mining legacy risks such as ground instability and fugitive gas migration. Prior to the commencement of development (excluding demolition), and as advised by a suitably qualified engineer, intrusive site investigations must therefore be undertaken to further evaluate ground conditions. The site investigation and subsequent development must be undertaken in compliance with Construction Industry Research and Information association publication C758D "Abandoned Mine Workings Manual" where applicable.

A report detailing the findings of the investigation and any recommended mitigation shall be submitted for approval in writing by the Local Planning Authority, the development thereafter shall be carried out in accordance with the

approved details. Responsibility for securing a safe and sustainable development rests with the developer and/or landowner"

Reason- Land stability NPPF sections 183 a,b,c. 184 and 174 e & f

- 7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan Policies D1 'Design' and BIO1 'Biodiversity and Geodiversity'.
- 8 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas for a minimum of 5 years, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out in accordance with the approved plan.

Reason: In the interests of the visual amenities of the locality, in accordance with Local Plan Policy D1 'Design'.
- 9 No hedges or trees on the site (except those shown to be removed on the approved plan), or their branches or roots, shall be lopped, topped, felled, or severed. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To safeguard existing trees/hedges, in the interests of the visual amenities of the locality and in accordance with Local Plan Policies D1 'Design' and BIO1 'Biodiversity and Geodiversity'.
- 10 The proposed development shall achieve BREEAM standard of 'very good' or equivalent. Upon completion of the development, an energy performance certificate shall be provided to the Local Planning Authority demonstrating that the required standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.

Reason: In the interest of sustainable development, in accordance with Local Plan Policy CC2 'Sustainable Design and Construction'.
- 11 No development shall commence on the artificial grass pitch until details of the design, layout and specification of the artificial grass pitch, including details of sports lighting and lux levels, which accord with Football Association design guidance have been submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The artificial grass pitch shall not be constructed other than substantially in accordance with the approved details before it is brought into use.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Local plan policy GS1 'Green Space', I2 Educational and Community Facilities and NPPF para 99.
- 12 No development shall commence on the multi use games area until details of the design and layout of multi use games area which accord with Sport England

design guidance have been submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The multi use games area shall not be constructed other than substantially in accordance with the approved details before it is brought into use.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Local plan policy GS1 'Green Space', I2 Educational and Community Facilities and NPPF para 99.

- 13 Prior to the development being brought into use, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Local plan policy GS1 'Green Space', I2 Educational and Community Facilities and NPPF para 99.

- 14 Prior to commencement, a Biodiversity Enhancement Management Plan (BEMP) which would include the following shall be submitted to, and approved in writing by the Local Planning Authority:

- a plan of the areas to be maintained, enhanced and/or created;
- a schedule of actions to create or enhance and maintain each habitat at the required quality for a period of 30 years;
- a schedule of ecological monitoring for the 30 year period identifying when key indicators of habitat maturity should be achieved. Monitoring would be required within years 2, 5, 10, 20 and 30; and
- schedule of actions to be undertaken in case signs of failing are identified.
- the schedules must include details of technique(s) to be used, equipment to be used, roles and relevant expertise of personnel and organisations involved and timing of actions including submission of monitoring report to the Council.
- measures to be adopted on site to enhance opportunities for wildlife, such as bat and bird boxes and access for hedgehogs, as set out in Table 5 and Table 18 of the Updated Ecological Report by Surrey Wildlife Trust Ecology Services
- A sympathetic lighting scheme as set out within paragraphs 7.3.6 and 7.3.7 of the Updated Ecological Report. The scheme should be supported by a lux levels drawing which indicates that lighting levels at features identified as being used by bats (e.g. hedgerows, tree lines, etc.) are appropriate for continued foraging and commuting use

Thereafter the approved scheme shall be carried out in accordance with the approved details and timescales.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1

- 15 Prior to commencement, a Construction Environmental Management Plan (CEMP: Biodiversity) detailing precautionary measures to be adopted on site during construction works to protect retained habitats and to avoid harm/disturbance to protected and priority species such as nesting birds, amphibians, reptiles, foraging and commuting bats and hedgehogs shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved measures.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1

- 16 Upon commencement of development, full details of improvement works to the Public Right of Way running across the site shall be submitted to, and approved in writing by, the Local Planning Authority. The works shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interest of public/pedestrian safety and in accordance with Local Plan Policy 'New Development and Sustainable Travel'.

- 17 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times

Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Local Plan Policy T4 New Development and Transport Safety.

- 18 On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety, and in accordance with Local Plan Policy T4

- 19 Within six weeks of first occupation, a detailed school travel plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be based on the Framework Travel Plan dated November 2021 and include details of specific measures / initiatives, targets, timescales and budgets to encourage sustainable travel to and allow for regular monitoring and reporting to be undertaken. The plan shall be fully implemented in accordance with the approved details thereafter.

Reason: In accordance with Local Plan Policy T3 - To support sustainable transport objectives in accordance with Local Plan

- 20 The development hereby approved shall not be occupied until full detailed construction, engineering, drainage and street lighting details of the street proposed for highway adoption are to be submitted to and approved in writing by the LPA. The works shall, thereafter be constructed in full prior to first occupation, in accordance with the approved details, and timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with Local Plan policy T4 - New Development and Transport Safety.

- 21 No construction shall take place, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- Working times
- The parking of vehicles of site operatives and visitors

- Routing of and means of access for construction traffic
- Contractors method for controlling construction traffic, adherence to routes and temporary signage.
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding
- Measures to control mud and dust being transferred to the public highway

Reason: In the interests of highway safety, in accordance with Local Plan policy T4

- 22 No construction works shall commence until a construction phasing plan and arrangements have been submitted to and agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details and timescales.

Reason: In the interest of highway safety, in accordance with Local Plan policy T4.

- 23 The development hereby approved shall not be occupied until details have been submitted to, approved in writing by the Local Planning Authority and implemented, arrangements which secure the following offsite highway improvement works relating to the introduction of signalised pedestrian facilities across the Keresforth Close arm of the A6133 / Keresforth Close / Assembly Way junction:

- Installation of traffic signal equipment
- All associated civil engineering works
- UTC amendments
- Controller configurations/upgrades
- Any other measures necessary to introduce signalised pedestrian facilities.

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.

- 24 The development hereby approved shall not be occupied until details have been submitted to, approved in writing by the Local Planning Authority and implemented, arrangements which secure the following offsite highway improvement works relating to the introduction of MOVA to the Keresforth Close/A6133/Assembly Way junction (including associated assessment to determine if right turn filter is required):

- Installation of traffic signal equipment
- All associated civil engineering works
- UTC amendments
- Controller configurations/upgrades
- Modelling
- Any other measures necessary to bring the junction to full MOVA control linked to the adjacent junction

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.

- 25 The development hereby approved shall not be occupied until details have been submitted to, approved in writing by the Local Planning Authority and implemented, arrangements which secure the following offsite highway improvement works relating to the introduction of MOVA to the Keresforth Hill Road / A6133 junction:

Installation of traffic signal equipment
All associated civil engineering works
UTC amendments
Controller configurations/upgrades
Any other measures necessary to introduce signalised pedestrian facilities.

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.

- 26 The development hereby approved shall not be occupied until details have been submitted to, approved in writing by the Local Planning Authority and implemented, arrangements which secure the following offsite highway improvement works relating to the upgrade of pedestrian facilities at the Keresforth Hill Road / A6133 junction to nearside:

Installation of traffic signal equipment
All associated civil engineering works
UTC amendments
Controller configurations/upgrades
Any other measures necessary to upgrade pedestrian facilities to nearside technology

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

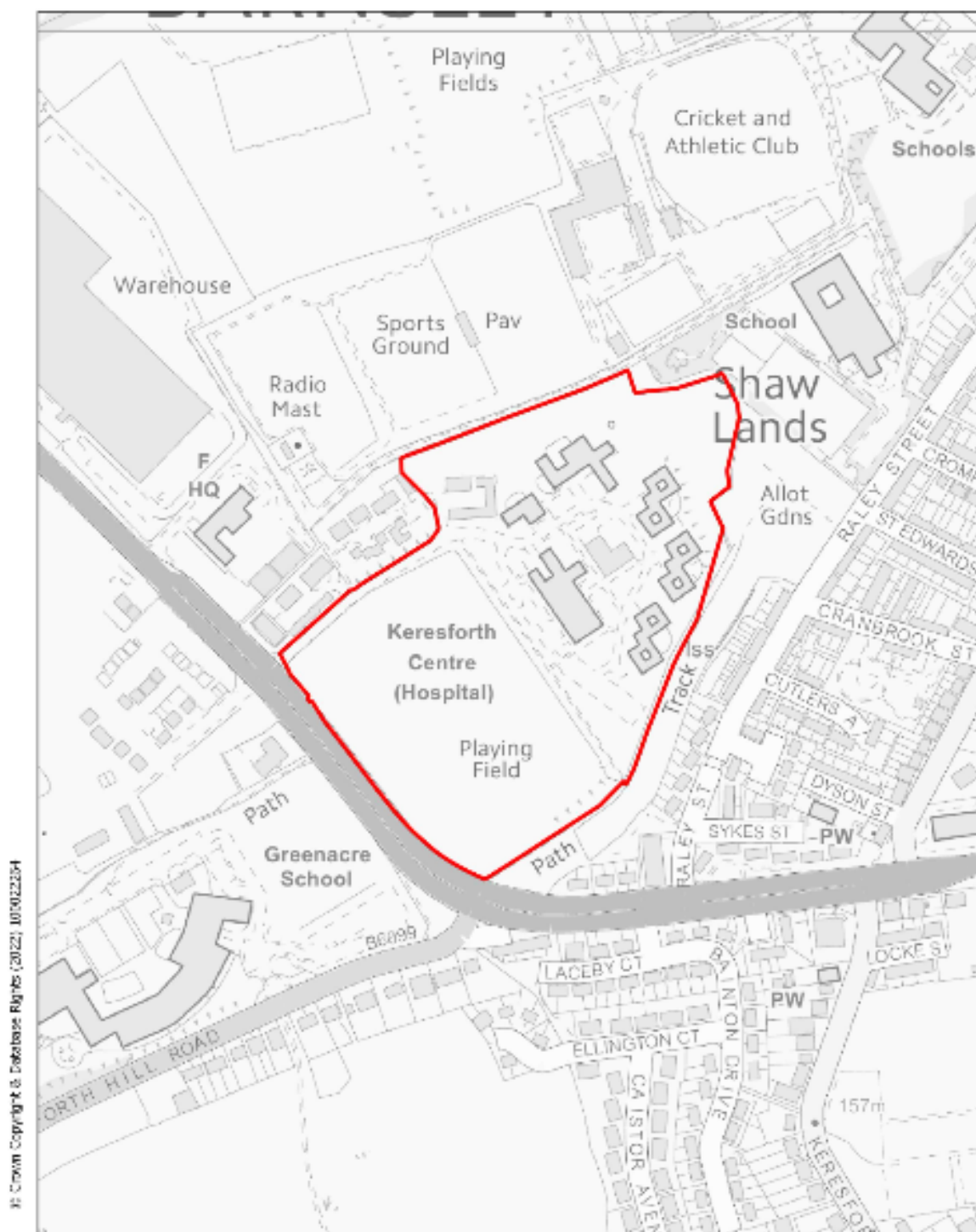
Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.

- 27 The Trinity Academy St Edwards Traffic Management Plan hereby approved shall be implemented in accordance with the measures, monitoring and review regime contained therein.

Reason: In the interests of highway safety, in accordance with Local Plan policy T4

28. Prior to occupation of the building, full details of the lighting across the site shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle and luminance of the lighting. The approved details shall be implemented prior to occupation of the building and retained as such thereafter.

Reason: To protect the amenity of existing and future occupiers from glare and/or nuisance light in accordance with Local Plan Policy GD1 'General Development'.



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