

**PLANNING AND REGULATORY COMMITTEE
3 DECEMBER 2019****PROPOSED THREE CLASSROOM EXTENSION,
DEMOLITION OF TEMPORARY DOUBLE MOBILE
CLASSROOMS, NEW CAR PARK AND CHANGE OF USE
FROM AGRICULTURE TO EDUCATIONAL USE FOR TWO
ADJACENT FIELDS AT FAIRFIELD FIRST SCHOOL,
STOURBRIDGE ROAD, FAIRFIELD, WORCESTERSHIRE****Applicant**

Worcestershire County Council

Local Member

Mrs S A Webb

Purpose of Report

1. To consider an application under Regulation 3 of the Town and Country Planning Regulations 1992 for a proposed three classroom extension, demolition of temporary double mobile classrooms, new car park and Change of Use from Agriculture to Educational use for two adjacent fields at Fairfield First School, Stourbridge Road, Fairfield, Worcestershire.

Background

2. Fairfield First School was originally built in 1873 and has been extended from its original size throughout the 1960s and 1980s. It was most recently extended with a new 150 square metre hall in 2011 (County Planning Authority Ref: 10/000005/REG3).
3. In 2017, the applicant began discussions to increase the number of places available in Bromsgrove First Schools in recognition of a higher than average number of pupils entering reception in 2016. A number of options were consulted on to mitigate this and one of the options considered was to increase Fairfield First School Pupil Admission Number (PAN) to 30 pupils per year and 150 pupils in total. The School currently has a PAN of 23 and presently has 118 pupils on the roll. The applicant has confirmed that they have filled their PAN for at least the last 10 years, whilst having a waiting list. The creation of an additional 7 places per year group at Fairfield First School is particularly important to supporting continued growth in the north of the District which is served by Catshill First School and Fairfield First where there is a high level of migration between the two schools. The walking distance between Fairfield and Catshill is approximately 2.1 kilometres and for some parents living within the Catshill catchment, they consider Fairfield as their local school. In 2014 Catshill First was increased from 45 to 60 places per year group, however, numbers have continued to grow and Fairfield remains a popular choice for the area. Therefore in order to ensure a sufficiency of places in the area and ensure an

appropriate element of parental preference remains, the preferred course of action, in consultation with local schools, is to seek to expand Fairfield First School and ensure there is sufficient accommodation in permanent classrooms. Pupils are accommodated in four classrooms, two in permanent accommodation and two in temporary mobiles. The school leadership team supports the expansion as demand for places has always remained high and they consider that there would be a number of potential benefits to the school.

4. Under Jacobs' Framework Agreement with Worcestershire County Council (WCC), Jacobs were commissioned to undertake a feasibility exercise to increase the size of the school to a one form entry (30 places). A number of design options were explored at this stage and ultimately it was considered that the new classrooms worked best to the rear of the school. However, because of the limited size of the site, the proposed building would have been positioned to the back of the school hall where the land slopes downwards into an agricultural field. To overcome this, an indicative design was produced, which would have resulted in building on stilts. However, this would have had associated risks for the contractor of building on a tight site.

5. In November 2017, Worcestershire County Council conducted a public consultation to explain the proposal. This set out how the school and buildings could be expanded in response to significant local demand for pupil places. This was subsequently supported by the County Council Cabinet and a further public consultation period was held. Having established the principles of where and how the school could be expanded in June 2019, Jacobs were commissioned to develop the proposals to implementation.

6. Design development has taken place at each stage as more information has become available or as a consequence of feedback received from the school. Specifically, further to the implementation appointment, it was confirmed that the tenant's agricultural fields, which lie broadly to the south and east of the existing school buildings, would be given to the school. The design strategy was, therefore, able to be changed so that the proposed extension would be located on the existing level car park and the proposed car parking would be located on an area of broadly level hardstanding within one of the agricultural fields.

The Proposal

7. Worcestershire County Council is seeking planning permission for a proposed three classroom extension, demolition of temporary double mobile classrooms, new car park and Change of Use from Agriculture to Educational use for two adjacent fields at Fairfield First School, Stourbridge Road, Fairfield, Worcestershire.

8. The works proposed include:

- A three-classroom single-storey pitched roof extension, with a gross internal area of approximately 273 square metres, to the rear of the school. The proposed new building would measure approximately 22 metres long and the pitched roof classroom would be approximately 10 metres in depth. The height of the pitched roof would be approximately 7.5 metres. External facing materials would include render with blue brick plinth, fibre cement wood effect cladding boards, aluminium and timber composite windows and louvres with
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main entrance doors in powder coated thermally broken aluminium to match the existing with plain tile clay roof tiles

- The demolition of the existing temporary double mobile classroom to the front of the school
- Internal alterations to provide internal access to the extension
- An external canopy measuring approximately 105 square metres, located along the south elevation to provide a covered route between the existing school and the proposed extension
- Reinstatement of the hard play area to the front of the school;
- Additional and replacement staff vehicle parking to provide a total of eight spaces (one of which would be an accessible space and at least one vehicle charging point / space), and
- Ecological enhancement measures, including provision of a forest school area for the school.

9. The applicant has set out that the site analysis shows the existing site is only 57% of the minimum area recommended for a 1 form entry (1FE) First school (based on areas extrapolated from Building Bulletin 103), but with the demolition of the double mobile and addition of the fields to the site, there would be about 156 square metres of additional hard play and about 6,750 square metres of soft informal/habitat area. Building Bulletin 103: 'Area Guidelines for Mainstream Schools' sets out *"simply, non-statutory area guidelines for school buildings"* and that these *"guidelines would not necessarily have to be met in every case and should always be applied flexible in light of the particular circumstances"*. The siting of the existing mobile means that the hard play area is currently 'L shaped', which does not lend itself to team games that require a rectilinear space and also means that visual site supervision across the site into the soft play areas is currently impeded. The removal of the existing mobile would increase the amount of useable hard outdoor play space. The applicant has set out that the school building is approximately 205 square metres undersized and that the proposal would reduce the size of this shortfall to approximately 72.5 square metres.

10. The topography of the additional land transferred would not be suitable for the creation of a playing field and the school would continue to use the neighbouring recreation ground for their outdoor Physical Education (PE).

The Site

11. The whole of Fairfield village, including the entire school site, is located within the West Midlands Green Belt. Fairfield First School is located in the centre of Fairfield village, approximately three kilometres to the north of Bromsgrove. The school is accessed from Stourbridge Road to the west and the access is shared with three residential properties.

12. The site includes the existing school building, a playground and a small area of tarmac car parking, which is situated to the rear (broadly east) of the existing school buildings and which is accessed from Stourbridge Road. The application site also includes two fields that predominantly comprise areas of rough grassland. Boundary treatment, broadly to the north, south and east includes hedgerows interspersed with trees.

13. To the north of the access driveway, that serves the car park associated with the school, is Fairfield recreation sports ground. To the west of the site is St Mark's

church. To the east and south is open countryside, with Fairfield village hall being located broadly to the south-west of the site. The land falls away to the south and east of the site.

14. Fairfield House and barn, stable and granary are Grade II listed buildings located about 400 metres, broadly to the north-west of the proposal. No. 188 Stourbridge Road also lies about 500 metres broadly north of the proposal and Yew Tree Farmhouse lies about 700 metres, broadly to the south of the site.

15. A Public Right of Way (PRoW) (footpath BB-669) is located to the south of the school site, and footpath BB-671 lies about 30 metres to the south of footpath BB-669. These two footpaths then join broadly to the east of the site to become footpath BB-670.

16. Feckenham Forest Site of Special Scientific Interest (SSSI) is located approximately 650 metres west of the site. Little Royal Farm Pastures SSSI is located about 1.5 kilometres broadly south-west of the proposal and Hurst Farm Pasture SSSI is located about 1.8 kilometres broadly north-west of the site.

17. Hadley, Elmley & Hockley Brooks Local Wildlife Site (LWS) is located about 640 metres broadly to the north-west of the proposal. Chaddesley & High Woods Complex LWS is located approximately 1.9 kilometres, broadly to the south-west of the site. Pepper Wood ancient woodland is located about 650 metres west of the proposal.

18. Part of the existing school buildings and all of the proposed development area are located within the Minerals Consultation Area proposed in the Publication Version (Regulation 19) of the Emerging Worcestershire Minerals Local Plan.

19. The application site is located upon an aquifer – Groundwater Source Protection Zone (Zones 3: 'Total Catchment') and is situated within Flood Zone 1 (low probability of flooding), as identified on the Environment Agency's Indicative Flood Risk Map.

20. A high pressure gas pipeline is located about 500 metres broadly to the north-east of the proposal.

21. There are a number of residential properties close to the proposed development, including 106, 108, 110 and 112 Stourbridge Road.

Summary of Issues

22. The main issues in the determination of this application are:

- Green Belt
 - Landscape Character, visual impact and residential amenity, and
 - Traffic and highway safety.
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Planning Policy

National Planning Policy Framework (NPPF)

23. The revised National Planning Policy Framework (NPPF) was updated on 19 February 2019 and replaces the previous NPPF published in March 2012 and July 2018. The NPPF sets out the government's planning policies for England and how these are expected to be applied. The revised NPPF is a material consideration in planning decisions and should be read as a whole (including its footnotes and annexes).

24. Annex 1 of the NPPF states that *"the policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication"*.

25. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives (economic, social and environmental), which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

26. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF; they are not criteria against which every decision can or should be judged. 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.

27. So that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development. For decision taking, this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- the application of policies in the NPPF 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.

28. 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.

29. The following guidance contained in the NPPF, is considered to be of specific relevance to the determination of this planning application:

- Section 2: Achieving sustainable development
- Section 4: Decision-making
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 13: Protecting Green Belt land
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment
- Section 17: Facilitating the sustainable use of minerals

The Development Plan

30. The Development Plan is the strategic framework that guides land use planning for the area. In this respect the current Development Plan that is relevant to this proposal consists of the adopted Worcestershire Waste Core Strategy (2012) and adopted Bromsgrove District Plan (2011-2030) (2017).

31. Planning applications should be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

32. With regard to the weight to be given to existing policies adopted prior to the publication of the revised NPPF, Annex 1 states "*existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)*".

Worcestershire Waste Core Strategy

33. The policy that is relevant to the proposal is listed below:-

- Policy WCS 17: Making provision for waste in all new development

Bromsgrove District Plan (2011-2030)

34. Policies that are relevant to the proposal are listed below:-

- Policy BDP1: Sustainable Development Principles
- Policy BDP2: Settlement Hierarchy
- Policy BDP4: Green Belt
- Policy BDP15: Rural Renaissance
- Policy BDP16: Sustainable Transport
- Policy BDP19: High Quality Design
- Policy BDP20: Managing the Historic Environment
- Policy BDP21: Natural Environment
- Policy BDP22: Climate Change
- Policy BDP23: Water Management
- Policy BDP24: Green Infrastructure
- Policy BDP25: Health and Wellbeing

Emerging Planning Policy

35. Worcestershire County Council is preparing a new Minerals Local Plan for Worcestershire, which will be a restoration led plan. This document will set out how much and what minerals need to be supplied, where minerals should be extracted, how sites should be restored and how minerals development should protect and enhance Worcestershire's people and places. Once it is adopted it will replace the existing minerals policies in the County of Hereford and Worcester Minerals Local Plan.

36. A Publication Version of the Minerals Local Plan was published on 19 August 2019 for a 6 week consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012) (as amended) to allow representations to be made under Regulation 20. Representations at this stage can only be made on the legal and procedural compliance of the Plan, the soundness or whether the Emerging Minerals Local Plan is in conformity with the duty to co-operate. The Plan is expected to be submitted to the Secretary of State for independent examination in December 2019.

37. The Emerging Minerals Local Plan has not, therefore, been tested at examination or adopted by the County Council. Having regard to the advice in the NPPF, Section 4, it is the view of the Head of Strategic Infrastructure and Economy that the Emerging

Minerals Local Plan should be given little weight in development management terms in the determination of this application.

38. The Emerging Minerals Local Plan policies that, for the avoidance of doubt, are of relevance to the proposal are set out below:

- Policy MLP 31: Safeguarding Locally and Nationally Important Mineral Resources
- Policy MLP 32: Safeguarding Mineral Sites and Supporting Infrastructure

Consultations

39. **Bromsgrove District Council** have referenced that the proposed extension would be a disproportionate addition to the original building and would, therefore, be inappropriate development. They also consider that the proposal, including the change of the use of the agricultural fields and creation of the car park would reduce the openness of the Green Belt. They state that it is for the County Planning Authority to determine whether the circumstances that have been submitted with the application would outweigh the potential harm of the proposal to amount to very special circumstances. They also consider that as well as Green Belt and the historic environment, the impact on ecology and biodiversity, highway safety and traffic issues, and the character and appearance of the school and the surrounding area should be taken into consideration.

40. **Bromsgrove District Council's Conservation Officer** has referenced that St Mark's Church and the 19th century school buildings are considered to be non designated heritage assets. They have referenced Policy BDP20 Managing the Historic Environment of the Bromsgrove District Plan, which sets out that the District Council will support development proposals, which sustain and enhance the significance of heritage assets, including non-designated heritage assets. They also reference paragraph 197 of the NPPF, which refers to the need to undertake a balanced judgement having regard to the scale of any harm ... and the significance of the heritage asset'. Due to the location, massing and proposed materials for the extension, they consider it unlikely that the proposed building would impact on the setting and, therefore, the significance of the original school buildings or St Mark's Church. The removal of the temporary classrooms is considered to benefit the setting of the original school buildings.

41. **Belbroughton Parish Council** supports the planning application in principle, but with various provisos and prior to any approval, the County Planning Authority takes all required steps in order to mitigate the impact of the proposed expansion of the school on the local community and all road users in the vicinity of the school. Specifically the health and safety of the school children in respect of traffic movements require addressing with imposed traffic management measures. In conjunction, they also want consideration to be given to addressing the resultant increase in air pollution arising from traffic movements in the vicinity of the school and the impact this would have on children generally and specifically asthma sufferers.

42. **Worcestershire Regulatory Services (Noise, Dust and Vibration)** have no objections.

43. **Worcestershire Regulatory Services (Air Quality)** have no objections.

44. **Worcestershire Regulatory Services (Contaminated Land)** have no objections.

45. **Worcestershire Wildlife Trust** have no comments to make and are content to defer to the County Ecologist.

46. **The County Ecologist** has no objections, subject to the imposition of appropriate conditions requiring a pre-commencement site inspection to be undertaken for mobile species such as badger, ensuring that works that would impact on vegetation to be undertaken outside the period 1 March to 31 October, and the submission and approval of a Landscape and Ecological Management Plan (LEMP) and a lighting plan.

47. **The County Landscape Officer** has no objections to the scheme and has also referenced the need for a condition relating to a LEMP.

48. **The County Travel Plan Officer** has no objections to the proposal and is content with the submitted Travel Plan, subject to implementation of remaining outstanding actions.

49. **The County Highways Officer** has no objections to the proposal, subject to the imposition of conditions requiring the parking and turning facilities to be provided prior to the development being brought into use, the submission and approval of a Construction and Environmental Management Plan (CEMP) for highways, and that the electric vehicle charging facility and accessible parking space are provided in accordance with details yet to be submitted and agreed.

50. They note that the existing First School site is located off the B4091 Stourbridge Road, which is a classified road. They note that the school has restricted access off a very narrow drive with residential houses opening directly onto the drive leading to the school and the proposed development. There are no changes proposed to the existing vehicular or pedestrian access, good visibility is achieved in both directions from the exiting access. Stourbridge Road benefits from footpaths and street lighting on both sides of the road with parking restrictions in force located opposite the existing vehicular access in the vicinity. The proposal includes relocating of the existing car parking spaces, this would include additional and replacement staff parking to give a total of eight car parking spaces (one of which is for disabled users and one with an electrical vehicle charging point). The applicant has indicated that during the build, the area currently occupied by the tenant farmer would be used as the contractor's compound. Public consultation by the applicant highlighted the following concerns which have been considered within the School's new Travel Plan:

"There was some concern from the residents who share the school access road about the potential for disruption during construction. We will work with the school and the contractor to ensure disruption is minimised and that the contractor has a strict procedure for taking deliveries on to site.

Other comments concerned the increase in traffic from the increased pupil numbers to the school and the already difficult start and end to the day".

The applicant has confirmed that:

“The construction site access will be from the Stourbridge Road. The contractors will be advised that approach to the school for deliveries will be via a banksman service whereby every delivery is supervised from the road to the contractors' compound to the rear of the site. The road to the front of the houses is not owned by Worcestershire County Council”.

51. Based on the analysis of the information submitted, the County Highways Officer concludes that there would not be an unacceptable impact on the highway and, therefore, there are no justifiable grounds on which an objection could be maintained.

52. **The County Archaeologist** has no objections to the proposal.

53. **The County Footpath Officer** comments that the definitive line of Belbroughton footpath BB-669 is adjacent to the application site. They consider that the proposal would have no detrimental effect on the public right of way provided that the applicant adheres to their obligations to the public right of way.

54. **The County Sustainability Officer** is encouraged that the development proposal would exceed the requirements for energy set out in Building Regulations. They would like to see the development continue to strive to meet BREEAM ‘very good’ as set out in Policy BDP19 of the Bromsgrove District Plan. The County Sustainability Officer welcomes the fabric first approach and is supportive of the proposed electric vehicle charge point. The following additional measures are suggested to ensure the buildings ability to cope and remain operational in the future.

- Wide gutters with emergency overflow points provide for periods of sudden intense rain.
- Outdoor shading for the building in summer i.e. shading making the space usable in hotter weather and providing flexible shading for the windows to reduce the internal temperature increase expected from direct sunlight.
- The provision of green space allowing for recreational space to bring out health and societal benefits but also for more natural cooling of built up areas.
- Water butts to enable rainwater harvesting for outdoor use/planting and growing;
- Consideration of a green/sedum roof to help to slow/decrease run off during times of heavy rain.

55. They welcome the use of permeable paving in the development to address surface runoff. They also welcome the provision being made for a new Forest School area which would be an added educational resource and are very supportive of inclusion of targets as set out in the WCC's Sustainable Design Guide.

56. **Natural England** wishes to make no comments, but has referred the County Planning Authority to their Standing Advice to assess impacts on protected species.

57. **North Worcestershire Water Management** have no objections to the proposal. They note that the site falls within Flood Zone 1 (low risk of fluvial flooding) and is not shown to be susceptible to surface water flooding. Similarly, they hold no reports of flooding on site or in the immediate vicinity. North Worcestershire Water Management are satisfied with the proposed drainage scheme.

58. **Severn Trent Water Limited** have no objections to the proposal, subject to the imposition of conditions relating to the submission and approval of drainage plans for the disposal of foul and surface water flows.

59. **West Mercia Police** have no objections to the proposal.

60. **Hereford & Worcester Fire and Rescue Service** - no comments received.

61. **Health and Safety Executive (HSE) (Planning Advice Web App)** comments that the proposed development site is not currently located within the consultation distance of a major hazard site or major accident hazard pipeline; therefore, at present the HSE does not need to be consulted on any developments on this site.

Other Representations

62. The application has been advertised in the press, on site and by neighbour notification. To date, ten letters of representation, including one from Fairfield Village Community Association, have been received objecting to the proposal. These letters of representations are available in the Members' Support Unit. Their main comments are summarised below:

Green Belt

- Development is inappropriate. The school has been extended from its original size throughout the 1960s and 1980s, but retains much of its character. The current proposal of a net increase of approximately 166 square metres would result in a gross internal floorspace following development of approximately 920 square metres, an increase since 2010 of 79.69%. They point to the buildings that existed in 1948 and that the Design and Access Statement references that the school has been extended by more than 300% since 1 July 1948 and that, therefore, the proposal would be a disproportionate addition over and above the size of the original building.
 - Substantial weight should be given to any harm to the Green Belt and that the very special circumstances referenced by the applicant is not sufficient justification. No local development is planned within a one mile radius of the school and no projected changes to the number of children attending the school that reside within one mile radius of the school and the increased capacity is to meet the needs of there being a shortage of First School places across Bromsgrove District. It is understood that Hanbury First School would also increase its pupil size to help meet demand by 15 children. Therefore, with the acknowledgement that a new built school is required and there being alternative schools nearer to where children live that should be considered for expansion, no very special circumstances have been given to justify loss of openness in the Green Belt. The applicant has not detailed any alternative site assessments, reasons why the new school cannot be built or why an expansion at an existing non-Green Belt school, to accommodate short and mid-term town requirements, has not been considered.
 - The proposal of non-mixed year group classrooms that would benefit a child's educational developments has not been proven. It is not conclusive that by
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changing the classroom structure the delivery of a consistent level of challenge in mathematics and writing would be achieved.

- Since there is no evidence that future demand for schooling places at Fairfield First School would remain high and that any works proposed will enhance the delivery of education at the school, 'very special circumstances' on educational and establishment sustainability do not exist, and harm to the Green Belt clearly outweighs other considerations.

Highways, Parking and Transportation

- Objects as there is not enough parking. Concerned that cars already park on the side of the road and that to add 35 additional school places could mean an additional 35 cars parked on the road.
 - Objects, as School Drive is not a designated road and is a narrow drive (at its narrowest point it is approximately 2.9 metres wide). References problems with speeding traffic and parking at the start and end of day leading to congestion, and that footpaths are regularly obstructed by parked cars. Other school events such as parent's evening and assemblies lead to congestion for longer periods of time. The proposal would increase air pollution, and traffic and there would be additional car movements and parking problems. Vehicles sometimes park on the yellow zig-zag lines outside of the entrance of the school. Concerned that the proposal would increase risk to pedestrians and residents using and living on school drive. Emergency vehicles have been delayed due to inconsiderate parking.
 - Concerned about construction vehicles and where staff would park vehicles during construction and that if this is on the Parish Council car park on the recreation ground, this would reduce the number of spaces available for parents, thus forcing them to park on the Stourbridge Road further exacerbating the current parking problem. They state that the applicant has not indicated where construction operatives and school staff would park and that there could be impact on business trade if customer parking was lost.
 - No suitable public transport links are suitable for start and end of the school day and that one of the bus services (322) no longer operates. Residents have suggested a 'walking bus' or enabling parents to drop off from 08:30 hours with pupils being supervised by a member of school staff. Most pupils come from outside of the village, therefore, there would be an increase in traffic from outside of the village.
 - Public parking is limited to Stourbridge Road and the Parish Council Recreation Ground and that there is not a District Council car park. Concerned that the proposed increase in parking spaces and hardstanding at the school site would likely see an over occupancy.
 - The applicant has not addressed increased pedestrian risk nor mitigated increased vehicle traffic and congestion in the village. Concerned that there have been accidents as a result of parking cars and that there could be further accidents, causing serious injury or fatality.
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- Concerned about the amount of heavy traffic that would service the proposed extension, including the amount of weight against the foundations, and traffic hitting the properties. They want to make sure that school drive is swept and kept clear of mud and debris. Also queries whether there is any other viable route for construction vehicles to access the site, as the previous extension to the school was accessed via the playing field.
- Comments have been received about ensuring that dilapidations to School Drive, property and the church wall must be restored to the condition they were in prior to the commencement of the proposed construction.
- Believes that more needs to be done to attract more visitors into the village through provision of more houses before an expansion of the school is warranted.

The Head of Strategic Infrastructure and Economy's Comments

63. As with any planning application, this application should be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The relevant policies and key issues have been set out earlier.

64. Of particular relevance to this proposal is paragraph 94 of the NPPF, which 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 schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted".

Green Belt

65. Letters of representation have been received objecting to the proposal on Green Belt grounds. In particular, Fairfield Village Community Association considers that the proposed application would result in disproportionate additions over and above the size of the original building and have referenced paragraph 145 of the NPPF in support of their comments. Paragraph 145 of the NPPF sets out in what situations, the construction of new buildings is not inappropriate. This includes the exception referenced in Paragraph 145 c) of the NPPF, which states *"the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building"*. The supporting text to Policy BDP4 Green Belt in the Bromsgrove District Plan states that *"there are huge variations in terms of the size for non-residential buildings in the Green Belt across the District it is considered inappropriate to impose a percentage threshold on proportionate extensions"*.

66. The introduction to Section 13 of the NPPF states that *"the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics*

of Green Belts are their openness and their permanence. The NPPF states that Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;*
- to prevent neighbouring towns merging into one another;*
- to assist in safeguarding the countryside from encroachment;*
- to preserve the setting and special character of historic towns; and*
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land".*

67. Paragraphs 145 to 147 of the NPPF identify certain forms of development as not inappropriate. Policy BDP4 Green Belt of the Bromsgrove District Plan and specifically BDP4.4 sets out that the development of new buildings in the Green Belt is considered to be inappropriate, except in a number of circumstances. It is considered that the proposal would not fall within the categories of development set out in Paragraphs 145 to 147 of the NPPF or Policy BDP4 of the Bromsgrove District Plan and, therefore, constitutes inappropriate development, which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

68. In assessing the harm to the openness of the Green Belt, it is considered that the proposal would be mainly visually contained to the immediate setting of the school. The existing school is well set back from Stourbridge Road, and the proposed extension would be set down and set back from the existing school. Views of the site from Stourbridge Road, which lies broadly to the west of the site, would generally be limited due to the siting of the proposed extension and the presence of intervening buildings. The presence of existing vegetation, including to the south and east of the site, would mean that views would be mainly limited to distant views. The extension would be read in the context of the existing school building. The proposal would replace an odd mobile classroom with new build, and would overall only provide approximately 117 square metres of additional floor space. Nonetheless, the proposed development would reduce the openness of the Green Belt in as much as built development would be introduced where it does not currently exist. In view of the above matters, it is considered that the proposal would lead to a moderate loss of Green Belt openness and would, therefore, conflict with paragraph 133 of the NPPF.

69. The temporary modular building that currently provides two classrooms has been on site since 1995, and has now reached the end of its life. The applicant has also stated that one of the mobile classrooms had to be closed on 4 November 2019 due to the roof leaking over the half-term break. This project would replace these poor quality classrooms with permanent accommodation in the new extension. The project would replace an old inefficient temporary mobile classroom, which measures approximately 156 square metres with a new build, which measures approximately 273 square metres in area. Therefore, only approximately 117 square metres of additional floor space would be provided.

70. The NPPF states that *"when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations"*. As a result, a balancing exercise needs to be undertaken weighing the harm of the proposal with other circumstances

in order to ascertain whether very special circumstances exist which justify granting planning permission.

71. Various 'very special circumstances' have been submitted by the applicant to seek to justify the proposed development.

72. The applicant has referenced the lack of available land which is not Green Belt, on which the extension could be built as the entire school site and surrounding land is situated within the Green Belt. The applicant goes on to state that:

73. *"There is a need to increase the Pupil Admission Number (PAN) at Fairfield First School to meet the growing educational demand for primary school places in the Bromsgrove area. It would build upon the school's recent 'Good' Ofsted grading by offering continued high quality education in the north side of Bromsgrove to accommodate more children in a village setting and would alleviate previous admission issues by being able to take more children. The school has filled the current PAN of 23 for at least the last 10 years, whilst having a waiting list. Even if the Perryfields & Whitford Road developments are approved, it is currently anticipated that a new school would not be built until sometime during 2022/23 whereas the extra places at Fairfield First School are needed by September 2020.*

74. *It would assist with the consistent organisation of classes (i.e. single aged groupings) with the removal of split age classes, to fit in with the majority of surrounding schools. It would help ensure activities such as curriculum development; school-to-school collaboration and moderation can be more easily accessed and would ensure rigour to all school judgements. It would also increase the academic standards at Fairfield First School, with staff more able to focus upon single year groups. It would go some way to ensuring the financial sustainability of Fairfield First for future years.*

75. *The building would be designed to the high levels of environmental sustainability as set out by WCC in their 'Sustainable Design Guide' March 2019 which focusses on delivering cost effective, sustainable and healthy buildings. The building would use the WCC Trade Preambles for the building services. The building would meet the WCC target that all new build schools will attain 35kWh/m² for heat, 35-40kWh/m² for electricity with an overall carbon target of 22kg/CO₂/m². These exceed the energy efficiency targets in the Building Regulations. The applicant has stated that they would follow good practice in specifying materials, making use of the BREEAM 'Green Guide' and drawing on experience of products already used successfully in many of the County Council's buildings. They have also referenced that they would make sustainable and informed choices when selecting furnishings and electrical equipment.*

76. *As with other recent schools created for Worcestershire County Council, the key sustainability principles for the school are a 'fabric first' approach minimising the space heating requirements for the lifetime of the school, by using increased insulation and airtightness standards well above building regulations standard. This would include secure natural ventilation: natural cooling of the building with secure night-time purging of heat using louvres at low and high level. The building would have low embodied energy, use renewable and recycled materials.*

77. Photovoltaic panels are proposed to be positioned on the south / south-east facing roof of the new classrooms as this roof has the best orientation for operational efficiency of the panels. The new panels comprising of between 12 and 16 PV panels would contribute to meeting a minimum of 10% of the predicted energy needs of the building.

78. Positioning the extension to the rear of the site would release open space at the front and greatly enhance the setting of the adjacent Victorian Church and the original Victorian part of the school. The extension is scaled so that it would be a proportionate addition to the size of the original building. It would be positioned in a linear relationship to the existing school to the rear of the site so that it would maintain the openness of the site. The released area will also increase the available outdoor hard play area for the children, which is currently undersized.

79. The proposed planting schemes and change of use from agricultural land to the school's Forest school area would enable the environmental character of the land to be enhanced, with planting around the new car park providing a visual screen to the staff cars.

80. Schooling would be provided for local children who may otherwise have had to travel out of the area, therefore, increasing travel distance and times, with a corresponding negative environmental effect on the environment.

81. Sustainable drainage would be used on the site to ensure that the new development would not have a detrimental impact.

82. The two fields would enhance the school's Forest School provision and as part of the project, two trees, new hedgerow and a new wildlife meadow will be provided.

83. Even if another school is to be expanded to help with accommodating additional need for education provision, paragraph 94 of the NPPF refers to giving great weight to the need to expand schools".

84. The proposed height and scale of the proposal would limit the impact on the openness and visual amenity of the Green Belt. The proposal is for a site where there is existing built development and it is considered that the proposal would not result in urban sprawl or unacceptable encroachment into the countryside. The Head of Strategic Infrastructure and Economy considers that the range of factors including the need to expand the school as a result of the anticipated growth in pupil numbers, the removal of split age classes and the existing poor condition of the modular buildings, means that very special circumstances have been demonstrated in the proposal, which includes a three classroom extension, that would outweigh the harm to the Green Belt. Consequently, the Head of Economy and Infrastructure considers that, the other considerations in this case clearly outweigh the harm to the Green Belt.

85. If planning permission is granted for this proposal, it would be a departure from the Development Plan as the proposed development would be located within the Green Belt. Under the Town and Country Planning (Consultation) (England) Direction 2009, the County Council is only required to consult the Secretary of State for the Ministry of Housing, Communities and Local Government on new buildings in the Green Belt, it intends to approve, that exceed 1,000 square metres or any other development which, by reason of its scale or nature or location, would have significant

impact on the openness of the Green Belt. The Head of Strategic Infrastructure and Economy considers that the proposed development would not have a significant impact on the openness of the Green Belt and furthermore, as the floorspace of the proposed extension would be less than 1,000 square metres (measuring a total of approximately 273 square metres), it would not need to be referred to the Secretary of State if members are minded to approve the application.

Landscape Character, Visual Impact and Residential Amenity

86. The nearest existing residential properties to the proposed extension are those situated on the access road that serve the existing school buildings. These residential properties are located approximately 85 metres from the proposed extension.

87. The proposed extension would be constructed to the rear of the existing school. The extension would be built on the same alignment as the existing building where it would adjoin the existing eastern wall of the school building. The northern elevation of the proposed extension would then be stepped back from the school hall.

88. The scale and form of the proposed pitched roof extension at a height of approximately 7.5 metres would sit lower than the neighbouring hall, which is approximately 9.5 metres in height, and would match the pitch of the lower roofs on the Victorian building. The forms and materials of the new works are proposed so that they would follow those of the existing school buildings. External facing materials would, therefore, include render with blue brick plinth, fibre cement wood effect cladding boards, aluminium and timber composite windows and louvres with main entrance doors in powder coated thermally broken aluminium to match existing with plain tile clay roof tiles.

89. Whilst the school site is in an elevated position, the proposed extension would be read in the context of the existing school building. Due to the proposed step back and the low ridge height when compared to the existing hall, the proposed extension would not be a notable or dominant feature in the landscape.

90. The County Landscape Officer has been consulted and has raised no objections to the proposal, subject to the imposition of appropriate conditions.

91. In respect to noise and dust impacts, Worcestershire Regulatory Services have raised no objections to the proposal.

92. In view of the above, the Head of Strategic Infrastructure and Economy considers that subject to the imposition of appropriate conditions, the scale, massing and design of the proposed development would not have an adverse or detrimental visual impact. Furthermore, it is considered that the proposed development due to the distances involved, would not cause any unacceptable overbearing, overshadowing or overlooking implications that detracts from residential amenity due its design, size and location.

Traffic and Highway Safety

93. A number of letters of representation objecting to the proposal have been received from local residents, as well as from Fairfield Village Community Association who have concerns including the parking in the vicinity of the site, the impact of additional traffic including on air quality, congestion, and highways safety reasons, as

well as potential concerns about the impact of construction traffic. Comments also relate to the lack of public transport links.

94. It is noted that paragraph 109 of the NPPF states *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

95. The planning application was accompanied by a School Travel Plan, which was developed using the County Council's Mode Shift Stars.

96. Parking for parents is available in the neighbouring recreation ground car park, by local agreement with Bromsgrove District Council.

97. Due to the positioning of the proposed new building on the existing car park, it is proposed that the existing car parking at the school would be provided in the adjacent field where the former agricultural building has been demolished. The applicant considers that as the tenant farmer does not now occupy the land, traffic using the land has reduced. The applicant is seeking to provide a total of eight car parking spaces, one of which would be an accessible space and one which would provide an electric vehicle charging point. This would provide two additional car parking spaces and provide one space per full-time teacher for the school.

98. The County Highways Officer has been consulted and has raised no highway objections to the proposal, subject to the imposition of appropriate conditions. They note that the existing First School site is located off the B4091 Stourbridge Road a classified road. It is noted that the school has restricted access off a very narrow drive with residential houses opening directly onto the drive leading to the school and the proposed development. There are no changes proposed to the existing vehicular or pedestrian access, good visibility is achieved in both directions from the exiting access. Stourbridge Road benefits from footpaths and street lighting on both sides of the road with parking restrictions in force located opposite the existing vehicular access in the vicinity. The applicant has indicated within the Design & Access Statement submitted that during the build, the area currently occupied by the tenant farmer would be used as the contractor's compound. Public consultation by the applicant highlighted the following concerns which have been considered within the School's new Travel Plan:

"There was some concern from the residents who share the school access road about the potential for disruption during construction. We will work with the school and the contractor to ensure disruption is minimised and that the contractor has a strict procedure for taking deliveries on to site."

Other comments concerned the increase in traffic from the increased pupil numbers to the school and the already difficult start and end to the day".

99. The applicant has confirmed that:

"The construction site access will be from the Stourbridge Road. The contractors will be advised that approach to the school for deliveries will be via a banksman service whereby every delivery is supervised from the road to the contractors'

compound to the rear of the site. The road to the front of the houses is not owned by Worcestershire County Council”.

100. The applicant has stated that the existing access driveway to the school is not registered with HM Land Registry and, therefore, it is not known who owns it. The access road is narrow and it is acknowledged that this is used by different users, including those seeking to access their properties, the school and as one of the routes to access the recreation ground.

101. The applicant has stated that there would be no deliveries between 07:30 and 9:00 hours and 14:30 and 16:00 hours on weekdays, in order to help keep the access clear. A condition is recommended to this effect.

102. The County Highways Officer states that they have undertaken a robust assessment of the planning application, and based on this analysis, they conclude that there would not be an unacceptable impact and, therefore, there are no justifiable grounds on which an objection could be maintained. The applicant has stated that the contractor would be instructed to bring only small vehicles up the drive and all deliveries must be accompanied by a banksman. They have also referenced that they have designed the building so it does not have any very large items and that, therefore, these would be able to be delivered via the existing access road. Furthermore, no objection has been received from Worcestershire Regulatory Services in respect of vibration or air quality.

103. Some members of staff use the bus services. The Travel Plan does recognise that historically pupils have not used public bus to access the school, but instead refers to other measures such as car share for example, to encourage modal shift. The Travel Plan also acknowledges that there is sometimes a conflict with staff cars and pedestrians. The County Travel Plan Officer has no objections and is content with the Travel Plan, subject to implementation of remaining actions.

104. The applicant has confirmed that during the build, the area formerly occupied by the tenant farmer would be used as the contractor’s compound.

105. In light of the above, the Head of Strategic Infrastructure and Economy is satisfied that the proposal would not have an unacceptable impact upon traffic or highway safety, subject to the imposition of appropriate conditions.

Other Matters

Crime

106. West Mercia Police have been consulted and have no objections to the proposal. In view of this, the Head of Strategic Infrastructure and Economy is satisfied that the proposal would not have an unacceptable impact upon crime and antisocial behaviour.

Historic Environment

107. The Grade II Listed Buildings of Fairfield House and barn, stable and granary are located about 400 metres, broadly to the north-west of the proposal. No. 188 Stourbridge Road also lies about 500 metres broadly north of the proposal and Yew Tree Farmhouse lies about 700 metres, broadly to the south of the proposal.

108. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a general duty as respects to listed buildings in the exercise of planning functions. Subsection (1) provides that *"in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"*.

109. Paragraph 190 of the NPPF states that *"local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal"*.

110. Paragraphs 193 and 194 of the NPPF states that *"when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) Grade II Listed Buildings...should be exceptional..."*.

111. Paragraph 196 of the NPPF states that *"where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use"*.

112. Paragraph 197 of the NPPF states that *"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset"*.

113. It is considered that the proposal, due to the change in ground levels and intervening building and boundary treatment, would be well screened from views from the Grade II Listed Buildings of Fairfield House and barn, stable and granary are located about 400 metres, broadly to the north-west of the proposal. No. 188 Stourbridge Road also lies about 500 metres broadly north of the proposal and Yew Tree Farmhouse lies about 700 metres, broadly to the south of the proposal. Therefore, it is considered that the proposal would not have any adverse impact upon the listed buildings.

114. With regard to the non-heritage assets of St Mark's Church and the original school buildings, due to the location, massing and proposed materials for the extension, it is considered that the proposed extension would not impact upon the setting and, therefore, significance of the original school buildings or St Mark's

Church. The removal of the temporary classrooms would also benefit the setting of the original school buildings.

115. The County Archaeologist has been consulted and has raised no objections to the proposal. The District Council's Conservation Officer also makes no adverse comments. In view of this, the Head of Strategic Infrastructure and Economic considers that the proposal would not have an adverse impact upon the historic environment.

Ecology and Biodiversity

116. The application was accompanied by a Preliminary Ecological Appraisal (PEA). The County Ecologist has been consulted and has no objections, subject to the imposition of appropriate conditions.

117. In view of the above, the Head of Strategic Infrastructure and Economy considers that subject to the imposition of appropriate conditions that the proposed development would have no adverse impacts on the ecology and biodiversity at the site or in the surrounding area, and would enhance the application site's value for biodiversity.

Water Environment

118. The applicant has set out that the new foul drainage to the extension would be connected to the existing sewers within the site which in turn would be connected to the Seven Trent Water Limited public sewer network in the Stourbridge Road. There would be a small increase in the peak flow rate from the site to the public sewer due to the increase in pupil numbers.

119. The storm drainage to the existing hall and to the new extension would be taken to a new soakaway on site. The existing soakaway for the hall would be abandoned as it would lie beneath the proposed extension. There would be no connection of storm water to the public sewer system. The applicant is proposing to use permeable paving and permeable blocks for the proposed car park area.

120. Severn Trent Water Limited (STWL) have been consulted and have raised no objections to the proposal, subject to the imposition of appropriate conditions. As North Worcestershire Water Management are satisfied with the drainage design, a condition is only recommended relating to the disposal of foul water foulds in order to satisfy STWL.

121. The Head of Strategic Infrastructure and Economy considers that subject to the imposition of appropriate conditions, that the proposed development would have no adverse impacts on the water environment.

Waste

122. The applicant has stated that the existing arrangements are that there is a bi-weekly general waste collections by Bromsgrove District Council (yellow bin) and that they use R & S Recycling for their waste paper and cardboard (red bin). Any waste / leftover food from lunchtimes is taken back to the caterers' premises to be disposed of. The school also has three compost bins, which their Eco Committee use for decomposable waste, such as waste fruit. They also have a number of initiatives set up by their Eco Committee to seek to combat waste going to landfill. This includes

used battery collections, printer cartridges and school uniform collections. The applicant has confirmed that they do not envisage that the additional children and staff would create enough waste for these arrangements to change.

123. The proposed development would provide accommodation for an additional 32 pupils and two additional staff. It is considered that the existing waste and recycling arrangements would be sufficient to cater for the increase in pupil and staffing numbers.

Conclusion

124. The proposed development is located within the West Midlands Green Belt. It is considered that the proposal would constitute inappropriate development in the Green Belt, which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

125. The proposed height and scale of the proposal would limit the impact on the openness and visual amenity of the Green Belt. The proposal is for a site where there is existing built development and it is considered that the proposal would not result in urban sprawl or unacceptable encroachment into the countryside. The Head of Strategic Infrastructure and Economy considers that the range of factors including the need to expand the school as a result of the anticipated growth in pupil numbers, the removal of split age classes and the existing poor condition of the modular buildings, means that it is considered that very special circumstances have been demonstrated in this instance that would outweigh the harm to the Green Belt. Consequently, the Head of Economy and Infrastructure considers that the other considerations in this case clearly outweigh the harm to the Green Belt.

126. The Head of Strategic Infrastructure and Economy considers that subject to the imposition of appropriate conditions, the scale, massing and design of the proposed development would not have an adverse or detrimental visual impact. Furthermore, it is considered that the proposed development due to the distances involved, would not cause any unacceptable overbearing, overshadowing or overlooking implications that detracts from residential amenity due its design, size and location.

127. The County Highways Officer states that they have undertaken a robust assessment of the planning application, and based on this analysis, they conclude that there would not be an unacceptable impact and, therefore, there are no justifiable grounds on which an objection could be maintained. The Head of Strategic Infrastructure and Economy is satisfied that the proposal would not have an unacceptable impact upon traffic or highway safety, subject to the imposition of appropriate conditions.

128. West Mercia Police have been consulted and have no objections to the proposal. In view of this, the Head of Strategic Infrastructure and Economy is satisfied that the proposal would not have an unacceptable impact upon crime and antisocial behaviour.

129. The County Archaeologist has been consulted and has raised no objections to the proposal. The District Council's Conservation Officer also makes no adverse comments. In view of this, the Head of Strategic Infrastructure and Economic

considers that the proposal would not have an adverse impact upon the historic environment.

130. The Head of Strategic Infrastructure and Economy considers that subject to the imposition of appropriate conditions that the proposed development would have no adverse impacts on the ecology and biodiversity at the site or in the surrounding area, and would enhance the application site's value for biodiversity.

131. The Head of Strategic Infrastructure and Economy considers that subject to the imposition of appropriate conditions that the proposed development would have no adverse impacts on the ecology and biodiversity at the site or in the surrounding area, and would enhance the application site's value for biodiversity.

132. Taking into account the provisions of the Development Plan and in particular Policy WCS17 of the Worcestershire Waste Core Strategy and policies BDP1, BDP2, BDP4, BDP15, BDP16, BDP19, BDP20, BDP21, BDP22, BDP23, BDP24 and BDP25 of the Bromsgrove District Plan (2011-2030), it is considered the proposal would not cause demonstrable harm to the interests intended to be protected by these policies or highway safety.

Recommendation

133. The Head of Strategic Infrastructure and Economy recommends that planning permission be granted for a proposed three classroom extension, demolition of temporary double mobile classrooms, new car park and change of use from agriculture to educational use for two adjacent fields at Fairfield First School, Stourbridge Road, Fairfield, Worcestershire, subject to the following conditions:-

- a) The development must be begun not later than the expiration of three years beginning with the date of this permission;**
 - b) The development hereby permitted shall be carried out in accordance with the details shown on submitted Drawings Numbered: BW40005L QCA-JAC-00-GF-DR-A- 0100 and BW40005L QCA-JAC-00-GF-DR-A- 0101 except where otherwise stipulated by conditions attached to this permission;**
 - c) Notwithstanding any indication of the materials, which may have been given in this application, within 1 month of the commencement of the development hereby approved, a schedule and/or samples of the materials and finishes for the development shall be submitted to the County Planning Authority for approval in writing. Thereafter the development shall not be carried out other than in accordance with the approved details;**
 - d) The development hereby permitted should not commence until drainage plans for the disposal of foul water flows have been submitted to and approved by the County Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use;**
-

- e) No construction deliveries associated with the development hereby permitted shall take place between the hours of 07:30 and 09:15 and 14:30 and 16:00 on Mondays to Fridays inclusive during term time;
- f) Notwithstanding any submitted details, the development hereby approved shall not commence until hours of construction work are agreed in writing by the County Planning Authority. Thereafter, construction work shall only take place between the agreed hours;
- g) The travel plan shall be implemented in accordance with the agreed details which have been registered with Modeshift STARS Business;
- h) The Development hereby approved shall not be brought into use until at least 1 electric vehicle charging space has been provided in accordance with a specification which shall be submitted to and approved in writing by the County Planning Authority. Thereafter, such space(s) and power point(s) shall be kept available and maintained for the use of electric vehicles only;
- i) The development hereby approved shall not be brought into use until the parking and turning facilities have been provided as shown on drawing BW40005L QCA-JAC-00-GF-DR-A- 0100;
- j) Notwithstanding the submitted details, the development hereby approved shall not be brought into use until at least 1 accessible car parking space has been provided in a location to be agreed in writing by the County Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details and the space(s) shall be kept available and maintained for use by disabled users only;
- k) The development hereby approved shall not commence until a Construction Environmental Management Plan for Highways has been submitted to and approved in writing by the County Planning Authority. This shall include but not be limited to the following:-
 - i. Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
 - ii. Details of site operative parking areas, material storage areas and the location of site operatives facilities;
 - iii. The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring; and
 - iv. A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the County Planning Authority;

- l) A pre-commencement site inspection for mobile species such as badger shall be undertaken by a competent ecologist.**

If work does not commence prior to 1st March 2021 an updated ecological assessment must be undertaken by a competent ecologist and report submitted to the County Planning Authority for approval in writing;

- m) All vegetation clearance at the site shall be undertaken outside the bird nesting season which generally extends between March and September inclusive. If this is not possible then any vegetation that is to be removed or disturbed should be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them would have to be delayed until the young have fledged and the nest has been abandoned naturally;**
- n) Prior to the commencement of the development hereby approved, a Landscape and Ecological Management Plan (LEMP) shall be submitted to the County Planning Authority for approval in writing. This will confirm numbers, species, densities and peat-free planting arrangements of any new hedgerow, hedgerow ground flora, and wildflower areas. The LEMP will detail the selection and management of standard trees with a timetable of all proposed landscape management operations including the removal of plastic tree-guards (or use of biodegradable tree-guards). The LEMP will include monitoring and management of any other ecological assets to include the numbers, location, specification and installation details of bat boxes or bricks and bird boxes or bricks; and**
- o) Details of any new lighting to be installed at the site shall be submitted to the County Planning Authority for approval in writing prior to being erected. These details shall include:**
- i. Height of the lighting posts;**
 - ii. Intensity of the lights;**
 - iii. Spread of light (in metres);**
 - iv. Any measure proposed to minimise the impact of the lighting or disturbance through glare;**
 - v. Any measures to minimise the impact of lighting upon protected species and habitats, in particular the adjacent woodland; and**
 - vi. Times when the lighting would be illuminated;**

Thereafter, the development shall be carried out in accordance with the approved details.

Contact Points

County Council Contact Points

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Specific Contact Points for this report

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Background Papers

In the opinion of the proper officer (in this case the Head of Strategic Infrastructure and Economy) the following are the background papers relating to the subject matter of this report:

The application, plans and consultation replies in file reference 19/000035/REG3.