

Regulatory Committee - 8 June 2021

Erection of a two storey Sixth Form Centre, re-cladding and re-roofing existing Sports Hall, Provision for a new MUGA and other enabling works, Champion School, Sydenham Drive, Leamington Spa, CV31 1QH.

WDC/21CC003

Application No.: WDC/21CC003

Advertised date: 19 March 2021

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Registered by: The Strategic Director for Communities on 01 March 2021

Proposal: Erection of a two storey Sixth Form Centre, re-cladding and re roofing existing Sports Hall, Provision for a new MUGA and other enabling works

Site & location: Champion School And Community College,
Sydenham Drive, Leamington Spa, CV31 1QH.
[Grid ref: 433092.264134].

See plan in Appendix A

Recommendation

That the Regulatory Committee authorises the grant of planning permission for the erection of a two storey Sixth Form Centre, re-cladding and re-roofing of the existing Sports Hall, provision for a new MUGA and other enabling works subject to the conditions and for the reasons contained within Appendix B of the report of the Strategic Director for Communities.

1. Application details

- 1.1 The planning application is submitted as Phase 2 of development at Champion School to make provision for the increase in pupil and staff numbers at the school and to improve and provide additional sporting facilities. The application seeks consent for the erection of a two storey Sixth Form building; upgrading of the existing sports hall; the provision of a new MUGA and other ancillary works.
- 1.2 The proposed Sixth Form building would be located on the northern side of the school site, to the east of the entrance to the school grounds from the roundabout on Sydenham Drive. The building would be detached from the remainder of the school buildings.
- 1.3 The proposed building would comprise two 2-storey elements configured in an 'L-shape' and linked at ground floor with the entrance lobby and circulation space with a void above at first floor. The building would occupy the prominent area of the corner plot on the northern side of the school grounds.
- 1.4 At ground floor the eastern wing of the building would provide two classrooms, an area for pupil lockers, plant room, a lift close to the entrance lobby and a staircase at the eastern end, while the western wing would provide a common room space, a study area together with toilet facilities and a centrally positioned staircase. At first floor the eastern wing would provide two general classrooms and a seminar room. While first floor of the western wing would provide an ICT classroom, a study area, a staff workroom in addition to further toilet facilities.
- 1.5 The western wing of the Sixth Form building would be 30 metres in length by 9 metres in width, the eastern wing would be 22 metres in length by 10 metres in width, with the entrance lobby and circulation space the footprint area of building would amount to 498 square metres. The first-floor area of the building would be less at 460 square metres, the difference accounted for by the void space above the entrance lobby.
- 1.6 The Sixth Form is proposed to be flat roofed in construction with a height of 7.4 metres to the roof and 7.9 metres to the height of the parapet. The building would be faced with white coloured render and metal infill cladding panels.

- 1.7 The existing sports hall is clad in horizontal timber with red brick at ground floor level. The building has a barrel-vaulted polycarbonate roof. The design and access statement informs that the building is uninsulated and currently in a poor state of repair with most elements of the building needing to be replaced. The existing structure would not be able to support the additional load required for the installation of insulation. It is proposed that the existing cladding and steel structure would be removed. The existing concrete floor slab is to be retained and the replacement structure erected on the floor slab with the same footprint area. A replacement steel structure would be erected to provide a flat roofed building, reduced in height from the current building at 10.0 metres to 9.2 metres, but of adequate internal height to comply with Sport England standards. External cladding and roof coverings would improve the thermal performance of the building. Materials are indicated in the details submitted in the design and access statement to be blue bricks at ground floor level to match the materials of the adjacent newly constructed Maths and Science block approved for the Phase 1 development. White and blue vertical sections of coloured render are proposed at first floor level with the intention of breaking up the mass of the building and reflecting the Campion School's colours.
- 1.8 A new Multi-Use Games Area (MUGA) is proposed to ensure adequate sports facilities for the increased pupil numbers at the school and to ensure the provision of a sports facility on those occasions when the grass pitches are out of use as a result of the weather or unsuitable ground conditions. Following pre-application advice from Sport England, the MUGA is proposed in the location of the raised mound area on the western side of the school fields to the south of the main school buildings. The MUGA would be 37 metres by 19 metres in area, surrounded by a 3 m high green mesh fencing. Submitted information indicates that lighting would be installed for the proposed MUGA but no details have been provided.
- 1.9 The planning application informs of the enabling work required for the further expansion of the school including the installation of a new electricity sub-station and modifications to the roundabout which allows access to the school on Sydenham Drive.
- 1.10 The application submission also details refurbishment works to be carried out on existing buildings in the school complex including the conversion of 7 science classrooms and a technician lab to general classrooms and a staff breakout room; replacing the roof coverings to the existing science labs; refurbishment of the metalwork and engineering sections of the school to incorporate a refectory area, drama studio and office. These works could be undertaken as permitted development but are included in the application details for information.

2. Consultation

2.1 **Warwick District Council – Planning:** No objection. I can confirm that a housing development for approx. 500 new homes south of Champion School, Sydenham (site HO3) was allocated through the Local Plan (2011-2029). This would, if developed, propose an access along the western boundary of the school, running north to south. However there is no planning permission in place currently for this development.

The planned extensions and alterations to the school proposed through this application are not affected by the housing allocation and therefore we would not wish to raise any objection.

2.2 **Warwick District Council - Environmental Protection:** No objection subject to conditions relating to Air Quality Mitigation, noise from external plant and noise control during construction.

2.3 **Royal Leamington Spa Town Council:** No comments received.

2.4 **Whitnash Town Council:** No comments to make.

2.5 **Councillor Helen Adkins:** No comments received during the consultation period or prior to the local election on 6th May 2021.

Post election the local member is **Councillor Will Roberts – an email sent advising of the application on 21.05.21**

2.6 **WCC – Equality and Diversity:** No comments received.

2.7 **WCC – Flood Risk and Water Management:** No objection subject to a pre-commencement condition.

2.8 **WCC – Fire (Water Supply) Officer:** No objection. Confirmed that the proposed hydrant solution is sufficient for the site.

2.9 **WCC – Highways:** No objection. An assessment has been undertaken of the planning application. Based on the assessment and appraisal of the development proposals and the additional information submitted – ARCADY modelling and Stage One Road Safety Audit there are no objections subject to conditions. Proposed conditions relate to submission of details to ensure no mud on highway, HGV can manoeuvre/turn on site and parking for construction staff; Improvements to the roundabout are to be completed prior to occupation of the Sixth Form; the width of the internal access road is to be increased prior to occupation and the Green Travel Plan is to be updated.

2.10 **WCC – Archaeology:** No objection. There is a requirement for additional archaeological work, with an archaeological evaluation by trial trenching across the area of the proposed sixth form block and the MUGA. Conditions are recommended.

2.11 **WCC Ecology:**

Bats: The Sports Hall, the Forge and the temporary building which are to be impacted have been assessed for bat potential. The forge and temporary building have no potential with no gaps or crevices being identified. However, the sports hall appears to have numerous wall cavities accessible through the timber cladding. The survey assessed this as low potential but I do not agree with that and would recommend at least medium if not high potential for bats. Therefore, it is recommended that a full bat survey is carried out of the sports hall to determine presence or absence of bats and this can be carried out from May to September.

Great Crested Newts (GCN): There is a wildlife pond within a wildlife area on the school grounds in close proximity to the sports hall and proposed compound area. It is therefore recommended that an eDNA survey is carried out to determine the presence or absence of GCN and this can be carried out from March and is a relatively quick operation. If GCN are detected then further GCN surveys will be required to determine the population count and these can be carried out from May.

Nesting birds: There is potential for nesting birds within the wall cladding of the sports hall according to the survey report. In addition, the trees, hedgerows and vegetation on site also provide nesting opportunities. It is recommended that works are carried out outside the bird nesting season which is from March to September and if this is not possible then pre-checks will be carried out prior to any works commencing and these will be part of a CEMP.

Reptiles: There appears to be low potential for reptiles according to the survey and therefore a Generic reptile and amphibian information note should be attached to any permission granted.

Badgers: Although the surrounding area is suitable for badgers the site itself would not support badger although badgers may travel through the site. Please attach a general trench information note to any permission granted.

Trees and hedgerows: There are trees and hedgerows around the site. It is proposed to remove 11 trees for the proposed works and trees also surround the temporary building to be removed and replaced with cycle parking. According to the walkover survey the trees have all been assessed for bat potential with only two identified as having potential because of peeling bark, although on further inspection any bat potential was discounted. The hedgerows around the site would

also be used for commuting and foraging bats. Therefore, it is recommended that all trees remain if possible plus all hedgerows, and they will be protected by a Protection of root protection zone condition which should be attached to any permission granted.

Biodiversity Impact Assessment (BIA): I have viewed the BIA and am happy with it prior to the additional surveys being carried out. However, this may need to be altered following the recommended surveys and so it should not be discharged until the further surveys have been carried out, assessed and any further recommendations made.

LEMP: I am happy with the LEMP prior to the additional surveys being carried out. However, this may need to be altered following the recommended surveys and so it should not be discharged until the further surveys have been carried out, assessed and any further recommendations included in the LEMP.

CEMP: I will assess the CEMP once the further surveys have been carried out, assessed and any further recommendations included in the CEMP.

- 2.12 **Sport England:** No objection. In viewing google earth imagery the location of the proposed MUGA has not been marked out for a playing pitch and its siting would not impact or reduce the ability to mark out playing pitches on the wider playing field area, which is extensively marked out. The area of playing field identified as being unusable playing field within the DAS is also not capable of accommodating a pitch and due to the drop in land would not be capable of forming part of a pitch within the wider playing field area. Given the above, Sport England is satisfied that the proposed development meets exception 3 of our playing fields policy, in that:

'The proposed development affects only land incapable of forming part of a playing pitch and does not: reduce the size of any playing pitch; result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas); reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality; result in the loss of other sporting provision or ancillary facilities on the site; or prejudice the use of any remaining areas of playing field on the site.' This being the case, Sport England does not wish to raise an objection to this application.

- 2.13 **Warwickshire Police:** No objection. I am responding to this application on behalf of Warwickshire Police in relation to Crime Reduction and Community Safety matters as the assigned Designed Out Crime Officer for Warwickshire. I have examined the plans submitted. This has been done with reference to the advice contained within National Planning Policy Framework, Planning Practice Guidance, 'Safer Places - The

Planning System and Crime Prevention' and 'Crowded Places'. All of the proposed work is being carried out within the boundary of the school that has a secure boundary, Warwickshire Police have no objections to this application.

- 2.14 Site notices were displayed on 19 March at 10 locations around the perimeter of the school grounds. In addition, a press notice was published in the Leamington Courier on Friday 19 March.
- 2.15 Neighbour notification letters were sent by post to the 57 nearest residential properties.

3. Representations

- 3.1 One local resident commented on the proposed development at the school and drew attention to an outline planning application (W/20/0617) for 200 dwellings on land to the south of Campion School, refused by Warwick District Council on 12 February 2021. An appeal has been lodged against the refusal with an inquiry scheduled for 13 July 2021. The local resident is concerned at the number of houses that could be served by the single access road, Chesterton Drive and that development at Campion School should not prevent the future provision of an additional access road to serve the residential area surrounding the school.

4. Previous Planning History

- 4.1 The secondary school was founded during the late 1970s when the school moved to the site into new buildings. There have subsequently been a number of planning applications for the erection of additional buildings on the school site with a sixth form classroom block erected in 1977 (Ref: W/77/0968) and a further extension to the building in 2000 to provide a teaching block and art studio (W/00/CC044). Floodlighting was approved by Warwick District Council in 1983 (W/83/0789). Security gates and fencing at the front entrance to the school were approved in 2010 (W/10/CC007) and solar panels installed in 2011 (WDC/11CC015).
- 4.2 The good reputation of the school and development of additional residential properties increasing population in the catchment area has resulted in an increasing demand for school places. Expansion of the school is being undertaken in two phases. The Phase 1 expansion of the school (WDC18CC015) was approved in May 2019 and comprised the erection of the new 17 classroom science and maths block in addition to the provision of additional parking and ancillary works. Those works were completed during 2020 and the classroom building occupied during the Autumn term of 2020. The current application presents the details of the Phase 2 development required to accommodate the school population as it progressively reaches capacity following the increase to an 8-form entry.

5. Assessment and Observations

Site and Surroundings

- 5.1 Champion School is located approximately 2 kilometres to the south-east of Leamington Spa town centre. The school grounds extend to some 10 hectares in area.
- 5.2 The northern boundary of the school is adjacent to the Asda superstore, the store's car park and the petrol filling station. In addition, there are five residential dwellings with rear garden boundaries that abut the northern boundary. The boundary between the school and the Asda site is screened by a mixed species hedge predominantly of hawthorn.
- 5.3 The playing fields to the south and east of the school buildings are surrounded by residential properties with rear gardens bounding onto the school site. Views into the school site are screened by boundary hedgerows and trees.
- 5.4 The railway line running between Leamington Spa and Banbury marks the entire length of the western boundary of the school site. The railway line is in a cutting in the vicinity of the school with a substantial area of landscaping screening between the two sites as a result the railway is not viewed from the school.
- 5.5 The school site is accessed from the southern spur of the roundabout at the junction of Prospect Road, Sydenham Road and Chesterton Drive. The school's internal access road leads to a parking area in the north-western area of the school site; a parking area on the eastern side of the school grounds and to a central parking area re-developed as part of the phase 1 development of the school, with a circular route providing a pupil drop-off area and to a further parking area to the east of the main school buildings. Electric vehicle charging points are installed to serve 3 parking spaces in the central car park. There are two disabled spaces in the central car park close to the school reception and a further two disabled spaces in the eastern car park area.
- 5.6 The proposed Sixth Form building would be positioned to the east of the gated entrance to the school on a site that is currently a grass mound planted with a circle of young willow and with silver birch and cherry trees around the edges of the mound. The proposed MUGA would be positioned to the south of the existing school buildings on a grass mound on the western side of the playing field adjacent to the line of the railway cutting. The existing sports hall which would be substantially re-built is located towards the eastern side of the school grounds and north of the recently constructed Maths and Science building.

Planning Policy

National Planning Policy

- 5.7 **Paragraph 11** of the National Planning Policy Framework (NPPF) February 2019 explains that there is a presumption in favour of sustainable development and what that means. What the presumption means in relation to a planning application is that:
- (a) proposals which accord with an up-to-date development plan should be approved without delay; and
 - (b) where there are no relevant development plan policies or the policies most important for determining the application are out-of-date, then permission should be granted unless:
 - 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
 - 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.

Where the presumption in (b) applies, it is often referred to as the “tilted balance” in favour of the application.

- 5.8 **Paragraph 12** goes on to explain that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.
- 5.9 In this case the up to date plan is the Warwick District Local Plan (2011 – 2029), adopted in September 2017. The application should therefore be determined (as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004) in accordance with those policies unless material considerations indicate otherwise.

National Planning Policy Framework

- 5.10 The NPPF states that the planning system has three overarching objectives; economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take

local circumstances into account, to reflect the character, needs and opportunities of each area.

- 5.11 **Paragraph 91** of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction; are safe and accessible, so that crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion.
- 5.12 **Paragraph 94** states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
 - b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
- 5.13 **Paragraph 108** states that in assessing specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 5.14 **Paragraph 109** states the 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.
- 5.15 **Paragraph 111** states that all development that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 5.16 **Paragraph 127** states that planning decisions should ensure that developments function well and add to the overall quality of the area; are visually attractive, sympathetic to local character and create places that are safe, inclusive and accessible.

- 5.17 **Paragraph 163** states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 5.18 **Paragraph 170** states that planning decisions should contribute to and enhance the natural and local environment by means including minimising impacts on and providing net gains for biodiversity.

The Development Plan

Warwick District Adopted Local Plan 2011 – 2029 (Sept 2017)

- 5.19 **Policy DS5 Presumption in Favour of Sustainable Development:** indicates that the planning authority will take a positive approach that reflects the presumption in favour of sustainable development in the National Planning Policy Framework (NPPF).
- 5.20 **Policy SC0 Sustainable Communities:** requires that new development should be high quality and should ensure that it is brought forward in a way which enables strong communities to be formed and sustained. It is also important that new development protects and enhances the historic, built and natural features that make Warwick District a great place. To achieve this the development should:
- a) deliver high-quality layout and design to integrate with existing communities;
 - d) ensure access and circulation are inclusive and provide for a choice of transport modes, including public transport, cycling and walking;
 - e) take account of community safety, including measures to prevent crime and road accidents;
 - g) minimise energy and water consumption and take account of opportunities to promote renewable energies where appropriate;
 - h) ensure proposals are adaptable to climate change;
 - i) have a focus on healthy lifestyles, including measures to encourage walking and cycling, to provide access to open space, play areas, playing fields and sports facilities and to encourage healthy diets;
 - j) protect and where possible enhance the natural environment including important landscapes, natural features and areas of biodiversity; and
 - l) manage flood risk to ensure that proposals do not unduly increase the risk of flooding
- 5.21 **Policy BE1 Layout and Design:** states that new development will be permitted where it positively contributes to the character and quality of its environment through good layout and design. Development proposals will be expected to demonstrate for example that it respects surrounding buildings in terms of scale, height, form and massing; adopts appropriate materials; incorporates necessary services and drainage infrastructure; meets the highest standards of accessibility and inclusion for potential users regardless of disability, age or gender

and ensures that layout and design addresses the need for development to be resilient to climate change.

- 5.22 **Policy BE3 Amenity:** states that development will not be permitted that has an unacceptable adverse impact on the amenity of nearby uses and residents and /or does not provide acceptable standards of amenity for future users and occupiers of the development.
- 5.23 **Policy TR1 Access and Choice:** states that development will only be permitted that provides safe, suitable and attractive access routes for pedestrians, cyclists, public transport users, emergency vehicles, delivery vehicles, refuse vehicles and other users of motor vehicles.
- 5.24 **Policy TR2 Traffic Generation:** All large-scale developments (both residential and non-residential) that result in the generation of significant traffic movements should be supported by a Transport Assessment, and where necessary a Travel Plan, to demonstrate the practical and effective measures to be taken to avoid the adverse impacts of traffic.

Any development that results in significant negative impacts on the health and wellbeing of people in the area as a result of pollution, noise or vibration caused by traffic generation will not be permitted unless effective mitigation can be achieved.

Any development that results in significant negative impacts on air quality within identified Air Quality Management Areas or on the health and wellbeing of people in the area as a result of pollution should be supported by an air quality assessment and, where necessary, a mitigation plan to demonstrate practical and effective measures to be taken to avoid the adverse impacts.

A Transport Statement may be required for development that has relatively small transport implications in line with the Guidance on Transport Assessments.

All measures required in the policy should take full account of the cumulative impact of all development proposed in this Plan (and any other known developments) on traffic generation and air quality.

- 5.25 **Policy TR3 Parking:** Development will only be permitted that makes provision for parking which: -
- a) has regard to the location and accessibility of the site by means other than the private car;
 - b) does not result in on-street car parking detrimental to highway safety;
 - c) takes account of the parking needs of disabled car users, motorcyclists and cyclists; and
 - d) takes account of the requirements of commercial vehicles.

Development will be expected to comply with the parking standards set out in the most recent Parking Supplementary Planning Document.

- 5.26 **Policy HS7 Crime Prevention:** States that the layout and design of development will be encouraged to minimise the potential for crime and antisocial behaviour and improve community safety. Development proposals will be expected to demonstrate amongst other issues that they make provision for appropriate security measures, including lighting, landscaping and fencing, as an integral part of the development.
- 5.27 **Policy CC1 Planning for Climate Change Adaptation:** states that all development is required to be designed to be resilient to, and adapt to the future impacts of, climate change through the inclusion of the following adaptation measures where appropriate:
- a) using layout, building orientation, construction techniques and materials and natural ventilation methods to mitigate against rising temperatures;
 - b) optimising the use of multi-functional green infrastructure (including water features, green roofs and planting) for urban cooling, local flood risk management and to provide access to outdoor space for shading, in accordance with Policy NE1;
 - c) incorporating water efficiency measures, encouraging the use of grey water and rainwater recycling, in accordance with Policy FW3;
 - d) minimising vulnerability to flood risk by locating development in areas of low flood risk and including mitigation measures including SuDS in accordance with Policy FW2; Applicants will be required to set out how the requirements of the policy have been complied with including justification for why the above measures have not been incorporated.
- 5.28 **Policy CC3 Buildings Standards and other Sustainability Requirements:** states that all non-residential development over 1000 sq. m is required to achieve as a minimum BREEAM standard 'very good' (or any future national equivalent), unless it can be demonstrated that it is financially unviable or a suitable alternative sustainability strategy is proposed and agreed with the Council.
- 5.29 **Policy FW1 Reducing Flood Risk:** states that planning applications should be submitted in line with the revised validation checklist that has guidance on the national approach to meeting the sequential and exception tests and meeting the requirements of the NPPF.
- 5.30 **Policy FW2 Sustainable Drainage:** states that all new major developments must incorporate SuDS that provide biodiversity, water quality and amenity benefits and be in accordance with the Warwickshire Surface Water Management Plan. There will be a presumption against underground storage of water, and it should support the delivery of green infrastructure.

All new development sites will discharge at the QBAR (see glossary) greenfield run-off rate, including an allowance for climate change; for sites with a life expectancy of less than 60 years, a 20% allowance

must be applied; for sites with a greater than 60-year life expectancy, the allowance must be 30%.

SuDS schemes must be located outside the floodplain; ideally this should be within the development site or close to the site as part of a master planned drainage scheme. Priority should be given to SuDS that incorporate green infrastructure, including green roofs, walls and rain gardens

- 5.31 **Policy NE3 Biodiversity:** states that New development will be permitted provided that it protects, enhances and / or restores habitat biodiversity. Development proposals will be expected to ensure that they:
- a) lead to no net loss of biodiversity, and where possible a net gain, where appropriate, by means of an approved ecological assessment of existing site features and development impacts;
 - b) protect or enhance biodiversity assets and secure their long-term management and maintenance, and;
 - c) avoid negative impacts on existing biodiversity. Where this is not possible, mitigation measures must be identified. If mitigation measures are not possible on site, then compensatory measures involving biodiversity offsetting will be required.
- 5.32 **Policy NE5 Protection of Natural Resources:** States that development proposals will be permitted provided that they ensure that the district's natural resources remain safe, protected and prudently used. Development proposals will be expected to demonstrate that they:
- a) do not give rise to soil contamination or air, noise, radiation, light or water pollution where the level of discharge, emissions or contamination could cause harm to sensitive receptors;
 - b) ensure that, where evidence of contamination exists, the land is made fit for its intended purpose and does not pose an unacceptable risk to sensitive receptors.
- 5.33 **Policy HE4 Archaeology:** States that the Council will require that any remains of archaeological value are properly evaluated prior to the determination of the planning application. Where planning permission is granted for development which will have an adverse effect on archaeological remains, the Council will require that an agreed programme of archaeological investigation and recording precedes development.
- 5.34 **Warwick District Council Parking Standards Supplementary Planning Document (SPD)** has been revised to supplement Policy TR3 of the Adopted Local Plan.

Paragraph 4.7 of the SPD states: it is recognised that a degree of flexibility may be required due to the specific circumstances of a

development proposal. Where it can be demonstrated that parking demand is likely to be lower than the prescribed standard, or indeed in excess of the prescribed standard, a flexible approach will be taken. Deviation from the standards may be deemed appropriate where the applicant can demonstrate specific circumstances in respect of one or more of the following:

Lower Provision

1. The presence of capacity for additional demand to be accommodated on street without detrimentally affecting the safety and convenience of residents and occupiers
2. The presence of sufficient capacity in local off street car parks to accommodate any increase in parking demand
3. The development is located in an area that is demonstrably accessible by alternative modes of transport (e.g. the town centres of Leamington, Warwick and Kenilworth as defined in the Local Plan)
4. The development will not generate any (or negligible) parking
5. The development will generate significantly less parking than prescribed in the standard (e.g. meeting a specific local need)
6. The development meets other planning objectives and would not unacceptably worsen the parking situation.

Higher Provision

7. The needs of the business require higher parking, despite demonstrably promoting alternative modes of travel.

Amenity and Environmental Issues

Design and Appearance and Impact on Local Amenity

- 5.35 The existing buildings on the school site are of a flat roof design ranging from single to three-storey. There is a mixed palette of materials with brickwork, timber cladding, brown hanging tiles, concrete render with blue inset panels beneath windows. The two-storey flat roofed Maths and Science building erected for Phase 1 introduced blue facing bricks, grey coloured render and iridescent cladding.
- 5.36 The proposed Sixth Form building would occupy a prominent position in the street scene. The two-storey flat-roofed building has been designed to create a bold 'gateway' for the school site. The building would be elevated above the ground levels of the neighbouring road network, but would be screened from view to a degree by the hedges and vegetation on the boundary between the school site and the neighbouring footpath linking to the Asda petrol filling station and supermarket car park. The development is proposed to be finished with white rendered elevations with contrasting metal infill cladding panels. A condition is recommended for the approval of details of materials (condition 3).

- 5.37 The closest residential dwellings to the proposed Sixth Form building are the houses in Wilnecote Grove some 60 metres to the north, on the northern side of Chesterton Drive. There would be no overlooking or overshadowing of those dwellings as result of the proposed development. The design of the building is considered to be acceptable and to make a positive contribution to the street scene. No comments have been received from local residents or from the Royal Leamington Spa Town Council in respect of the proposed Sixth Form while Whitnash Parish Council responded that they had no comment to make.
- 5.38 The proposed re-cladding of the existing timber sports hall would create a flat-roofed building with blue brick at ground floor level, to match the adjacent Maths and Science building, and a render finish at first floor coloured in vertical blocks of blue and white of differing widths designed to visually break up the mass of the building. A planning condition is recommended for the approval of the materials (condition 3). The building is viewed across the playing field and netball courts from residential properties over 100 metres to the east of the school and seen in the context of the school buildings. No comments have been received from neighbouring residents in relation to the proposed works to the sports hall. There is considered to be no adverse impact on the visual or residential amenity of the neighbouring dwellings as a result of the re-cladding of the sports hall.
- 5.39 The proposed MUGA would be located on the playing field to the south of the existing school buildings. There are no residential properties within the vicinity of the proposed development. The closest dwellings are located over 100 metres to the west and are separated by the cutting of the railway line and the mature trees and vegetation that run along the route of the railway line. The MUGA would be enclosed by 3-metre-high fine green mesh fencing, with a polymeric playing surface comprised of a bound rubber granulate material. Floodlighting is proposed. The detail of the external lighting layout submitted with the planning application indicates the lux levels emitted over the area surrounding the MUGA and shows that light would not spill beyond the grounds of the school. It is considered that there would be no adverse impact on visual or residential amenity in the area as a result of installation of the MUGA. A condition is recommended for the MUGA lighting to accord with the submitted details (condition 16).

Need and Pupil Numbers

- 5.40 Champion School is a secondary school with pupils from Year 7 to Sixth Form. In recent years the school was a 5-form entry but was not at full occupation levels as year groups were not reaching their maximum capacity. However, since 2018 the school has seen an increase in the number of pupil admissions due largely to residential developments in the surrounding area. In September 2018 the Year 7 intake was at capacity. In September 2020, the school year 2020/21, the school

increased to an 8-form entry which by 2024 will result in the pupil numbers attending the school increasing to a total of 1202.

- 5.41 The expansion of the school facilities is being undertaken in two phases, with the recently erected Phase 1 Maths and Science building providing 17 classrooms to cater for the increased school roll. While not all pupils would continue at Campion School into the Sixth Form, the school's existing Sixth Form facilities are not currently adequate and would not be able to accommodate the future increase in numbers of Sixth Form students. The proposed building would provide a free-standing facility for some 200 students in Year groups 12 and 13 with pupil numbers on the school site increasing to between 1375 and 1400 by the school year 2026/27.

Car Parking and Highway Issues

- 5.42 The Transport Assessment submitted in 2018 for the previous planning application for the Maths and Science building (WDC/18CC015), was prepared at that time to also include the requirements to support the planning application for the phase 2, Sixth Form development. The Assessment shows the total pupil numbers over time as the change from a 5 form to an 8-form entry in from 2020 onwards increases the school roll until capacity is reached in 2026 with some 1400 pupils.
- 5.43 In commenting on the previous planning application, the Highway Authority considered that the first phase of the school expansion could be accommodated on the local road network. However, a capacity enhancement scheme would be required for the phase 2 development. Details of the necessary alterations to the highway, with works proposed to the roundabout serving the entrance to the school, Chesterton Drive, Sydenham Drive and Prospect Road to increase the capacity of the roundabout have been submitted to support the current application.
- 5.44 The highway details submitted with the application enabled an assessment of the capacity and delays on the roundabout as a result of traffic associated with the school reaching capacity following the expansion to an 8-form entry together with other committed developments in the area.
- 5.45 WCC Transport Planners advised the Highway Authority that the modelling shows the improved roundabout junction would continue to operate with residual capacity in the 2028 scenario with full occupation of the school development. The Highway Authority have raised no objection. A condition is recommended to ensure the road improvements have been satisfactorily implemented before the Sixth Form is occupied (condition 17).

- 5.46 The Transport Assessment notes that the width of the existing school access road reduces in width within the school grounds to create a pinch point preventing the two-way passage of vehicles which causes vehicles to block back towards the roundabout. This section of the school's access road is required to be widened to allow two vehicles to pass. A condition is recommended to ensure the access is widened prior to occupation of the Sixth Form (condition 19).

Car Parking:

- 5.47 The Warwick District Council Parking Standards Supplementary Planning Document (SPD) supplements Policy TR3 of the Local Plan that was adopted in September 2017. The parking standard for schools requires the provision of 2 spaces per classroom for staff and visitors and facilities for picking up and setting down children as determined by Travel Plan. The SPD advises that where it can be demonstrated that parking demand is likely to be lower than the prescribed standard, a flexible approach will be taken.
- 5.48 Alterations to the parking provision on the school site were approved and implemented for the Phase 1 development. The main central car park area to the north of the existing school buildings was altered to increase the number of car spaces and to improve the circulation of traffic with a drop-off/pick-up facility on the southern side of this area. In considering the previous planning application, a total of 126 car spaces were provided on the school site, including 46 additional car spaces (12 spaces in excess of the 34 additional car spaces required to meet the SPD standard for the 17 new classrooms of the Phase 1 development).
- 5.49 The proposed Sixth Form building would provide an additional 6 classrooms on the school site, generating a requirement for 12 car spaces to meet the full SPD standard. The details submitted with the current application propose 11 additional car spaces adjacent to the Sixth Form building, including 2 disabled spaces. While there would be a shortfall by 1 car space from the full standard set out in the SPD for the 6 classrooms, it is considered that the provision proposed is adequate to meet the parking requirements for the additional staff associated with the Sixth Form. A condition is recommended for the 11 additional car spaces to be completed and available prior to the occupation of the Sixth Form (condition18).

Cycle Parking:

- 5.50 The Warwick District Council Parking SPD states that the provision of cycle parking spaces for a school is required at a rate of 1 space per 5 members of staff and 1 space per 3 students. The requirement for cycle parking on full occupation of the phase 1 development was factored up and anticipated that 156 pupils would potentially cycle to school. Cycle provision was increased as a result of the phase 1

development at the school, although with a reduced provision from the SPD requirement as the facilities provided on site met the level of demand. In discharging condition 15 of the previous consent, relating to Air Quality (as recommended by Warwick District Environmental Health Officer), a cycle storage hub was accepted as part of the air quality mitigation measures, with a bike and e-bike hire scheme and the provision of a sheltered storage rack system for 16 bicycles. The cycle hub which would serve the phase 2 in addition to phase 1 development, is to be provided following the removal of a temporary building located to the south-east of the central parking area, and provision of cycle parking is to be monitored and reviewed as part of the Green Travel Plan process.

Access for Construction:

- 5.51 The application details advise that construction of the proposed development would be programmed to be completed within some 56 weeks. There is only one entrance to the school site, accessed from the roundabout off Chesterton Drive at the north western corner of the site. Construction traffic would need to be carefully integrated with the school's access for parking and to maintain the school's access to the playing field and MUGA and playground areas during the construction. A Site Environmental Management Plan (Construction Management Plan) has been submitted with the planning application.
- 5.52 The Management Plan describes the location of three compounds for the duration of the works proposed on the school site. Compound 2 is located to the east of the site of the Sixth Form building and would be used for the unloading of delivery vehicles. Deliveries are to be coordinated to avoid peak times at the beginning and end of the school day, with no deliveries between 08:00 and 09:00 and between 15:00 and 16:00. A 'Banksman' would be employed to ensure that vehicles operating within the school grounds do so safely. Distribution of plant and materials to and from the main compound areas to areas of construction work on the site would be only undertaken at times (before or after school) when there would be no staff or pupils in the area.
- 5.53 The Highway Authority raised no objection but commented that additional information would be required prior to commencement of construction. Details of measures to prevent any mud/debris being carried onto the public highway; confirmation that HGVs can turn and manoeuvre within the designated/unfenced area and the location of construction staff parking during school term time are all required to be provided. A condition is recommended that a Construction Management Plan to include the details above be submitted and approved prior to commencement (condition 9).

Accessibility

- 5.54 The proposed Sixth Form building has been designed in accordance with UK Building Regulations, Part M and BS8300:2018 to ensure the facilities provide inclusive access throughout the development.
- 5.55 The main entrance to the building would have powered doors while other entrance doors would be openable with an acceptable level of force. Thresholds would be flush with an upstand of less than 15mm. Entrance doors would be well lit and contrast in colour to the walls. The main entrance would have a minimum clear opening width of 1000mm while all other doors would have a minimum clear opening of 800mm. A lift would provide access to the first floor in addition to a staircase serving each of the wings of the building.
- 5.56 Separate disabled WC facilities for pupils and staff/visitors would be provided with one at both ground and first floor.
- 5.57 The reception and the main atrium would have hearing loops installed for those with audible disability.

Ecology Issues

- 5.58 The application site has no nature conservation status. The railway cutting to the west of the school is a Local Wildlife Site (LWS) and 300 metres to the east of the school site is the Whitnash Brook which is a LWS and a Local Nature Reserve. There are records of bats and hedgehog and reptile and amphibian habitat in the surrounding area including the neighbouring allotments to the south and the railway cutting to the west.
- 5.59 The planning application was supported by the Ecological Appraisal prepared by Guma Ltd in February 2021. The Appraisal identifies the ecological constraints for the proposed development. The habitats that would be permanently lost consist of amenity grassland, hardstanding and standard trees which could be replaced and enhanced elsewhere on the school site with the result that the proposed development could result in a biodiversity net gain. The Appraisal identified the existing timber clad sports hall as having a low potential for roosting bats. The trees within the area of the proposed development were inspected and determined to have no potential features for bat roosting. The trees and hedgerows on the school site do have potential for bat foraging and commuting. The removal of a small number of mature trees on the site of the proposed Sixth Form building would however be unlikely to have an impact on foraging or commuting bats. The report states that there is potential for nesting habitat and foraging for birds within the hedges, trees and the dense shrubs. The sports hall has cavities in the timber cladding that could provide nesting bird habitat. The school site provides limited terrestrial habitat for amphibians, including a pond on the school site.

Bats

- 5.60 The County Ecologist considered that given the condition of the timber cladding the sports hall had a least a medium if not high potential for bats and therefore recommended that a bat survey be undertaken. A dusk survey was carried out in May 2021 when no bats were recorded emerging from the building and no activity recorded around the building. A further bat survey at dawn is scheduled for 25th May. The County Ecologist's initial recommendation for a bat survey condition (condition 4) is maintained (which would require a mitigation plan should bats be found to be present in the building to be demolished) unless the further survey results prove no bats to be present are received before the application is determined by Regulatory Committee when the condition could then be removed.

Trees

- 5.61 The Tree Survey and Arboricultural Impact Assessment prepared by Haydens submitted with the application indicates 11 trees are to be removed for the construction of the Sixth Form building, in addition to a 'willow tunnel' planted on the site. The trees are predominantly cherry with some silver birch. The soft landscaping plan indicated that a total of 28 replacement trees are proposed to be planted in the grass areas surrounding the school car park, consisting of Field Maple, Sycamore, Rowan and Beech trees. Tree protection measures are indicated on the proposed landscape plan submitted with the planning application. The County Ecologist recommends a condition to ensure the tree protection measures are installed prior to works on site commencing (condition 5). In addition, conditions are recommended to ensure the planting of the replacement trees and their future maintenance (conditions 12 and 13).

Great Crested Newt

- 5.62 In view of the proximity of a wildlife pond in the school grounds to the proposed sports hall works, the County Ecologist required an eDNA survey be carried out to determine the presence or absence of Great Crested Newts (GCN). The survey of the pond was undertaken in April 2021. The Analysis report submitted in May concluded that GCN are likely to be absent from the pond and that no restrictions on the proposed works for the sports hall would be required in relation to GCN.
- 5.63 A Landscape and Environmental Management Plan (LEMP) was submitted with the planning application to ensure that the development is constructed and managed in accordance with planning requirements and wildlife legislation, and to ensure the delivery of the proposed ecological enhancements in order to maximise the potential for gains on the school site. The County Ecologist was satisfied with the LEMP prior to the additional surveys being carried out for bats. However, it

may be necessary for the LEMP to be updated depending on the findings of the recommended surveys and for this reason a condition is recommended for the LEMP to be approved prior to work commencing on site (condition 11). This could change if the bat survey results show no bats and the LEMP is acceptable in the current version – the recommended condition could be amended for the development to be implemented in accordance with the submitted LEMP.

- 5.64 The Site Environmental Management Plan prepared by Speller Metcalfe and submitted with the application includes details relating to the impact on Ecology during construction. The County Ecologist advised that the document would be assessed once all surveys are completed, assessed and any further recommendations included in the document. A condition is therefore recommended for a Construction and Environmental Management Plan (CEMP) to be approved prior to work commencing on site (condition 10).

Environmental Health

Plant Noise:

- 5.65 The plant proposed to be installed on the application site to serve the Sixth Form building are indicated as a condenser compound to be located to the north-east of the building and a smaller condenser compound to be positioned to the of the west facing elevation of the building to serve the ICT suite.
- 5.66 An Environmental Noise Assessment was submitted with the application to determine the impact of noise generated by the proposed plant on local noise sensitive receptors, including the residential properties in the area and the occupants of the school building.
- 5.67 The noise survey for the assessment was carried out in January 2021 during the 3rd national Covid-19 lockdown, as a result road traffic and train noise were at a reduced level in comparison to the typical noise climate of the site. Historical traffic data was used to determine the level of correction required (+4dB) to derive the expected noise level outside of Covid-19 restrictions. The assessment used the noise level limit set in the planning condition recommended by the Warwick District Council Environmental Health Officer attached to the planning consent for the Phase 1 development at Campion School approved in 2019, which stated:

Noise arising from any plant or equipment, when measured one metre from the façade of any neighbouring dwellings, shall not exceed the background noise level by more than 3dB(A) (measured as LAeq (5mins)). If the noise in question involves sounds containing a distinguishable, discrete, continuous tone (whin, screech, hiss. Hum, etc) or if there are discrete impulses (bangs, click, clatters, thump etc)

or if the noise is irregular enough to attract attention, 5dB shall be added to the measured noise level.

- 5.68 Data in the Noise Assessment was used to calculate the predicted noise levels at the noise sensitive receptors. The report concluded that the cumulative noise level at the nearest residential properties would be below the specific noise level limits set in the previous planning condition. However, the noise levels generated by the condensers /air source heat pumps at the facades of the proposed Sixth Form building were predicted to be above 48dB and could impact the internal noise level limit set for teaching spaces and therefore required a mitigation strategy with the erection of acoustic fencing. (Building Bulletin 93 (BB93) relates to the acoustic design of schools and specifies the maximum indoor ambient noise levels for all teaching and ancillary spaces.)
- 5.69 While the Noise Assessment indicates the condensers to be only partially screened by acoustic fencing, the details submitted in the block plan for the Sixth Form show the condenser compounds to the west and north-east of the building, enclosed on all four sides.
- 5.70 The Environmental Health Officer at Warwick District Council advised that within the noise assessment the residential noise criteria for external plant appeared to have been incorrectly derived. Using the acceptable criteria, the predicted noise impacts would require an additional 3dB mitigation. The partial enclosure of the plant as suggested in the noise assessment has the potential to increase noise levels at residential developments by reflecting and focusing the noise towards residential receptors. In addition, the Environmental Health Officer recommends that as the specifications of the proposed plant units have not been supplied in the assessment, a Noise Verification report should be submitted to demonstrate compliance with a noise condition as set out above (condition 15).

MUGA noise:

- 5.71 The Environmental Noise Assessment states that a noise impact assessment was undertaken for the proposed MUGA which would be new source of noise. The World Health Organisation (WHO) guidelines for Community Noise advise that noise levels at the façade of residential dwellings should not exceed 50dB L_{Aeq}. Sport England produced a Design Guidance Note to enable a consistent method to be followed in the assessment of noise assessment of MUGA facilities. Using noise modelling the submitted Assessment concludes that the predicted noise from the MUGA at the residential properties to the west in Haseley Close and Redland Road; to the south in Grayling Crescent and those to the east off St Fremund Way would at worst be between 40 dB L_{Aeq} and 44 dB L_{Aeq}, which would be below the 50dB L_{Aeq} WHO limit. The risk of compliant of noise is considered by the report to be low.

Construction impacts:

- 5.72 Construction works on site for the proposed development would be a source of noise. The Environmental Health Officer noted that as the Construction Management Plan makes only limited reference to noise control a planning condition is recommended to ensure there is adequate noise control maintained during the construction works (condition 14).

Air Quality:

- 5.73 In determining the previous planning application for the phase 1 development at the school, the Environmental Health Officer advised that the local roads serving the school and surrounding area have links with the Air Quality Management Area in South Leamington which has been declared due to air pollution levels exceeding the national air quality objectives, particularly with regard to nitrogen dioxide. Condition 15 attached to that previous consent (WDC/18CC015) required submission and approval of an appropriate air mitigation scheme. That condition was discharged by the provision of 3 electric vehicle charging points in the central parking area, the increase in the provision for cycling including the creation of the Cycle Hub and an updated Green Travel Plan.
- 5.74 The Air Quality Mitigation Statement submitted to support the current application details that the proposed development is classed as 'medium' in the Warwick District Council's Air Quality and Planning Supplementary Planning Document. As a result, both Type 1 and Type 2 mitigation measures are required.
- 5.75 For Type 1 mitigation, there is a requirement for the provision of 1 rapid charging unit per 50 car spaces. The phase 1 development provided 23 additional car spaces while the current proposal adds a further 11 spaces. The total of 3 electric vehicle charging points provided in the central car park on completion of the Phase 1 development has been agreed by the Environmental Health Officer to be adequate to meet the Type 1 mitigation requirement for both phases 1 and 2.
- 5.76 Type 2 mitigation measures include the updating of the school's Green Travel Plan to encourage healthier and more environmentally friendly forms of transport, reduce dependence on the car and improve safety on the journey to school and the provision of a further 10 cycle parking spaces in addition to the Cycle Hub that was accepted for the phase 1 development.
- 5.77 The Environmental Health Officer stated that as the Travel Plan submitted with the application does not include the increase in pupil numbers that will be experienced by the time the Phase 2 development is completed, a condition should be imposed for the Green Travel Plan

to be reviewed and updated within the first six months of occupation of the Phase 2 development (condition 20).

Flood Risk and Drainage

- 5.78 The Flood Risk Assessment submitted to support the application indicates that the school site is located entirely within Flood Zone 1 where there is considered to be very low risk of flooding from rivers and the sea. The risks of flooding from groundwater on the site are considered low, while the risk of flooding from surface water is indicated to be very low.
- 5.79 The Environment Agency and NPPF requirements are generally for new drainage to incorporate Sustainable Drainage Systems (SuDS) elements where possible to reduce and control surface water run-off.
- 5.80 The drainage details proposed for the Phase 2 works at Campion School would include the new Sixth Form block next to the school entrance, a new parking area adjacent to the existing central parking area; refurbishment of the sports hall and the MUGA at the northern end of the playing field.
- 5.81 Drainage details for the Sixth Form building indicate that runoff from the building roof would be collected by pipes and conveyed to an underground geo-cellular tank to be located under the proposed additional car park to the south-east of the building. The additional car park area would have permeable 'Type C' pavement underlaid with a non-permeable sub-grade. An impermeable liner would ensure that water percolates to the base would be collected and drained away.
- 5.82 The MUGA is designed with sub-surface drainage pipes to be connected to the existing playing pitch land drainage to direct any collected water into the pitch drainage system.
- 5.83 The County's Flood Risk and Water Management Team as the Lead Local Flood Authority (LLFA) advised that while the applicant had demonstrated the principles of an acceptable surface water management scheme at the site further information is required and therefore recommended a pre-commencement condition for drainage (condition 21).

Fire Safety

- 5.84 The Fire Suppression and Alarms Systems Risk Assessment provided by the applicant indicates that there is not a requirement to provide a fire sprinkler system to be installed within the proposed development. The Fire Officer raised no objection to the scheme and confirmed that the location of the proposed hydrant locations and mains size are satisfactory to provide an adequate water supply to serve the new building in case of a fire.

Sustainable Design

- 5.85 The Energy Statement Report submitted to support the planning application details that air source heat pumps would be used for heating and hot water for the Sixth Form development. The proposed solution was evaluated to be the best low carbon option for the building compared to the use of gas boilers and ground source heat pumps which would be slightly more efficient, but space and cost would prevent their use. The report also details that high efficiency lighting with presence detection and daylight dimming in classrooms and local hybrid ventilation to classrooms and other rooms where natural ventilation would not be sufficient would be employed in the building to ensure efficient energy use.
- 5.86 Policy CC3 of the Warwick District Adopted Local Plan requires all non-residential development over 1000 m² to achieve as a minimum BREEAM standard. While the floor area of the proposed Sixth Form building is under the 1000 m² the fabric first approach and use of air source heat pumps does ensure that the proposed building accords with the requirements of the development plan.

Heritage

- 5.87 There are no listed buildings within the immediate vicinity of the application site. The closest listed building is the Old Whitnash School a grade II property in Whitnash some 500 metres to the south-west of the site of the new classroom block. The Whitnash (Church Green) Conservation Area is also to the south-west of the application site and at a distance of over 400 metres. The cutting of the railway line runs between the application site and the area of Whitnash. Given the distance between the school site and the conservation area, and the amount of landscaping along the railway cutting, there is no impact as a result of the school development
- 5.88 The location of the proposed Sixth Form building is a raised mound which would require to be levelled to accommodate the building. The mound is likely to be a spoil bund from the original construction of the school buildings and sits above the original ground level. To determine whether there is archaeology on the site, trial trenching is required. The applicant is proposing trial trenching to be undertaken prior to determination of the planning application in order that works may commence as soon as possible. Trenches are proposed around the edges of the existing mound area. The County Archaeologist has indicated that trialling should take place when the soils have been removed and the ground level of the site reduced to be closer to the original ground levels to ensure the central area is also trial trenched. A condition has recommended for the archaeological work required (condition 6).

5.89 The proposed MUGA is also located in the area of a grassed mound or bund positioned above the original ground level. The applicant has advised that the mound would be reduced and levelled to construct the MUGA but would remain above the original ground level and would not therefore impact any potential archaeology. The County Archaeologist stated that it would not be necessary to examine this area by trial trenching provided that details are submitted to show that the reduced levels would not impact original ground level and any potential archaeology (condition 7). In addition, it should be ensured that disturbance would be prevented over the longer term for example that no upgrading of the MUGA in the future (which may not require planning permission) would not at that future time have an archaeological impact (condition 8).

6. Conclusions

- 6.1 While the Sixth Form building would occupy a prominent location in the street scene, the location and design of the building is considered acceptable in the context of the school site. The building would not have an adverse impact on local amenity and is considered to accord with the NPPF and policies BE1 and BE3 of the Local Plan.
- 6.2 The redevelopment of the Sports Hall to alter the external appearance of the building from a barrel-roofed timber clad structure to a flat roofed blue and white rendered building would be seen against the backdrop of the existing school buildings and would not have an adverse impact on visual or residential amenity. The development is considered to accord with policies BE1 and BE3 of the Local Plan.
- 6.3 Sport England advised that the MUGA be sited in the proposed location to avoid any loss of the school playing field. The supporting application documents conclude that there would be no adverse noise impact for neighbouring residents as a result of the installation of the MUGA. The lighting proposed for the MUGA would not spill beyond the grounds of the school and would not have a detrimental impact on the visual amenity of the area. The MUGA development is considered to accord with policies BE1 and BE3 of the Local Plan.
- 6.4 The Highway Authority stated no objection to the proposed development subject to the implementation of the scheme of highway improvements for the upgrade to the Sydenham Drive/Chesterton Drive roundabout serving the access to the school. The 11 car parking spaces proposed to be provided for the Sixth Form development, while one space less than the 12 spaces required by the Warwick District Council Parking SPD are considered to be adequate and would not be a reason to recommend refusal of the development. The provision of the Sixth Form facility to meet the needs of the growing school roll is a planning objective that would justify a degree of flexibility in the application of the SPD parking standards for schools. On these grounds the proposed development is considered to be acceptable in

the light of a flexible approach advocated by the SPD to Policy TR3 of the Local Plan.

- 6.5 The development is considered to be in accordance with the requirements of the NPPF and local policies and is recommended for approval subject to the recommended planning conditions.

7. Supporting Documents

- 7.1 Submitted Planning Application – Planning reference WDC/21CC003

- 7.2 Appendix A – Map of site and location.

- 7.3 Appendix B – Planning Conditions.

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