

8. 18/0261/FUL - Variation of Condition 17 (Access) of planning permission 16/1523/FUL to provide a temporary access from Uxbridge Road for a period of approximately one academic year (until 31st August 2019), whilst construction works take place to complete the permanent access arrangements at the junction of the A412 Uxbridge Road with Long Lane at THE REACH FREE SCHOOL, LONG LANE, MILL END, HERTFORDSHIRE for The Reach Free School (DCES)

Parish: Non-Parished

Ward: Penn & Mill End

Expiry of Statutory Period: 09.05.2018

Case Officer: Claire Westwood

Recommendation: That Planning Permission be Granted.

Reason for consideration by the Committee: Called in by 3 Members of the Committee.

1. Relevant Planning History

- 1.1 15/1864/PREAPP - Pre-Application: Construction of new secondary school building with associated, landscaping and vehicular access. Closed.
- 1.2 16/1523/FUL - Construction of a new secondary school incorporating construction of a two storey academic building sports hall field bund car parking and roundabout to facilitate access. Permitted 20.12.16, works commenced and on-going.
- 1.3 Various discharge of conditions applications pursuant to planning permission 16/1523/FUL.

2. Description of Application Site

- 2.1 The site is located to the west of Rickmansworth on former agricultural land adjacent to the Uxbridge Road (A412) and the North Orbital Road (A405) which connects Uxbridge Road to the M25 at junction 17. The site is situated approximately 2km to the west of Rickmansworth Town Centre.
- 2.2 The application site (red lined area) has an area of approximately 6.15 hectares and includes part of Uxbridge Road and Long Lane. The wider site measures approximately 19.6 hectares and has been allocated for primary and secondary education provision in the Site Allocations LDD (adopted November 2014). The allocation is for the site to accommodate the provision of the equivalent of an 8 form entry (8fe) secondary school and a 2 form entry (2fe) primary school within the 5 hectares in the eastern part of the site. As part of the site allocation process part of the wider site has been taken out of the Metropolitan Green Belt. This area to the south and closest to the Uxbridge Road has been allocated as a Build Zone. However, a strip of land aligning the western site boundary and northern part of the wider site remain in the Green Belt.
- 2.3 Adjacent to the boundaries of the wider site is arable land to the north, a residential area to the east, Uxbridge Road (A412) to the south followed by parkland, and The North Orbital Road (A405), with Stockers Lake Nature reserve to the south east with arable land to the west of it. A commercial estate including Renault and Nissan offices is located to the south west with a notable series of lakes.
- 2.4 There is a wildlife site aligning the southern boundary of the site. There are no significant trees within the Build Zone; however, there are trees to the site boundaries including some to Long Lane that are afforded protection by a Tree Preservation Order. Some trees have been removed following the grant of planning permission 16/1523/FUL.

3. Description of Proposed Development

- 3.1 Planning permission is sought for the 'Variation of Condition 17 (Access) of planning permission 16/1523/FUL to provide a temporary access from Uxbridge Road for a period of approximately one academic year (until 31st August 2019), whilst construction works take place to complete the permanent access arrangements at the junction of the A412 Uxbridge Road with Long Lane'.
- 3.2 Planning permission 16/1523/FUL granted consent subject to conditions, for the construction of a new secondary school incorporating construction of a two storey academic building; ancillary sports hall and facilities; playing fields and landscaping bund; together with new car parking areas; drop-off and related highway works including a new roundabout to facilitate access.
- 3.3 Condition 17 of this consent required details of the proposed access arrangements to be submitted to and approved in writing by the Local Planning Authority, with the approved details constructed prior to the development being brought into use.
- 3.4 Whilst construction works have commenced on site and it is anticipated that the school will be completed by August 2018 ahead of full occupation in September 2018 (640 students including sixth form), the highways works have not been completed. The covering letter submitted with this application states that;

"The original intention for the school was for the associated highway works to be built in advance of the School becoming operational in September 2018. However, there is currently a risk that the permanent highway works may not be completed in time for the opening of the school in September 2018 due to slow progress with agreeing a S278. Further delays are due to response times given the extent of underlying utilities where the roundabout is proposed. Options to accommodate a temporary operational access whilst works to construct the roundabout are completed, have therefore been sought by The Reach Free School".

- 3.5 The current planning application has been submitted in response and seeks to secure a temporary access until 31 August 2019 whilst construction works take place to complete the permanent access arrangements. It is proposed that condition 17 be amended so that access for the development can be delivered in two phases.

Phase One - Temporary

Prior to the occupation of the school, details of a temporary operational access shall be submitted to and approved in writing to the Local Planning Authority. The approved details shall be constructed prior to the development being brought into use and the temporary operational access will be removed by 31 August 2019, and reinstated with a pedestrian footpath as approved under planning permission 16/1523/FUL.

Phase Two – Permanent

Prior to the occupation of the school, details of the permanent access arrangements including associated roundabout layout shall be submitted and approved in writing to the Local Planning Authority. The approved details shall be constructed and completed prior to the removal of the temporary access.

- 3.6 The temporary access would be located adjacent to the substation in the location of the approved pedestrian and cycle access. The junction would be signal controlled to prevent right turns into the site from the Uxbridge Road.
- 3.7 The design of the temporary access addresses the access requirements for pedestrians and cyclists of the School, as well as the potential need for a construction compound facility to be located in the south-east corner of the site such that the contractor can build the permanent highway works. In order to ensure a safe pedestrian route for students into

the site while the permanent highway works are being built, it is proposed to implement the uncontrolled pedestrian access (dropped kerbs and tactile paving) and footway on the north side of the School access in advance of the School opening in September 2018. Following this route into the site, the pedestrian footway and zebra crossing markings are proposed to be implemented such that there is a full connection to the School access.

- 3.8 To accommodate access for pedestrians and cyclists travelling from Maple Cross, it is proposed to relocate the Toucan crossing slightly further west along Uxbridge Road. This is because the Toucan Crossing as designed in the permanent highway scheme would otherwise block the temporary operational access minor arm. To save on abortive highway works, the Toucan crossing will then remain in this location once the temporary operational access is taken out of commission, and will be the permanent position of the crossing for the permanent highway works.
- 3.9 It is proposed to provide a new 1.5m footway to connect to the existing footway on the north side of A412 Uxbridge Road with the proposed internal on-site pedestrian footpath. As the north side of Uxbridge Road provides a footway for pedestrians to travel east/west in the existing situation, an uncontrolled crossing is proposed to be provided between the minor arm signal head and the crossover with Uxbridge Road.
- 3.10 While the temporary operational access is in use, it is considered that the south-east corner of the development site will serve as the most appropriate set-down point and construction compound for the permanent highway works contractor to build the roundabout. Therefore, access into the construction compound is proposed to be accessed from the east side of the temporary operational access road minor arm and gated for strict use by construction vehicles only.
- 3.11 During the application the development description was amended to refer to 31 August 2019 (originally 31 December 2019). Additional information including an Interim Travel Plan was also submitted.

4. Consultation

4.1 Statutory Consultation

4.1.1 Landscape Officer: [Concerns raised]

I have some issues with the proposals as they impact negatively on yet more trees including the one protected Ash tree T14 and a significant amount of other non-protected vegetation of TPO 043 that it had proved possible to retain in the original proposals.

I am very disappointed to see the removal of these trees which had previously been identified to be protected. I would like to see it demonstrated that every possible alternative option has been explored before we agree to the removal of these trees.

I am not sure whether the proposals already include traffic lights. They do not seem to be shown however there are road markings on the A412, which seem to indicate otherwise. If traffic lights are to be used, I am unsure if it would be possible to retain more vegetation and perhaps if option 2 were proposed. I appreciate that this is not part of the application before us currently; however this seems to mean that trees and vegetation can be retained and thus will be less detrimental to the screening at the road frontage. This would be much more acceptable in the long term. It seems a shame to lose a significant number of trees important to the visual amenity of this area to facilitate a temporary access.

4.1.2 Hertfordshire County Council – Highway Authority: [No objection]

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

This application proposes the variation of highway related Condition 17 (access) of planning permission reference 16/1523/FUL. The proposed variation will deliver a temporary access for a period of approximately one academic year (until 31/12/19).

Condition 17 (access). This condition requires that details of the proposed access arrangements are submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. It also requires that the approved details are constructed prior to the development being brought into use and permanently maintained thereafter.

The details submitted with the application propose that the condition is varied as follows:

Phase One - Temporary

Prior to the occupation of the school, details of a temporary operational access shall be submitted to and approved in writing to the Local Planning Authority. The approved details shall be constructed prior to the development being brought into use and the temporary operational access will be removed by 31st December 2019, and reinstated with a pedestrian footpath.

Phase Two - Permanent

Prior to the occupation of the school, details of the permanent access arrangements including associated roundabout layout shall be submitted to and approved in writing to the Local Planning Authority. The approved details shall be constructed and completed prior to the removal of the temporary access.

The details submitted include a transport technical note promoting the construction of a temporary traffic signal controlled junction to accommodate movements to and from the site during the construction programme for the permanent roundabout access. The proposed design will restrict the right turn movement into the site from Uxbridge Road which will minimise the impact on traffic flows on Uxbridge Road. The location of the temporary access is coincident with the proposed position of the traffic signal controlled pedestrian crossing proposed as part of the permanent arrangements. This will minimise the need for abortive works and further disruption of the flow of traffic on the highway network.

The temporary access arrangement will result in some disruption to the flow of traffic on Uxbridge Road but the nature of the temporary access and its segregation from the roundabout construction site are expected to minimise the detrimental impact on users of the highway network. The Highway Authority therefore considers that the details submitted are acceptable to permit the proposed variation of condition 17 of planning permission 16/1523/FUL.

4.1.3 London Borough of Hillingdon: No comments received.

4.1.4 Highways Agency: [No objection]

Offer no objection.

4.1.5 TRDC Traffic Engineer: No comments received.

4.1.6 National Grid: [No objection]

Due to the presence of National Grid apparatus in proximity to the application site, the Applicant should contact National Grid before any works are carried out to ensure National Grid apparatus is not affected by any of the proposed works. Further 'Essential Guidance' can be found on the National Grid website at www.nationalgrid.com or by contacting National Grid on 0800688588.

4.1.7 Hertfordshire Ecology: No comments received.

4.1.8 Herts & Middlesex Wildlife Trust: No comments received.

4.2 Public/Neighbour Consultation

4.2.1 Number consulted: 211 No responses received: 7

4.2.2 Site Notice: Expired 09.03.2018

4.2.3 Press notice: Expired 09.03.2018

4.2.4 Summary of Responses:

This is an avoidable "temporary" measure; poor planning and lack of co-ordination should not impact on the local community; an alternative solution should be found or the opening of the school delayed.

The junction from the Uxbridge road to the A412/A405 Denham roundabout is already heavily congested during morning rush hour; The proposed works will significantly compound this congestion and heavily impact residents morning commute; Should be consideration of through-traffic; The idea of the roundabout was to keep traffic flowing; There should still be time to complete works.

Submitted details are unclear e.g. in relation to direction of traffic.

What measures will be in place to stop parents stopping their cars on the existing roads to drop off their children rather than use the drop off area?

Highways safety concerns (vehicles and pedestrians).

5. Reason for Delay

5.1 No delay.

6. Relevant Planning Policy, Guidance and Legislation

6.1 National Planning Policy Framework and National Planning Practice Guidance

On 27 March 2012, the framework of government guidance in the form of Planning Policy Statements and Planning Policy Guidance Notes was replaced by the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This

applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

6.2 The Three Rivers Local Plan

The application has been considered against the policies of the Local Plan, including the Core Strategy (adopted October 2011), the Development Management Policies Local Development Document (adopted July 2013) and the Site Allocations Local Development Document (adopted November 2014) as well as government guidance. The policies of Three Rivers District Council reflect the content of the NPPF.

The Core Strategy was adopted on 17 October 2011 having been through a full public participation process and Examination in Public. Relevant policies include PSP2, CP1, CP6, CP8, CP9, CP10 and CP12.

The Development Management Policies Local Development Document (DMLDD) was adopted on 26 July 2013 after the Inspector concluded that it was sound following Examination in Public which took place in March 2013. Relevant policies include DM4, DM6, DM7, DM8, DM9, DM10, DM11, DM12 and DM13 and Appendices 2 and 5.

The Site Allocations Local Development Document (SALDD) was adopted on 25 November 2014 having been through a full public participation process and Examination in Public. Policy SA3 and Site S(a) are relevant.

6.3 Other

The Community Infrastructure Levy (CIL) Charging Schedule (adopted February 2015).

The Localism Act received Royal Assent on 15 November 2011. The growth and Infrastructure Act achieved Royal Assent on 25 April 2013.

The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 and the Habitat Regulations 1994 may also be relevant.

7. **Planning Analysis**

7.1 Introduction / Principle of Development

7.1.1 As previously noted, the principle of the development of this allocated school site has been established through the grant of planning permission 16/1523/FUL subject to conditions for the 'Construction of a new secondary school incorporating construction of a two storey academic building sports hall field bund car parking and roundabout to facilitate access' and works are at an advanced stage on site.

7.1.2 The current application relates solely to the variation of Condition 17 (Access) of planning permission 16/1523/FUL to provide a temporary access from Uxbridge Road for a period of approximately one academic year (until 31 August 2019), whilst construction works take place to complete the permanent access arrangements at the junction of the A412 Uxbridge Road with Long Lane. No other changes to the development are proposed.

7.1.3 As such, the following analysis focuses solely on the acceptability or otherwise of the proposed variation of condition 17.

7.2 Highways Considerations

- 7.2.1 Policy CP1 of the Core Strategy (adopted October 2011) advises that in ensuring all development contributes to the sustainability of the District, it is necessary to take into account the need to reduce the need to travel by locating development in accessible locations and promoting a range of sustainable transport modes.
- 7.2.2 Policy CP10 (Transport and Travel) of the Core Strategy (adopted October 2011) advises that all development should be designed and located to minimise the impacts of travel by motor vehicle on the District. Development will need to demonstrate that:
- i) It provides a safe and adequate means of access*
 - j) It is appropriate in scale to the existing infrastructure...*
 - k) It is integrated with the wider network of transport routes...*
 - l) It makes adequate provision for all users...*
 - m) It includes where appropriate, provision for public transport either within the scheme or through contributions*
 - n) The impact of the proposal on transport has been fully assessed...*
 - o) The proposal is accompanied by a draft Green Travel Plan*
- 7.2.3 Planning application 16/1523/FUL was accompanied by a Transport Assessment, Outline School Travel Plan and Delivery and Servicing Plan. During the course of the application amended plans were submitted (in relation to the location of the proposed roundabout) and these were accompanied by a further Transport Addendum report. The roundabout as approved is proposed to be located at the Long Lane junction with Uxbridge Road in the south east corner of the site, with an additional arm forming the fourth arm of the roundabout serving the haulage yard to the south. The proposal would not affect the egress from the residential road that joins the haulage yard.
- 7.2.4 Whilst there would be a delay in its delivery, no changes are proposed to the siting of the roundabout as part of this application.
- 7.2.5 The details submitted with the current variation of condition application include a Transport Technical Note which provides details of the construction of a temporary traffic signal controlled junction to accommodate movements to and from the site during the construction programme for the permanent roundabout access. The Highway Authority has reviewed the submitted details and note that the proposed design will restrict right turn movement into the site from Uxbridge Road. They consider that this will minimise the impact on traffic flows on Uxbridge Road. They also note that the location of the temporary access corresponds with the location of the proposed traffic signal controlled pedestrian crossing proposed as part of the permanent arrangements. They note that the location of the temporary access will therefore minimise the need for abortive works and further disruption of the flow of traffic on the highway network.
- 7.2.6 Whilst the Highway Authority comment that the temporary access arrangement will result in some disruption to the flow of traffic on Uxbridge Road, they consider that the nature of the temporary access and its segregation from the roundabout construction site will minimise the detrimental impact on users of the highway network. As such the Highway Authority raises no objections to the proposed variation of condition 17.
- 7.2.7 Tracking diagrams submitted in the Transport Technical Note demonstrate that the temporary access can accommodate all vehicles entering the school site (including coaches) in addition to construction vehicles entering the construction compound in the south east corner of the site.
- 7.2.8 Parking provision was considered in detail at the time of application 16/1523/FUL and was considered acceptable. No changes are proposed to the amount of parking to be provided (including drop-off area) and the siting of the temporary access would not restrict the ability for all parking spaces to be provided prior to the occupation of the school. A

condition on planning application 16/1523/FUL requiring the submission of a Car Park Management Plan would remain applicable.

7.2.9 Application 16/1523/FUL was accompanied by an Outline School Travel Plan and a condition on the grant of consent required compliance with this document. Whilst this remains applicable, a supplementary Travel Plan has been submitted with the current variation of condition application to deal specifically with the temporary access arrangements. It is suggested that an additional condition be included to require compliance with this Interim Travel Plan which includes the following measures to assist in managing the impact of the temporary access:

1. Issue permits to parents/carers to allow drop off and pick up – only those living over 2 miles away from the school site and not on a feasible walking/cycling route or a main public transport route and/or special personal circumstances. Give them staggered drop off times.
2. School traffic marshals – senior school staff wearing high viz jackets will observe road traffic flow on Uxbridge Road, at the access, and within the car park, and note any visitors not complying with the road traffic signs, and also to ensure fast turnaround in the school car park drop off area. Cars dropping off who do not have permits are made aware that a permit is required and asked not to visit the site in future.
3. Homes school agreement – all parents/carers will be written to advising them of the site traffic plan, limitations etc. requirement for visitor permit. This will need to be signed by parents to confirm their receipt and understanding. Be clear that dropping off on Uxbridge Road is totally unacceptable.
4. In PHSE lessons, all pupils work out their new route to school: walking, cycling and public transport. They will need to seek approval for being dropped off by car. Ensure pupils understand which buses will get them to and from school.
5. Assemblies explaining the routes on the school site – encouraging walking, cycling and public transport. Explain health benefits of walking and cycling. Reward pupils who choose other means of getting to school.
6. Pupils of parents observed being dropped off on Uxbridge Road are: sent warning letter home; detentions given to pupils who are repeatedly dropped off.

7.2.10 In summary, whilst it is acknowledged that the temporary access arrangements will result in some disruption to traffic flow on Uxbridge Road, it is not considered that this would have a significant impact on users of the highway network. Measures within the Interim Travel Plan (compliance with to be secured by condition) will assist in minimising any impact. As such, no objection is raised on highways grounds to the variation of condition 17 of planning permission 16/1523/FUL to allow a phased approach.

7.3 Character, Trees & Landscaping

7.3.1 Paragraph 109 of the NPPF advises that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

7.3.2 In ensuring that all development contributes to the sustainability of the District, Policy CP12 of the Core Strategy (adopted October 2011) advises that development proposals should:

i) Ensure that development is adequately landscaped and is designed to retain, enhance or improve important existing natural features; landscaping should reflect the surrounding landscape of the area and where appropriate integrate with adjoining networks of green open spaces.

- 7.3.3 Policy DM6 (Biodiversity, Trees, Woodlands, Watercourses and Landscaping) of the Development Management Policies LDD (adopted July 2013) advises that development proposals for new development should be submitted with landscaping proposals which seek to retain trees and other landscape and nature conservation features. Landscaping proposals should also include new trees to enhance the landscape of the site and its surroundings as appropriate.
- 7.3.4 A number of trees were proposed to be removed as part of permitted application 16/1523/FUL, these were largely located to the southern site boundary where their removal was necessary in part to facilitate the provision of appropriate site lines as a result of the proposed roundabout and associated highways works.
- 7.3.5 The proposed temporary access would be sited in the location of the approved pedestrian and cycle access. The Landscape Officer has raised some concerns that the temporary access will impact on additional trees, specifically T14 a protected Ash Tree. However, it is noted that T14 was permitted to be removed as part of application 16/1523/FUL which also included significant replacement planting and landscaping to mitigate the loss of trees.
- 7.3.6 The temporary access will be signalled (with further details to be submitted to HCC for approval following planning submission, showing locations of signal heads) however, the traffic signals proposed will not conflict with vegetation. A small amount of vegetation to the south west corner of the temporary access will need to be removed to ensure visibility for vehicles and safety for pupils. However, given that the pedestrian footpath was approved in this location under planning permission 16/1523/FUL, the removal of this vegetation is not considered significant and since the works are temporary, the area will be replanted and the access area will be landscaped for the new footpath following the removal of the temporary access (to be secured by condition as per application 16/1523/FUL).
- 7.4 Residential Amenity
- 7.4.1 One of the core planning principles listed in the NPPF (paragraph 17) is that planning should;
- “Always seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings”.*
- 7.4.2 Policy CP12 of the Core Strategy (adopted October 2011) states that the Council will expect development proposals to protect residential amenities.
- 7.4.3 The impact of the proposed development on residential amenity was fully assessed under planning application 16/1523/FUL which was found to be acceptable subject to conditions which would be reattached in the event of planning permission for the variation of condition 17 being granted.
- 7.4.4 The proposed temporary access would be roughly opposite existing properties to the south of the site that are set back from Uxbridge Road on their own access road with existing vegetation providing a good degree of screening. Access to these properties would not be altered and the existing vegetation would be retained and would continue to provide a degree of screening and separation.
- 7.4.5 As set out in the Highways section above, it is acknowledged that the proposed temporary access would likely result in some disruption to traffic flow on Uxbridge Road which may impact on the amenity of existing residents, it is not considered that this would result in demonstrable harm and measures are proposed within the Interim Travel Plan

(compliance with to be secured by condition) to assist in minimising any impact both on the highway network and existing residents.

7.5 Wildlife & Biodiversity

- 7.5.1 Section 40 of the Natural Environment and Rural Communities Act 2006 requires Local Planning Authorities to have regard to the purpose of conserving biodiversity. This is further emphasised by regulation 3(4) of the Habitat Regulations 1994 which state that Councils must have regard to the strict protection for certain species required by the EC Habitats Directive. The Habitats Directive places a legal duty on all public bodies to have regard to the habitats directive when carrying out their functions.
- 7.5.2 Policy DM6 of the Development Management Policies LDD (adopted July 2013) requires that development conserves, enhances, and where appropriate, restores biodiversity.
- 7.5.3 Planning application 16/1523/FUL was accompanied by a Local Biodiversity Checklist and Ecological Impact Assessment. In addition, following amendments during the course of the application, an Environmental Addendum was provided to address the impact of amendments on ecology.
- 7.5.4 The impact of the development on wildlife and biodiversity was therefore fully considered and no objection was raised subject to conditions including in relation to the submission of a Construction Environment Management Plan and Habitat Management Plan. These documents have since been submitted and approved pursuant to conditions of the original consent.
- 7.5.5 An area to the south of the site is designated as a Local Wildlife Site (LWS). This is a non-statutory definition. The LWS is known as the Uxbridge Road verge and is designated on account of the presence of a UK vulnerable species, the Lesser Calamint plant. The approved proposals included the loss of a section of the LWS to accommodate the pedestrian and cycle access and was also originally proposed to provide for temporary construction access. Mitigation measures to minimise the impact (including surveying by a qualified botanist) were included as part of the Habitat Management Plan (HMP) which has been approved.
- 7.5.6 Subject to compliance with the Habitat Management Plan and Construction Management Plan, it is not considered that the proposed variation of condition would result harm to wildlife or biodiversity and the proposal would be acceptable in this regard.

7.6 Flooding, Drainage & Contamination

- 7.6.1 Flooding, drainage and contamination were fully assessed as part of application 16/1523/FUL and no objection was raised subject to a number of planning conditions which would remain applicable.

7.7 Conclusion

- 7.7.1 In summary, for the reasons set out above no objection is raised to the variation of condition 17 of planning permission 16/1523/FUL to allow for a phased approach to provide a temporary access from Uxbridge Road for a period of approximately one academic year (until 31st August 2019), whilst construction works take place to complete the permanent access arrangements at the junction of the A412 Uxbridge Road with Long Lane.
- 7.7.2 Planning permission 16/1523/FUL was granted subject to a number of planning conditions which are reattached as appropriate. Where conditions have been previously discharged

the wording has been updated accordingly. An additional condition regarding compliance with the Interim Travel Plan is also suggested.

- 7.7.3 As a result of these amendments, condition 17 (access) becomes condition 18 (access) in the suggested conditions listed below.

8. Recommendation

- 8.1 That PLANNING PERMISSION BE GRANTED subject to the following conditions:

C1 Plan Numbers

The development hereby permitted shall be carried out in accordance with the following approved plans:

ADP-00-XX-DR A-0899 F
ADP-00-XX-DR A-0900 N
ADP-00-XX-DR A-0901 N
ADP-00-00-DR A-1010 N
ADP-00-01-DR A-1011 N
ADP-00-02-DR A-1012 K
ADP-00-ZZ-DR A-1200 H
ADP-00-ZZ-DR A-1201 C
ADP-00-XX-DR A-0400 E
ADP-00-XX-DR A-0401 E
ADP-00-ZZ-DR A-1202 C
ADP-00-ZZ-DR A-1203 C
ADP-00-ZZ-DR A-1300 E
ADP-00-ZZ-DR A-1301 H
ADP-00-ZZ-DR A-1305 C
ADP-00-ZZ-M3 A-1663 C
ADP-00-ZZ-M3 A-1664 C
ADP-00-ZZ-M3 A-1666 B
08-18-D1 (Existing Vegetation)
08-18-D2 Rev A (Tree Protection)
08-18-D3 Rev A (Planting Plan)
08-18-D4 Rev A (Planting Schedule & Details)

Reason: For the avoidance of doubt, in the proper interests of planning and in accordance with Policies PSP2, CP1, CP8, CP9, CP10, CP11 and CP12 of the Core Strategy (adopted October 2011), Policies DM2, DM3, DM4, DM6, DM7, DM8, DM9, DM10, DM12, DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013) and Policy SA3 of the Site Allocations Local Development Document (adopted November 2014).

C2 Materials

The development shall not be constructed other than in accordance with the materials as approved pursuant to condition 3 of planning permission 16/1523/FUL, LPA ref. 17/0293/DIS dated 15 March 2017.

Reason: To prevent the building and external areas being constructed in inappropriate materials in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011).

C3 Landscaping & Tree Protection Details

The protective measures, including fencing, approved pursuant to condition 4 of planning permission 16/1523/FUL (LPA ref. 17/0291/DIS dated 6 April 2017 and LPA ref. 18/0159/DIS dated 4 April 2018) shall be undertaken in accordance with the approved scheme before any equipment, machinery or materials are brought on to the site for the purposes of development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed within any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made. No fires shall be lit or liquids disposed of within 10.0m of an area designated as being fenced off or otherwise protected in the approved scheme.

All hard landscaping works required by the approved scheme shall be carried out and completed prior to the first occupation of the development hereby permitted. All soft landscaping works required by the approved scheme shall be carried out in accordance with a programme to be agreed before development commences and shall be maintained including the replacement of any trees or plants which die are removed or become seriously damaged or diseased in the next planting season with others of a similar size or species, for a period for five years from the date of the approved scheme was completed.

Reason: In the interests of visual amenity in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policies DM2 and DM6 of the Development Management Policies LDD (adopted July 2013).

C4 Landscape Management Plan

The Landscape Management Plan approved pursuant to condition 5 of planning permission 16/1523/FUL, LPA ref. 17/0292/DIS dated 4 April 2017 and LPA ref. 18/0159/DIS dated 4 April 2018 shall be carried out as approved.

Reason: To ensure that the approved landscaping is satisfactorily maintained, in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policies DM2 and DM6 of the Development Management Policies LDD (adopted July 2013).

C5 Archaeology

The development shall take place in accordance with the programme of archaeological works set out in the Written Scheme of Investigation as approved pursuant to condition 6 of planning permission 16/1523/FUL, LPA ref. 17/0628/DIS dated 30 May 2017.

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis and publication where appropriate.

Reason: In the interests of heritage assets with archaeological interest and in accordance with Policy CP1 of the Core Strategy (adopted October 2011) and Policy DM3 of the Development Management Policies LDD (adopted July 2013).

C6 Construction Environment Management Plan (CEMP)

The Construction Environment Management Plan (CEMP) approved pursuant to condition 7 of planning permission 16/1523/FUL, LPA ref. 17/0337/DIS dated 10

April 2017 and LPA ref. 18/0119/DIS dated 3 April 2018 shall be implemented throughout the construction period and strictly adhered to.

Reason: To ensure that any protected species are safeguarded and to meet the requirements of Policies CP1, CP9 and CP12 of the Core Strategy (adopted October 2011) and Policy DM6 of the Development Management Policies LDD (adopted July 2013).

C7 Habitat Management Plan

The Habitat Management Plan approved pursuant to condition 8 of planning permission 16/1523/FUL, LPA ref. 17/0336/DIS dated 10 April 2017 and LPA ref. 18/0120/DIS dated 3 April 2018 shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: In the interest of habitat management and to meet the requirements of Policies CP1, CP9 and CP12 of the Core Strategy (adopted October 2011) and Policy DM6 of the Development Management Policies LDD (adopted July 2013).

C8 Lighting

Lighting shall be installed in accordance with the details approved pursuant to condition 9 of planning permission 16/1523/FUL, LPA ref. 18/0011/DIS dated 13 February 2018 before the use commences and shall be maintained as such thereafter and shall not be operated other than within the agreed hours.

Reason: In the interests of visual and residential amenity and biodiversity and to meet the requirements of Policies CP1, CP9, CP11 and CP12 of the Core Strategy (adopted October 2011) and Policies DM2, DM6 and DM9 of the Development Management Policies LDD (adopted July 2013).

C9 Piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure that the proposed development does not impact on local underground sewerage utility infrastructure and to meet the requirements of Policies CP1 and CP8 of the Core Strategy (adopted October 2011) and Policy DM8 of the Development Management Policies LDD (adopted July 2013).

C10 Sustainability

The development shall not be occupied until the energy saving and renewable energy measures detailed within the Energy Statement submitted as part of the application are incorporated into the approved development.

Reason: To ensure that the development meets the requirements of Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM4 of the Development Management Policies LDD (adopted July 2013) and to ensure that the development makes as full a contribution to sustainable development as possible.

C11 Flood Risk Assessment

The proposed development should be implemented in accordance with the measures detailed in the flood risk assessment RAB reference 982B Rev 2.0 dated June 2016 submitted with this application to include:

1. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Implementing appropriate SuDS measures based upon infiltration.

Reason: To ensure that sufficient floodplain storage is provided to ensure no increase in off-site flood risk in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM8 of the Development Management Policies LDD (adopted July 2013).

C12 Drainage Strategy (On Site Works)

The drainage scheme (On Site Works) approved pursuant to condition 13 of planning permission 16/1523/FUL, LPA ref. 17/0288/DIS dated 5 April 2017 shall be implemented in accordance with the approved details before the On Site Works are completed.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM8 of the Development Management Policies LDD (adopted July 2013).

C13 Drainage Strategy (Off Site Works)

No Off Site Works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro- geological context of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year + 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

1. Detailed engineered drawings of proposed SuDS features.
2. Provision of a fully detailed drainage plan showing pipe diameters, pipe runs, outlet points and location of SuDS features and supporting calculations.
3. Detailed surface water run-off and volume calculations to ensure that the site has the capacity to accommodate all rainfall events up to 1:100 year plus climate change event.
4. Details of how the scheme shall be maintained and managed after completion.

Reason: This condition is a pre commencement condition to prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM8 of the Development Management Policies LDD (adopted July 2013).

C14 SuDS Maintenance (On Site Works)

The Sustainable Drainage Scheme approved pursuant to condition 14 of planning permission 16/1523/FUL, LPA ref. 17/0287/DIS dated 5 April 2017 shall be implemented and thereafter managed in accordance with the approved details.

Reason: To prevent pollution of the water environment and provide a sustainable system of water drainage and management to meet the requirements of Policy CP1 of the Core Strategy (adopted October 2011) and Policies DM8 and DM9 of the Development Management Policies LDD (adopted July 2013).

C15 SuDS Maintenance (Off Site Works)

No Off Site Works shall take place until details of the implementation, maintenance and management of the Sustainable Drainage Scheme approved in accordance with condition C13, and Highways Drainage Measures have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i. a timetable for its implementation, and
- ii. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: This is a pre-commencement condition to prevent pollution of the water environment and provide a sustainable system of water drainage and management to meet the requirements of Policy CP1 of the Core Strategy (adopted October 2011) and Policies DM8 and DM9 of the Development Management Policies LDD (adopted July 2013).

C16 Boundary Treatments

The boundary treatments approved pursuant to condition 15 of planning permission 16/1523/FUL, LPA ref. 17/0289/DIS dated 27 February 2017 shall be erected prior to occupation in accordance with the approved details and shall be permanently maintained as such thereafter.

Reason: To ensure that appropriate boundary treatments are proposed to safeguard the amenities of neighbouring properties and the character of the locality in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM2 of the Development Management Policies LDD (adopted July 2013).

C17 Car Park Management Plan

No part of the development hereby permitted shall be occupied until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out in strict accordance with the approved details.

Reason: To ensure the appropriate operation of the car parking and drop-off areas and to meet the requirements of Policy CP10 of the Core Strategy (adopted October

2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C18 Access

Phase 1 - Temporary

Prior to the occupation of the school, details of a temporary operational access shall be submitted to and approved in writing to the Local Planning Authority. The approved details shall be constructed prior to the development being brought into use and the temporary operational access will be removed by 31st August 2019, and reinstated with a pedestrian footpath as approved under planning permission 16/1523/FUL.

Phase 2 – Permanent

Prior to the occupation of the school, details of the permanent access arrangements including associated roundabout layout shall be submitted and approved in writing to the Local Planning Authority. The approved details shall be constructed and completed prior to the removal of the temporary access.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C19 Travel Plan

No part of the development hereby permitted shall be occupied prior to implementation of the Outline School Travel Plan. During the first year of occupation an approved Full Travel Plan based on the Outline School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority as part of the annual review. The Travel Plan shall include measures to particularly seek to reduce students driving or being driven to school.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment and to meet the requirements of Policies CP1 and CP10 of the Core Strategy (adopted October 2011).

C20 Travel Plan (Temporary Access)

The Interim Travel Plan (measures for use of temporary access into school site) submitted and approved as part of this application shall be fully implemented in accordance with the measures contained therein prior to first occupation of the school and until such time that the temporary access has been removed.

Reason: To reduce the impact of travel and transport on the environment and to meet the requirements of Policies CP1 and CP10 of the Core Strategy (adopted October 2011).

C21 Construction Management

The Construction Management Plan approved pursuant to condition 19 of planning permission 16/1523/FUL, LPA ref. 17/0374/DIS dated 3 April 2017 shall be implemented and adhered to throughout the construction period.

Prior to the commencement of works in relation to the temporary access full details of all proposed vehicle access, movements, parking arrangements and facilities for controlling dust and mud during the construction period shall be submitted to and approved in writing by the Local Planning Authority. Details should be submitted in the form of a Construction Management Plan and the approved details should be implemented throughout the construction period.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011) and Policies DM9 and DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C22 Delivery & Servicing Plan

The development shall be carried out in strict accordance with the details approved pursuant to condition 20 of planning permission 16/1523/FUL, LPA ref. 17/0450/DIS dated 27 April 2017.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011) and Policies DM10 and DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C23 Fire Hydrants

Should they be required, detailed proposals for fire hydrants serving the development as incorporated into the provision of the mains water services for the development, whether by means of existing water services or new mains or extension to or diversion of existing services or apparatus, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of development. The development shall thereafter be implemented in accordance with the approved details prior to occupation of any building forming part of the development.

Reason: To ensure that there is adequate capacity for fire hydrants to be provided and to meet the requirements of Policies CP1 and CP8 of the Core Strategy (adopted October 2011).

C24 Community Use Agreement

No part of the development hereby permitted shall be occupied until a community use management agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the Hall; Sports Hall; MUGA; playing fields; and associated changing facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Policy DM11 of the Development Management Policies LDD (adopted July 2013).

C25 Playing Field/MUGA Provision

The MUGA, Senior Football Pitch, Senior Rugby Union Pitch and Indoor Sports Hall shall be laid out in accordance with approved plans ADP-00-XX-DR A-0900 N and ADP-00-00-DR A-1010 N before first occupation of the educational establishment and shall be constructed in accordance with details which shall first be submitted for approval by the Local Planning Authority to ensure compliance with Sport England Standards (with the exception of external lighting). The submitted details should include details for access to and storage in the Indoor Sports Hall. The land/development shall thereafter be maintained in accordance with the approved details.

Reason: To ensure that the playing fields/MUGA are prepared to the relevant standard and are fit for purpose and to meet the requirements of Policy DM11 of the Development Management Policies LDD (adopted July 2013).

8.2 **Informatives**

I1 General Advice:

With regard to implementing this permission, the applicant is advised as follows:

All relevant planning conditions must be discharged prior to the commencement of work. Requests to discharge conditions must be made by formal application. Fees are £116 per request (or £34 where the related permission is for extending or altering a dwellinghouse or other development in the curtilage of a dwellinghouse). Please note that requests made without the appropriate fee will be returned unanswered.

There may be a requirement for the approved development to comply with the Building Regulations. Please contact Hertfordshire Building Control (HBC) on 0208 207 7456 or at buildingcontrol@hertfordshirebc.co.uk who will be happy to advise you on building control matters and will protect your interests throughout your build project by leading the compliance process. Further information is available at www.hertfordshirebc.co.uk.

Community Infrastructure Levy (CIL) - If your development is liable for CIL payments, it is a requirement under Regulation 67 (1) of The Community Infrastructure Levy Regulations 2010 (As Amended) that a Commencement Notice (Form 6) is submitted to Three Rivers District Council as the Collecting Authority no later than the day before the day on which the chargeable development is to be commenced. DO NOT start your development until the Council has acknowledged receipt of the Commencement Notice. Failure to do so will mean you will lose the right to payment by instalments (where applicable), lose any exemptions already granted, and a surcharge will be imposed.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

Where possible, energy saving and water harvesting measures should be incorporated. Any external changes to the building which may be subsequently required should be discussed with the Council's Development Management Section prior to the commencement of work.

I2 Construction Hours:

The applicant is reminded that the Control of Pollution Act 1974 allows local authorities to restrict construction activity (where work is audible at the site boundary). In Three Rivers such work audible at the site boundary, including deliveries to the site and running of equipment such as generators, should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.

13 Positive & Proactive:

The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The development maintains/improves the economic, social and environmental conditions of the District.

14 Thames Water Advice:

There are public sewers crossing the site, therefore no building will be permitted within 3 metres of the sewers without Thames Water's approval. Should you require a building over application form or other information relating to your building/development work, please contact Thames Water on 08458502777.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. They further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. The developer should demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

15 Highways Advice:

Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements.

Further information is available via the website
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

16 National Grid Advice:

Due to the presence of National Grid apparatus in proximity to the application site, the Applicant should contact National Grid before any works are carried out to ensure National Grid apparatus is not affected by any of the proposed works. Further 'Essential Guidance' can be found on the National Grid website at www.nationalgrid.com or by contacting National Grid on 0800688588.

17 Secured By Design:

The applicant is referred to the Design Guide for Schools at <http://www.securedbydesign.com/industry-advice-and-guides/>

18 Condition 25 (Playing Field/MUGA Provision) Guidance:

When preparing information to submit pursuant to condition 23 the applicant is referred to Sport England's guidance note "Natural Turf for Sport" (2011) which provides guidance on how new playing pitch sites can be planned, designed, managed and maintained to maximise their quality.

The document can be found at <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/natural-turf-for-sport/>

The applicant is also referred to Sport England's guidance notes "Artificial Surfaces for Outdoor Sports" (2013) and "Sports Halls" (2012).

These documents can be found at <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/artificial-sports-surfaces/> and <https://www.sportengland.org/media/4330/sports-halls-design-and-layouts-2012.pdf>