

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 7th February 2017

Application	3
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Application Number:	16/03012/FULM	Application Expiry Date:	2nd March 2017
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Application Type:	Planning FULL Major
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Proposal Description:	Erection of two storey school including parking, play area, sub-station and playing field
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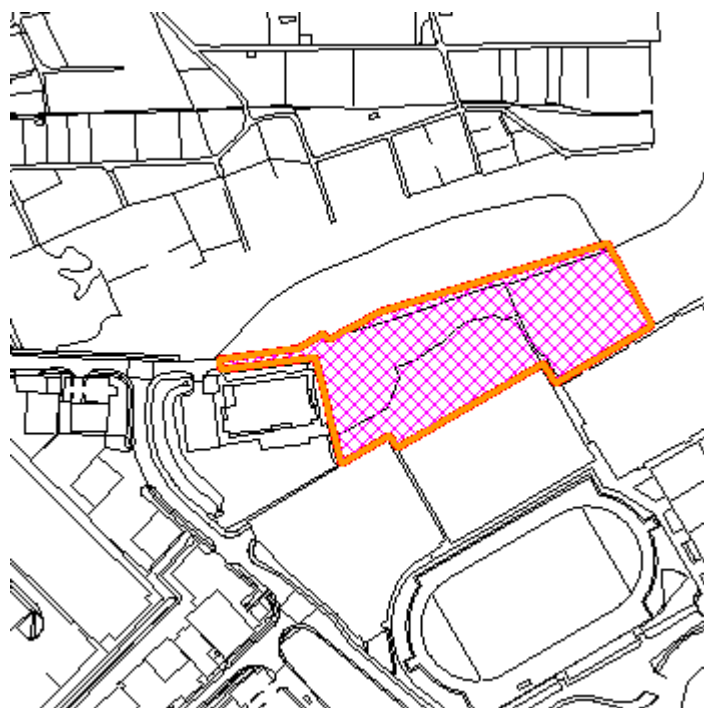
At:	Land Off Middle Bank Lakeside Doncaster DN4 5JB
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For:	Mr Paul Davidson - Education Funding Agency
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Third Party Reps:	0	Parish:	
		Ward:	(Historic) Central

Author of Report	Mark Sewell
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MAIN RECOMMENDATION:	Grant – subject to legal agreement
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1.0 Reason for Report

1.1 This application is being presented to Planning Committee as it represents a departure from the Development Plan.

2.0 Proposal and Background

2.1 Planning permission is sought for the erection of a new two storey school building off Middle Bank, Doncaster. The proposal will result in a second school building (known as XP East) at the XP site, the original school building (XP West) having received planning permission in November 2014 and opened in September 2015. The school started operating the year before from the Keepmoat Stadium, with year 7 having two classes of 25 students each, rolling through each year to 2020 when it is intended to reach full capacity of 350 students. It is intended that XP East will follow the same strategy, creating a new 450 place secondary school. The proposal will feature a multifunctional Sports Hall and Conferencing facility, Public Arts space and gallery in addition to hard and soft landscaping.

2.2 The ethos of the school is to have a greater focus on 'active learning' and 'connecting with the world' through presentation and working with the local community. As such the building has a higher proportion of flexible learning spaces along with open learning areas and performance spaces. The new school will be used primarily for education during the day between 8am and 430pm, whilst the multi-function sports hall and changing facilities will be available to the local community after hours.

2.3 Overall the new building will deliver 4479sqm of accommodation over two storeys. This amount has been derived from the funding allocation secured from the Education Funding Agency to open a new secondary school on the site. Class sizes are slightly smaller than at a typical school due to teaching practices, and as such the classrooms have been sized to suit these smaller sizes, as well as to be multi-use and flexible. The sports provision has been designed to accommodate use by both the new and existing students, as well as by the local community out of hours. The hall and support spaces have also been designed to function as an out of hours conference facility and performance space. The sporting provision is supported by the external sporting facilities at the neighbouring Doncaster Rovers Stadium. The XP school currently have an agreement in place with Doncaster Rovers and the local athletics club to allow students to use their facilities.

2.4 The application site is located within the Lakeside development, to the south east of Doncaster Town Centre, on land at the junction of Stadium Way and Middle Bank, behind (to the east) of the existing XP West site. The site is currently open consisting of roughly grassed scrubland.

2.5 To the north of the site is rough grassland and allotments, with housing further beyond. The Keepmoat Stadium and astro turf pitches are located to the south, and further rough land to the east. An existing culvert runs along the southern site boundary. The application site is relatively flat. Further to the west are a variety of commercial/industrial uses with large scale buildings clad in grey metal sheeting. The predominant land uses in the surrounding area consist largely of recreation and employment.

3.0 Relevant Planning History

91/0125/P - Removal of top soil raising the level of the land and realignment of drainage in preparation for industrial development on approx 4.4 ha of land (being application under regulation 4(2) Town and Country Planning (General) Regulations 1976 - Granted 22.03.1991

93/1489/P - Construction of roads, roundabouts and associated works on approx 8.78 ha of land (being application under regulation 3 Town and Country Planning (general) Regulations 1992) - Granted 28.06.1993

01/4749/P - Construction of highway infrastructure to adoptable standards (being approved under Regulation 3 Town & Country Planning (General) Regulations (1992) - Granted 18.01.2002

14/01854/4FULM - Erection of new school with new access from Middle Bank Road together with car parking, attenuation pond, recreation space and landscaping (Being application under Regulation 4 Town & Country Planning (General) Regulations 1992) - Granted 28.11.2014

4.0 Representations

4.1 The application has been advertised by means of site and press advertisement. There have been no representations received as a result.

5.0 Parish Council

5.1 There is no Parish Council.

6.0 Relevant Consultations

Environment Agency - No objections to the proposal.

Area Manager - No comments received.

National Grid - No objections to the proposal.

Doncaster East Internal Drainage Board - No objections, recommend conditions relating to drainage design.

Pollution Control - No objections to the scheme following updated information, suggested condition.

Local Plans Team (Open Space) - No objections, state that it is vital that the dual use agreement as per the previous application for XP West is maintained to ensure access to sports opportunities to meet with the requirements of paragraph 73 of the NPPF.

Built and Natural Environment Team (Trees) - There is nothing of particular arboricultural merit within the site so there are no objections to the scheme. The applicants are complimented on providing an excellent landscaping scheme with future maintenance, and a condition is recommended that the proposal is carried out in accordance with those details.

Built and Natural Environment (Ecology) - No objections subject to conditions relating to a Construction Environmental Management Plan and a Biodiversity Enhancement Plan.

Yorkshire Water - No objections subject to a condition ensuring stand off from a sewer which crosses the site, and for no piped discharge to take place until drainage is in place.

Architectural Liaison Officer - No objections, recommend measures to enhance security / safety.

South Yorkshire Fire and Rescue Service - No objections.

South Yorkshire Passenger Transport Executive - No comments received.

Sport England - No objections, suggested conditions.
Air Quality Team - No objections, require details of mitigation.
Education Team - No comments received.
Environmental Health - No objections.
Highways Development Control - No objections
Investment Team - No comments received.
Built and Natural Environment Team (Design) - No major issues with the design of the proposals, although requires information relating to energy efficiency and BREEAM.
Transportation - No objections to scheme, request further details in respect of trip generation
Ward Members - No comments received.

7.0 Relevant Policy and Strategic Context

National Planning Policy Framework;

Section 7 - Requiring good design
Section 8 - Promoting healthy communities

Doncaster Unitary Development Plan;

RP 2 - Doncaster Leisure Park Doncaster Carr

Doncaster Council Core Strategy;

CS 1 - Quality of Life
CS 14 - Design and Sustainable Construction
CS 17 - Providing Green Infrastructure

8.0 Planning Issues and Discussion

Principle of Development

8.1 The site is located within an area which is allocated within the Doncaster Unitary Development Plan (RP 2) as a site which will promote the co-ordinated, large scale development of Doncaster Carr and Leisure Park for employment uses (B1, B2 and B8 and other appropriate industrial/business/commercial uses (in accordance with relevant plan policies) and a retail warehouse park. Therefore, the development of a school on this land represents a departure from the development plan as it does not coincide with such a use.

8.2 Paragraph 14 of the National Planning Policy Framework states at the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out of date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in the Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. The three dimensions of sustainable development are economic, social and environmental.

8.3 The applicant states that the proposed school will provide a new and innovative environment for learning creating opportunities both within and without the classroom. It is argued that the location of the school is critical to the success of delivering the vision for the free school and as such the site a Lakeside given its proximity to existing community, recreation, leisure, employment and ecological facilities is important in delivering this vision. The location, being 1.5 miles from the Town Centre, on a main bus route from the railway station, and close to the junction of the M18, provide easy access to a range of facilities and businesses such as the Keepmoat Stadium, the Dome Leisure Centre, Doncaster Lawn Tennis Club, The Point, Cast, Doncaster Museum and Gallery and businesses located in and around the town centre. It is considered that this will meet with the community-led aspiration of the school.

8.4 In principle there are no objections from an employment policy perspective. As stated by the applicant, the site is within the Lakeside Mixed Use Policy Area (RP2), as set out in the Unitary Development Plan, although it is located on an employment site. However as this is part of a large allocation of mixed use land, it does allow more flexibility for different uses.

8.5 The relevant Core Strategy policy is CS5: Employment Strategy. Criteria C of this policy states that alternative uses (to employment) will be supported if they do not adversely affect the efficient operation of the adjacent employment land and that it meets one of 3 additional criteria. The relevant criterion in this case is "3. Has a mix of community uses that provides clear additional benefits". It is considered that the provision of a school on this site, will provide clear additional benefits.

8.6 There is clearly also a great deal of support from National Government regarding the provision of Free Schools which overrides the loss of employment land in this case. Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities. The plot of land is also on the edge of the mixed use area and therefore it is considered that the loss of land, in this case, would have minimal impact. This is further mitigated by the fact that the School will be using the adjacent stadium and other community facilities as part of the school curriculum and therefore there is justification for being located in that area.

8.7 The applicant's planning statement clearly sets out the support and guidance given to the presumption in favour of sustainable development and that local planning authorities should take a proactive, positive and collaborative approach to meeting the school place requirement (paragraph 72 of the NPPF). It is therefore considered that the proposed development is acceptable on this site.

Design, scale and massing

8.8 Paragraph 57 of the NPPF states it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. There are a number of key concepts which have informed the design of the proposed school such as a defined main entrance point for visitors and pupils, facing the public approach, provision of a number of individual pupil entrances to each school zone to maximise flexibility, arrangement of key specialist facilities (dining and performance space), a clear definition of the public and private areas to maximise levels of privacy and provision of external learning areas.

8.9 With regard to the external appearance, the proposed school building sits on a rectangular footprint and comprises a simple two storey block of teaching accommodation and a slightly higher two storey element containing the double height sports hall. The lower teaching block is located on the northern side facing the adjacent allotments and residential areas, whilst the higher sports block is on the southern side facing the neighbouring sports pitches. The building will utilise metal wall cladding at the upper levels of the two longer elevations, and will feature a simple pitched roof over knitting the two blocks together. The intention of gradually sloping up in scale to the south is to allow the school to be visible to visitors and the local community from Stadium Way, whilst the northern view of the building will relate to the height of the existing XP School.

8.10 The proposed palette of materials has been chosen to reflect the contemporary and forward looking ethos of XP School, whilst also defining the building from the existing XP West School. Both of the shorter elevations face onto student play areas and as such have a requirement to be as robust as possible. Both of these facades are shown to be dark brick, contrasting with the existing school and providing a strong visual identity. The brick box is proposed to be wrapped with a profiled metal cladding that forms the long elevation walls and wraps over to form the roof. The neutral colour of the cladding will contrast with the dark brickwork and provide a backdrop for large signage on the southern elevation, highlighting the school from Stadium Way. Where the roof wraps over to form a wall finish, the cladding stops approximately 3m above ground revealing the brickwork behind, creating a more robust façade at ground level. The central spine of the building is proposed to be rendered blue externally to reflect the branding of XP East. This colour returns through the building defining the central heart spaces contained within. The colour is intended to make a bold statement, highlighting the two main entrances and creating a strong visual identity for the school. Smaller windows at ground floor level along the northern elevation serve the support spaces behind, whilst the long ribbon window above serve the main teaching accommodation, and provide further interest along the public frontage. Large feature curtain walls are located at the ends of the circulation zones at either side of the central spine, which further highlight the main entrances.

8.11 In terms of the site layout, as already described, the new school building will be positioned to the eastern side of the existing building, and similarly sits on a rectangular footprint on an east - west axis. The 10m wide road leading off Middle Bank that is used to provide access to the existing school building will be extended to provide the main access into the new school building, leading to a small 14 space car parking area on the western (front)side of the school building. Also to the front of the building, but to the southern side of the car park, is a grassed amphitheatre / social space, and an active sports zone with seating and goals for play.

8.12 The main pedestrian access is to the south of the site, being kept separate from the main vehicular access. The school has an arrangement with Doncaster Rovers allowing them to use the adjacent football car park for staff parking and student drop off. The students currently access the existing school via an access gate in the southern boundary fence. This access however would be unsuitable to provide a joint access for both sets of pupils, and as such the proposal will create a new shared access along this boundary to be used by both school buildings. Cycle parking for up to 40 cycles is to be provided on the southern side of the building, adjacent to the schools changing rooms.

8.13 Overall, it is considered that the building has been designed in such a way as to minimise its impacts upon the surrounding area, whilst at the same time being a structure of architectural interest which compliments the existing XP West school building. As such, the proposal will add a positive contribution to the character of the surrounding area,

which is mainly commercial and industrial in nature. No objections have been received from the Council's Built Environment Team in terms of the design of the building.

8.14 The layout of the proposal ensures that the school is well connected with its surroundings with access being provided at the north and south of the site utilising links with the Keepmoat Stadium and other uses within the vicinity of the Lakeside development.

8.15 The proposal is therefore considered to accord with section 7 of the NPPF and Core Strategy policy CS 14 in that integrates well with its surroundings and has no negative effects upon the amenity of neighbouring land uses and the environment.

8.16 With regard to sustainable construction, the applicants have provided a BREEAM pre-assessment report, showing that the scheme is targeting a Very Good standard, in line with the requirements of Policy CS14.

Highways

8.17 As previously mentioned, vehicular access is to be provided from Middle Bank, which will lead to a car park containing 14 car parking spaces. Parking for 40 cycles is also provided to the front of the school. The main pedestrian access will be from the south which will enable access to the Keepmoat Stadium car park, which is largely underused at school start and finish times, and this is intended to provide a pick up and drop off point for students away from Middle Bank which also provides access for large scale vehicles serving the surrounding industrial uses. The amended travel point has reaffirmed this aspect, and as such there are no objections to the proposal from a highways point of view. As this car park is located off site, and if not provided would result in an objection from Highways Development Control, it is recommended that access to the car park be secured via a section 106 agreement.

8.18 The site is well connected to the existing bus network which serves Lakeside and provides links to the town centre. Bus stops are present on Stadium Way. Core Strategy policy CS 14 lists permeability as a quality of a successful place, and given the links with the surrounding public transport network and neighbouring uses, the proposal will allow ease of pedestrian movement with good access to local facilities and public transport services.

8.19 The application is supported by a Transport Statement which demonstrates that the site can be suitably and safely accessed. The Council's Transportation team have raised no objection to the submitted information in principle, however have requested further information relating to trip generation results and car parking spaces at the Keepmoat stadium. A Framework Travel Plan has also been provided with the application, which sets out how students currently access the XP West site, and identifies issues and broad targets moving forward i.e. encouraging more students to cycle and use public transport. The Transportation team have recommended a condition to ensure that a detailed, robust Travel Plan is produced within 3 months of the opening of the school, and updated annually as pupil numbers increase. A transport bond will also be secured via a s106 agreement, which will be used should sustainable transport targets not be met. As such, it is considered that the proposed development will have no detrimental impact upon the highway network and therefore accords with the NPPF and Core Strategy policy CS 14.

Sports Provision

8.20 The provision of school sports throughout the UK is a key priority for the government. School sport is crucial in tackling rising levels of obesity, physical inactivity and securing a sporting legacy for the future. With one in three children leaving primary school obese, increasing levels of physical activity in primary schools, secondary schools and beyond must remain a key focus.

8.21 The Department of Culture Media and Sport in their document 'Creating a Sporting Strategy for Life', encourage connecting sports clubs with schools and bringing sporting opportunities to people's doorsteps.

8.22 Paragraph 73 of the NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being. Core Strategy policy CS 17 (D) states that proposals will be supported which have regard to local standards and opportunities, and help to address deficiencies, by making an appropriate contribution to sport, recreation and related community uses. Core Strategy CS 1 states that as a means to securing and improving economic prosperity, enhancing the quality of place, and the quality of life in Doncaster, proposals will be supported which contribute to the Core Strategy objectives, and in particular provide opportunity for people to get jobs, learn new skills, and have access to good quality housing, local services, sport, leisure, religious and cultural facilities.

8.23 As previously discussed, the proposed school includes within it a double height four court sports hall and associated changing facilities. It is intended that the sports hall will also be used by the local community out of hours. Apart from a smaller grassed activity area to the western side of the building, the proposal does not show any other sporting provision on site. However, as stated by the applicant, the location has been chosen as it accords with the school's vision for creating learning opportunities inside and outside of the classroom given its proximity to community, recreation, leisure, employment and ecological facilities. Within walking distance to the site are football pitches, an athletics track, football stadium with conference, gym and other facilities, leisure centre and tennis courts. The school has an existing agreement in place with Doncaster Rovers and the local athletics club enabling students to use their facilities in order to support the indoor sporting provision. This arrangement was secured via a Dual User Agreement on the permission for XP West and subject to a planning condition to give security that this will mutual agreement will continue, as without this the proposal would not accord with the above mentioned policies. It is intended to impose this condition on this planning permission also.

8.24 Sport England have been consulted and raise no objections to the scheme. Conditions are recommended concerning the standards of sports facilities to be constructed, and for a community use agreement to be in place. The applicants have confirmed that the facilities will be available for use by the local community out of school hours, and there is no objection to this request.

Flooding and Drainage

8.25 Whilst the application site is located within Flood Risk Zone 1, in accordance with policy CS 4 of the Doncaster Council Core Strategy, as the development occupies a site of greater than 1 hectare a site specific flood risk and drainage assessment has been submitted. The scheme proposes that the foul water system is designed to outfall into the adopted sewer to the north of the XP West building. The applicants have had confirmation

from Yorkshire Water that this is a suitable discharge point. Yorkshire Water have raised no objections to the proposed foul water proposals. They have noted that a 350mm public foul sewer pipe does cross through the redline boundary, and as such have requested that a condition is imposed to ensure a 3 metre stand off from the pipe.

8.26 In terms of surface water strategy, the site has been assessed for surface water discharge based on greenfield runoff, which has been agreed with the Council's Internal Drainage team. The discharge rate for the site has been set at 5 litres per second, and the scheme has been permitted to discharge into a watercourse via an existing culvert located to the south of the site. The total storage for the site is required to be 385m³, however to allow for the use of storage crates and connections and future climate change impacts, an attenuation tank is proposed and has been designed to have a capacity of 450m³. The tank will be located underneath the proposed MUGA. The site will be drained using a combination of filter drainage and linear drains, and catchpit manholes have also been incorporated into the design. Due to there being three stages of treatment of surface water (linear / filter drains, catchpit manholes and attenuation tank), and less than 15 car parking spaces, it is not proposed that an oil interceptor will be required for the car park areas.

8.27 The Council's Internal Drainage team have been consulted and raise no objections, subject to conditions to agree the final details of the drainage scheme. The Doncaster East Internal Drainage Board have stated that any surface water discharge into any watercourses in, on, under or near the site requires the consent of the drainage board. The Environment Agency have raised no objections on flood risk / drainage grounds. On this basis, the scheme is considered to be acceptable in terms of flood risk / drainage and compliant with Policy CS4 of the Core Strategy.

Trees and Landscaping

8.28 Policy CS 16 states that proposals will be supported which enhance the borough's landscape and trees by ensuring designs are of high quality, include appropriate hard and soft landscaping, a long term maintenance plan and enhance landscape character while protecting its local distinctiveness and retaining and retaining and protecting appropriate trees and hedgerows, and incorporating new tree, woodland and hedgerow planting.

8.29 The Trees and Hedgerows Officer raises no objection to the proposal, noting that there is nothing of any arboricultural interest on the site. It is also noted that the submitted landscaping scheme is of a high quality with all of the supporting information provided. As such, a condition is requested to ensure that the development is carried out in accordance with the submitted details. Subject to an appropriate landscaping scheme, as there is nothing of particular arboricultural merit

Ecology

8.30 Following receipt of an Ecological Appraisal, there are no objections to the proposal from an ecology perspective subject to the submission of an ecological management plan to describe how invasive plant species present on the site will be removed and to provide details of how the site will be cleared in a manner that will ensure no impact on reptiles or nesting birds. A Biodiversity Enhancement Master Plan is also requested, in line with the recommendations contained within the submitted BREEAM assessment. As such it is considered that the proposal accords with policy CS 16 of the Doncaster Council Core Strategy and paragraph 118 of the NPPF.

8.31 Paragraph 203 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. In paragraph 204 it is stated that planning obligations should only be sought where they meet all of the following tests;

- 1.necessary to make the development acceptable in planning terms
- 2.directly related to the development; and
- 3.fairly and reasonably related in scale and kind to the development.

These are the statutory tests as set out in the Community Infrastructure Levy Regulations 2010.

8.32 In terms of Section 106 contributions, it is recommended that the development provides the following which are all considered to meet with the above tests, as justified within this report;

* A returnable Transport Bond of £4,246.00

9.0 Summary and Conclusion

9.1 In summary, it is considered that the new school building is acceptable in principle, representing an extension to the existing XP school on the site, which will provide a new and innovative environment for learning opportunities within and outside of the classroom. Key to this vision is the proposed location of the school which provides access to a wealth of facilities and business links. The support from the Government for the provision of Free Schools is considered to override the loss of employment land, which given that it is to be sited in a mixed use area is considered to have minimal impact. The site is sustainably located having good access to public transport facilities.

9.2 The building itself is appropriate to its surroundings and will enhance the area, also providing opportunities for landscaping and ecological improvements.

9.3 It is therefore considered that the proposed new school accords with the relevant national and local planning policies and as such is accordingly recommended for approval, subject to adherence to the attached conditions.

9.4 It is on this basis that it is recommended that Members grant planning permission subject to a legal agreement and conditions recommended

10.0 HEADS OF TERMS

MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT, SUBJECT TO THE CONDITIONS BELOW AND FOLLOWING THE COMPLETION OF AN AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 IN RELATION TO THE FOLLOWING MATTERS:

A) A RETURNABLE TRANSPORT BOND OF £4,246.00

THE HEAD OF PLANNING BE AUTHORISED TO ISSUE THE PLANNING PERMISSION UPON COMPLETION OF THE LEGAL AGREEMENT.

RECOMMENDATION

Planning Permission GRANTED (Sec106) subject to the following conditions.

01. STAT1 The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.
02. ACC1 The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans and specifications.
REASON
To ensure that the development is carried out in accordance with the application as approved.
03. MAT1A Prior to the commencement of the relevant works, details of the proposed external materials shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved materials.
REASON
To ensure that the materials are appropriate to the area in accordance with policy CS14 of the Doncaster Core Strategy.
04. U50151 The scheme of landscaping shown on plan ref: Drawing No. 1045.03 dated Nov/16 shall be implemented in full accordance with the approved details during the first available planting season following the completion of the development hereby granted and the local planning authority notified in writing within 7 working days of the completion of the landscape works to inspect and approve practical completion in writing. Any part of the scheme which fails to achieve independence in the landscape or is damaged or removed within five years of planting shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation. Any tree or shrub planted as part of the scheme that is removed or is found to be dying, diseased or seriously damaged within five years of practical completion of the planting works shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.
REASON
In the interests of environmental quality and core strategy policy CS16: Valuing our Natural Environment

05. U50152 Prior to commencement a Construction Environmental Management Plan shall be submitted to the LPA for approval, and the implemented in accordance with the approved details.
- A risk assessment of the potentially damaging construction activities in relation to wildlife and habitats.
 - A reasonable avoidance measures method statement for the protection of reptiles and other terrestrial fauna that may be encountered on site.
- REASON:
To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16
06. U50153 Prior to commencement Biodiversity Enhancement Master Plan shall be submitted and approved in writing by the LPA. The content of the Plan shall include;
- Detailed specifications for biodiversity creation and enhancement works based on the recommendations of the BREEAM assessment ECUS December 2016 and the landscape drawing No. 1054.03 (Nov' 16)
 - The use of native species of tree and shrubs in planting and landscape schemes to protect the green infrastructure networks.
- REASON:
To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16
07. U50154 Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.
- REASON
To ensure the ecological interests of the site are maintained in accordance with Core Strategy Policy 16
08. D54B Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.
- REASON
To ensure that no foul or surface water discharge take place until proper provision has been made for their disposal.
09. U50244 Detailed layout, engineering and drainage details for the proposed extension to Middle Bank and access arrangements shall be submitted for inspection and approval by the Local highway authority before the highway works commence on site.
- REASON:
In the interests of road safety
10. U50245 The development hereby permitted shall not be commenced until details of measures to prevent the deposition of mud or debris on the

public highway, has been submitted to and approved in writing by the Local Planning Authority.

REASON:

In the interests of road safety.

11. HIGH1 Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced, drained and where necessary marked out in a manner to be approved in writing by the local planning authority.
REASON
To ensure adequate provision for the disposal of surface water and ensure that the use of the land will not give rise to mud hazards at entrance/exit points in the interests of public safety.
12. HIGH2 The vehicle turning space as shown on the approved plans shall be constructed before the development is brought into use and shall thereafter be maintained as such.
REASON
To avoid the necessity of vehicles reversing on to or from the highway and creating a highway hazard.
13. U50246 Sufficient space for sport and recreation shall be made available at all times for use by the school in accordance with the Department for Education and Education Funding Agency, Area guidelines for mainstream schools, Building Bulletin 103, dated April 2014 or any superseding guidelines.
REASON
To ensure the proposal meets with the requirements of Policy CS1 of the Doncaster Borough Core Strategy and NPPF paragraphs 72 and 73
14. U50247 Before the development commences confirmation shall be submitted to the Local Planning Authority that an agreement is in place that meets the requirements of condition 14 on the opening of the school.
REASON
To ensure the proposal meets with the requirements of Policy CS 1 of the Doncaster Council Core Strategy and NPPF paragraphs 72 and 73.
15. DA01 The development hereby granted shall not be begun until details of the foul, surface water and land drainage systems and all related works necessary to drain the site have been submitted to and approved by the Local Planning Authority. These works shall be carried out concurrently with the development and the drainage system shall be operating to the satisfaction of the Local Planning Authority prior to the occupation of the development.
REASON
To ensure that the site is connected to suitable drainage systems and to ensure that full details thereof are approved by the Local Planning Authority before any works begin.
16. GR20 No development shall take place in implementation of this permission until a report (the initial SAP report carried out as part of Building Regulations will be sufficient information in many cases) has been

submitted to the local planning authority and approved in writing from them, explaining how CO2 emissions from the development will be reduced by providing at least 10 Percent of the development's energy through on-site renewable energy equipment or improvements to the fabric efficiency of the building. The carbon savings, which result from proposed measures, will be above and beyond what is required to comply with Part L of Building Regulations. Unless otherwise agreed in writing by the Local Planning Authority, the development shall then proceed in accordance with the approved report. Before any building is occupied or sold, the local planning authority shall be satisfied that the measures have been installed, which will enable the planning condition to be fully discharged.

REASON

In the interests of sustainability and to minimize the impact of the development on the effects of climate change. This condition is required to be discharged prior to commencement as the approved detail may have an impact on the design and fabric of the building during construction or the appearance of the development.

17. GR24

Before the development commences, a BREEAM pre-assessment, or equivalent assessment, shall be submitted for approval demonstrating how BREEAM 'Very Good' will be met. Unless otherwise agreed, the development must take place in accordance with the approved assessment. Prior to the occupation of any building, a post construction review should be carried out by a licensed assessor and submitted for approval. This will enable the planning condition to be fully discharged.

Advice should be sought from a licensed BREEAM assessor at an early stage to ensure that the required performance rating can be achieved. A list of licensed assessors can be found at www.breeam.org.

REASON

In the interests of sustainability and to minimise the impact of the development on the effects of climate change.

18. U50334

No building or other obstruction including landscape features shall be located over or within 3.0 (three) metres either side of the centre line of the sewer i.e. a protected strip width of 6 metres, that traverses the site. If the required stand-off distance is to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker.

REASON

In order to allow sufficient access for maintenance and repair work at all times

19. D54B

Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

REASON

To ensure that no foul or surface water discharge take place until proper provision has been made for their disposal.

20. ENVH4 No development shall take place, including any works of demolition, 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:

- i) - the parking of vehicles of site operatives and visitors
- ii) - loading and unloading of plant and materials
- iii) - storage of plant and materials used in constructing the development
- iv) - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v) - wheel washing facilities
- vi) - measures to control noise and the emission of dust and dirt during construction
- vii) - a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON

To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

21. U50336 The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. The LPA must be given two weeks written notification of commencement of the remediation scheme works. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework. This is required prior to commencement to ensure that the necessary mitigation measures can be put in place should any contamination be found.

01. U10934 **Informatives**

Informatives:

Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of

Section 278 of the Highways Act 1980. The agreement must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant should make contact with Malc Lucas - Tel 01302 735110 as soon as possible to arrange the setting up of the agreement.

Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans - Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement.

Street lighting design and installation is generally undertaken by the Local Highway Authority. Any alteration to the existing street lighting as a result of the new access arrangements will be subject to a costs which are to be borne by the applicant. The applicant should make contact with Fiona Horgan - Tel 01302 735097 or e-mail Fiona.Horgan@doncaster.gov.uk regarding this as soon as possible.

The developer shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud and debris on the highway is an offence under provisions of The Highways Act 1980.

That part of the site to be used by vehicles should be designed to withstand a minimum carrying capacity of 26 Tonnes without deflection in accordance with Buildings Regulations Approved Document B (Fire Safety).

The above objections, considerations and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

Site plan of the proposed development at 10000 130th Avenue. The plan shows the layout of the site, including the proposed building footprint (outlined in blue) and the surrounding area (outlined in red). The site is located adjacent to 130th Avenue and 100th Avenue. The plan includes a north arrow and a scale bar.

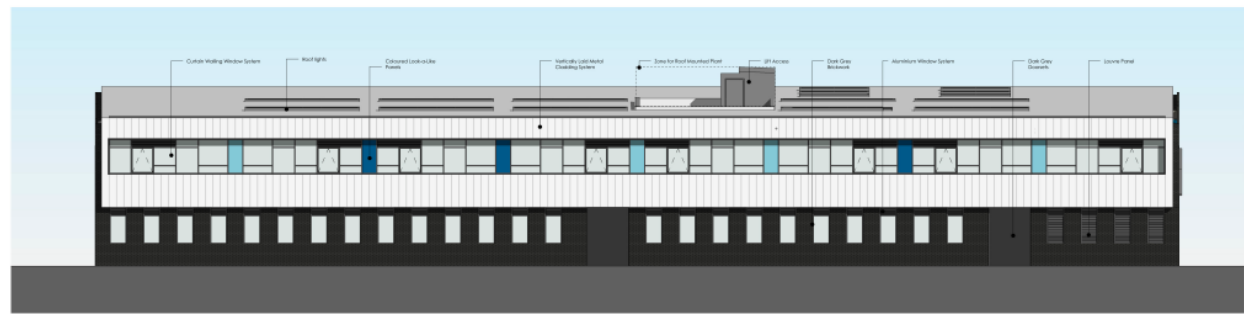
APPENDIX 2 – AERIAL VIEW



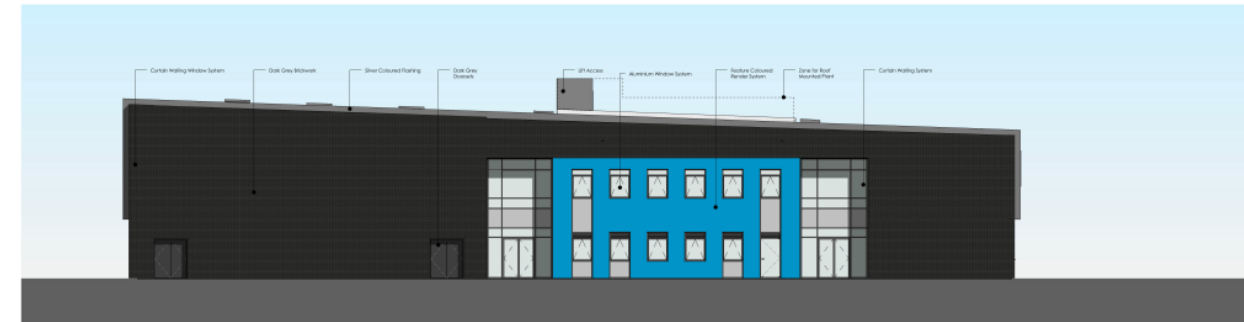
APPENDIX 3 – SITE LAYOUT



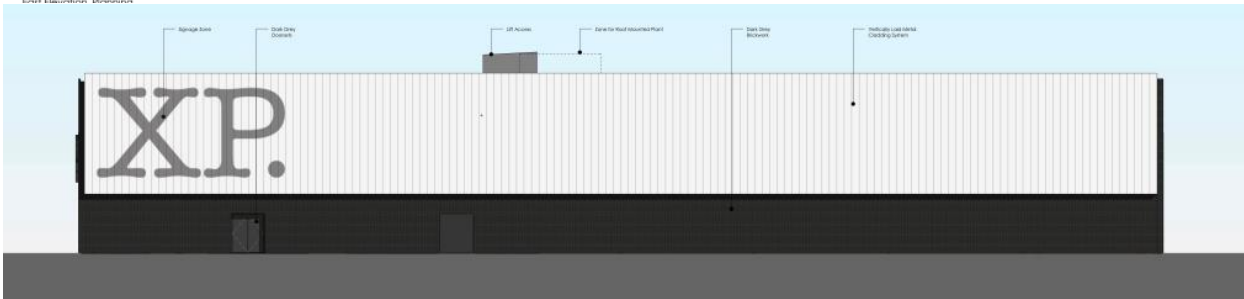
APPENDIX 4 – PROPOSED ELEVATIONS



North Elevation_Planning
1:100



East Elevation_Planning



South Elevation_Planning
1:100



West Elevation_Planning
1:100