

DEVELOPMENT MANAGEMENT COMMITTEE – 17 JULY 2019

Application Number	3/18/1961/FUL
Proposal	Construction of a Two storey Primary School building (2FE) and associated facilities for up to 420 pupils. Associated landscaping works, widened access road and increase car parking spaces to 48. New external hard and soft play areas with fencing. Demolition of existing school building.
Location	St Josephs Roman Catholic Primary School Great Hadham Road Bishops Stortford Hertfordshire CM23 2NL
Parish	Bishop's Stortford Town Council
Ward	Bishop's Stortford Silverleys

Date of Registration of Application	31 August 2018
Target Determination Date	30 November 2018
Reason for Committee Report	Major Application
Case Officer	Jill Shingler

RECOMMENDATION

That planning permission be **GRANTED** subject to the conditions set out at the end of this report

1.0 Summary of Proposal and Main Issues

- 1.1 The application is for full planning permission to demolish the existing single storey primary school on the site and to develop a two storey building sufficient to provide for two form entry, enabling an additional 105 pupil places (420 places in total)
- 1.2 The proposed building is to be sited immediately to the west of the existing building in order to continue using the existing facility during the construction of the new building.

1.3 The proposals include an increase in the parking provision from 28 spaces to 48 spaces, including 2 accessible bays and the provision of a coach drop off and pick up point within the site.

1.4 The main issues for consideration are:

- Principle of the development in the Green Belt
- Highway safety, traffic and parking issues
- Sports facilities and community use.
- Impact on trees and ecology
- Flood risk management
- Climate change adaptation and mitigation

2.0 Site Description

2.1 The application site is approximately 1.8 hectares in area and roughly rectangular. It lies within the Metropolitan Green Belt and an identified Green Wedge on the northern side of Great Hadham Road, at its junction with Windhill.

2.2 There are residential properties to the east, south and west and playing fields to the north. To the western side of the site and outside the application boundary there is an existing car park belonging to Bishops Stortford Collage, which is used as a drop off and pick up point for pupils of the primary school as a result of an existing planning obligation and a footpath runs directly from this car park through the school grounds to the school.

2.3 Vehicular access is via an in out one way system and the access and egress are close the junction with Windhill where there is a mini roundabout, further north-east along the road there is a stretch of laybys between the Primary school entrance and the entrance to St Mary's Secondary School, but to the south west of the entrance the road is predominantly double yellow lined.

2.4 There are existing pre-school buildings on the eastern part of the site which are to be retained.

2.5 There are hard surfaced play areas to the front and to the west of the building and areas of soft play and a playing field to the west.

2.6 The site is significantly screened by a double row of tall and established trees which surround three sides of the site, including along the front boundary with Great Hadham Road.

3.0 Planning History

3.1 There is no recent relevant planning history with regard to this site. However, there is a current application for the provision of two temporary classrooms at the site that are required to meet the current need for places in September.

4.0 Main Policy Issues

4.1 These relate to the relevant policies in the National Planning Policy Framework (NPPF) the adopted East Herts District Plan 2018 (DP), and the Bishops Stortford, Silverleys and Meads Neighbourhood Plan.(NP)

Main Issue	DP Policy	NPPF	NP
Green Belt	GBR1	Paras 143-146	
Community Facilities, Education leisure and Recreation	CFLR1, CFLR3, CFLR4, CFLR7, CFLR9, CFLR10	Paras 92, 94, 96, 98	HDP7, GIP2, SP1, SP2 EP1, EP3
Ecology and Green Infrastructure	NE2, NE3,NE4, WAT3	Para 175	GIP1, GIP4
Design, Landscaping and visual amenity	DES2, DES3, DES4, DES5,	Paras 127, 128, 130	HDP3
Flood Risk, water and Sustainable drainage	WAT1, WAT4, WAT5	Paras 163	GIP7
Highways/Parking	TRA3	Paras 108-111	TP1, TP2, TP3

Other relevant issues are referred to in the 'Consideration of Relevant Issues' section below.

5.0 Summary of Consultee Responses

- 5.1 HCC Highway Authority comments that it does not wish to restrict the grant of planning permission, subject to conditions.
- 5.2 Lead Local Flood Authority comments that it does not wish to raise objection, subject to conditions.
- 5.3 EHDC Landscape Advisor raises no objection, subject to conditions.
- 5.4 Herts Ecology initially raised concern regarding bats but advised that they were confident that any issues could be overcome.
- 5.5 EHDC Environmental Health Advisor advises that any permission should include conditions with regard to contaminated land, kitchen extraction and odour control, details of lighting and construction management to safeguard neighbouring residents.
- 5.6 Sport England raises no objection, subject to a condition requiring details of community use of the school sports facilities to be agreed.
- 5.7 Herts Fire and Rescue comment that they raise no objection as access is sufficient for a fire engine, but remind the applicant of the preference for the provision of a sprinkler system within the school.
- 5.8 Thames Water raises concern regarding the inability of surface water infrastructure to accommodate the needs of the proposal. A condition is suggested to ensure adequate upgrading is completed.

(Note: EHDC, East Herts District Council; HCC, Hertfordshire County Council)

6.0 Town/Parish Council Representations

6.1 The Town Council comment that they raise no objection but request that the applicant focus on improving the parking situation on Great Hadham Road, which they consider is difficult and dangerous at pick up and drop off times.

7.0 Summary of Other Representations

The application has been advertised by press notice, site notice and neighbour consultation

14 representations in objection have been received raising concern with regard to the proposals on the following grounds:

- The existing significant problems of dangerous and inconsiderate parking, traffic, congestion and highway/pedestrian safety in the vicinity of the school will be considerably exacerbated by the proposals;
- Access for emergency vehicles is already often restricted by congestion and poor parking;
- The drop off area belonging to Stortford College gets too congested and parents park on the access road causing obstruction. A condition is needed to require the school to police parking on the access road;
- Inadequate on-site parking and drop off/pick up facilities are available, also no space for contractors working on site;
- There are significant errors and shortcomings in both the Transport Statement and the School Travel Plan;

- Segregation of pupils on religious grounds is wrong in principle, but also increases traffic issues as many truly local children have to travel further afield as they are of wrong religion;
- The school would be better relocated elsewhere, where traffic/parking issues can be properly resolved. Existing site could be kept for inevitable expansion of St Mary's School;
- Improvements need to be made to pedestrian safety in the area;
- Children walking to school are adversely impacted by air pollution from road traffic;
- There have been flooding issues in the past and they may be exacerbated by this development;
- Proposals will result in unnecessary loss of significant 70 year old trees to the front of the site;

8.0 Consideration of Issues

Principle of Development in the Green Belt

- 8.1 The existing 1.5 form entry primary school is currently reliant on portable classrooms in order to meet demand.
- 8.2 Para 94 of the NPPF states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities, and that great weight should be given to the need to create, expand and alter schools through the preparation of plans and decisions on applications.

- 8.3 The site is wholly within the Green Belt. The replacement of an existing building within the Green Belt with another in the same use can be acceptable within the Green Belt, subject to the replacement not being materially larger than that it replaces.
- 8.4 The footprint of the proposed replacement school building is similar to that of the existing, however the building has more bulk and height and therefore there would be additional impact on openness. It is therefore concluded that the proposal amounts to inappropriate development in the Green Belt.
- 8.5 It is considered that the specific need for the additional school spaces in the locality and the benefits of providing a school which will meet modern educational requirements amount to very special circumstances that are sufficient to outweigh the very limited harm to the Green Belt in this location.

Highway safety, traffic and parking issues

- 8.6 The school is located on a busy road and in close proximity to several other educational establishments. It is clear that at school drop off and pick up times there is considerable pressure on both the main road and the surrounding residential streets for parking space and that inconsiderate parking by parents can cause inconvenience (by blocking driveways) and or danger by parking inappropriately on corners and pavements blocking sight lines.
- 8.7 The existing car park has only 28 marked spaces and 8 informal unmarked spaces and these are reserved for staff and visitors; parents are not permitted to use this for dropping off and picking up children. There is no on site area for coaches to pull onto the site when picking up and dropping off children and this too can cause issues as coaches park up on street adding to congestion.
- 8.8 Parking requirements for schools are based on staff and pupil numbers. A full up to date breakdown of current staff numbers and the proposed additional numbers has been provided to in order to assess the full parking requirement for the site.

- 8.9 The school is within Parking Zone 4, wherein there can be a reduction in the parking standards of up to 25 %. The full parking requirement (without reduction) would be 63 spaces this being 1 space for each full time equivalent member of staff (38) plus 1 for every 100 pupils (4) plus 1 for every 20 pupils under 17 (21).
- 8.10 Applying the 25% reduction is considered to be appropriate as the site is relatively sustainably located with access to buses and within walking distance (by staff) of the station, this brings the parking requirement on site down to 48 spaces and this is being met in full.
- 8.11 In addition to on site provision, the school does have use of the 30 space car park belonging to the adjacent Bishops Stortford Collage, which is accessed via a private access track to the west of the site. The use is restricted to drop off and pick up only and there is direct pedestrian access from the car park through the school grounds to the school building.
- 8.12 The proposals also include the provision of a coach drop off and pick up bay within the site. Covered cycle parking and scooter parking spaces will also be provided.
- 8.13 The existing one way, in out entrance and exit is proposed to be retained with some widening works to aid access.
- 8.14 The transport statement submitted with the application concluded that the expanded school will result in 36 additional car journeys in the morning peak hour and 33 in the afternoon peak hour and that the impact of this addition on the local highway network will not be severe. In addition the School Travel Plan seeks to encourage greater walking, cycling and scooting to school to assist in mitigating the impacts.
- 8.15 Following this initial submission and in response to concerns raised that the parking survey had been carried out on a day when Bishops Stortford College was not open: further survey work was carried out specifically with regard to the drop off and pick up availability at

the college car park. The revised survey concluded that space was generally available within the college car park for pick up and drop off, even in peak hours.

- 8.16 The College has raised concern that sometimes the access road to the college is used for additional parking despite double yellow lines, causing significant obstruction of the private roadway and restricting the width to the point where emergency vehicle access would be difficult. The additional survey did not find this to be an issue. However, it is accepted that this may be as a result of staff from the school policing the parking situation, which it is understood they have been doing since January.
- 8.17 The College has requested that any approval of a new school should include a condition requiring the school to have a member of staff police the college access track to dissuade parents from parking inappropriately. It is not considered that this can be a specific planning condition but the matter should be considered in the School's Travel Plan.
- 8.18 The proposed development provides the appropriate number of car parking spaces required by policy for the size of the school, and incorporates a coach dropping off and pick up bay. Additional off street drop off/pick facilities are available. It is accepted that at peak times there is pressure for on street parking but generally this occurs around all schools, it is not considered that the proposals will result in any significant worsening of the existing situation.
- 8.19 Para 109 of the NPPF states that Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It is not considered that this development would have such an impact.
- 8.20 The Highways Authority raised no objection to the proposals, and the incorporation of a coach dropping off point within the site is seen as a significant benefit.

Sports Facilities and Community Use

- 8.21 The redevelopment proposals have been carefully designed to ensure that the school maintains its existing playing field and two hard surfaced play pitches, in accordance with both policy and the requirements of Sport England.
- 8.22 In addition, the policies of the District Plan require that new or extended education facilities offer flexible use of the facilities in order to ensure that the various needs of the community are met. The School has made it clear that community use of the facility will be possible, out of school hours, and a condition requiring the approval of details is recommended.
- 8.23 Sport England did raise concern that the school would have limited use of its hard courts during the construction period, however there is an agreement between the school and the adjacent St Mary's Secondary School which will enable pupils to utilise the adjacent schools hard court facilities during the construction phase.

Impact on Trees, Landscape and Ecology

- 8.24 The development site lies not only within the Green Belt but also an identified Green Wedge which is designated as a Local Green Space, Policy CFLR2 therefore applies. CFLR2 states "Development will be permitted only if it is consistent with the function, character and use of the Local Green Space to which it relate".
- 8.25 The proposals, maintain the existing function and use of the Green Space, without further intrusion into the open area, so the remaining issue is whether the character of the space is maintained. The main character of the site, when viewed from the road is created by the significant tree screening along Great Hadham Road, which effectively hides the school from view, particularly in the summer months.

- 8.26 A full tree survey was submitted with the application and initially the proposals included the removal of some significant high quality trees from the frontage in order to provide car parking adjacent to the front boundary. Following discussions, the plans have been amended to provide the extended car park between the two buildings on the site and away from the frontage, so that these important trees can be maintained.
- 8.27 Some less significant trees will need to be removed, simply due to the restricted nature of the site, and the requirement to keep the existing school open throughout the development of the new school. However losses have been kept to a minimum and replacement planting is proposed. None of the trees on site are the subject of a Tree Preservation Order. Overall it is considered that the green and verdant character of the green wedge in this location is to be maintained in accordance with policy.
- 8.28 With regard to Ecology of the site, a preliminary ecological appraisal was submitted that identified the need for further work with regard to the possibility of bats roosting within the site. A bat activity survey was duly carried out in August 2018.
- 8.29 This concluded that whilst common pipistrelle bats were likely to be roosting nearby and foraging and commuting within the site there was no evidence of bats roosting within any of the trees which are proposed for removal. The report recommends appropriate timing and precautions to avoid impacts on bats and this can be conditioned.

Design and Impact on Amenity

- 8.30 The proposed school has been designed to meet the identified requirement for a 2 form entry school and is split into 3 primary masses, the teaching block, the administration and shared spaces element and community spaces (main hall and kitchen areas) The block is therefore articulated and has varying heights related to the different element. The main materials are brick, in two different colours responding to the three different blocks and brick detailing

adds interest. Grey cladding is proposed for the upper element of the main hall and the window detailing and entrance canopies are proposed to be of grey to match this and maintain a modern appearance.

- 8.31 Whilst the design may appear somewhat utilitarian externally, the internal spaces provide a good level of accommodation to meet modern educational requirements and will be a significant improvement on the existing 1960's building. Subject to the use of good quality materials the design is considered appropriate.
- 8.32 The highest element of the building is just less than 7.5m high and the building is therefore significantly lower than the surrounding tree screen, it will therefore not be visually prominent within the street scene and will sit well within the site without harm to the character and amenity of the area.
- 8.33 The development is set away from any residential properties and therefore will not have any direct impact with regard to overlooking, or loss of light or outlook to any neighbours. The only potential impacts on residential amenity would result from the additional traffic and parking. These issues have been addressed above and it is considered that whilst there may be some minor additional impacts these would not be sufficient to warrant refusal of the application.

Flood Management

- 8.34 The site is within Flood Zone 1 and therefore not at significant risk of fluvial flooding and is an appropriate location for school development.
- 8.35 Initially there were concerns from the Local Lead Flood Authority (LLFA) and Thames Water with regard to the proposed surface water drainage, but subsequently amended and additional information has been provided that shows that the development can be developed without resulting in any increased risk of flooding within the site or elsewhere. The drainage details have been designed to

ensure that the drainage strategy caters for all rainfall events up to and including 1 in 100 year flood risk plus 40% for climate change in accordance with policy. Conditions are recommended to ensure that the drainage proposals are carried out.

Climate Change, Carbon Emissions and Water Usage

- 8.36 The District Plan seeks to ensure that new development is adaptable to climate change i.e. is designed to minimise overheating in summer and reduce the need for heating in winter and can demonstrate how carbon dioxide emissions will be minimised across the development site. Achieving standards beyond the requirements of Building Regulations is encouraged.
- 8.37 The building has been designed to achieve compliance with approved Building Regulations document L2A, without the need for additional low or zero carbon technologies. This is to be achieved by thermally efficient building envelope, low energy ventilation systems including heat recovery technologies, low energy LED lighting, efficient natural gas heating boilers and hot water generation plant.
- 8.38 Policy WAT4 of the District Plan states that “development must minimise the use of mains water, no information with regard to this has been submitted with the application but details can be required by condition.
- 8.39 Policy TRA3 of the District Plan requires that provision is made for charging points for low and zero carbon vehicles, to be assessed on a site specific basis. It is considered that in order to encourage the use of such vehicles provision of such facilities for the staff parking at the site would be appropriate and can be required by condition.

Other Issues

- 8.40 The submitted site investigation report identified a localised contamination hotspot within the site that needs to be appropriately remediated; standard conditions are therefore suggested by Environmental health to ensure that this is done.
- 8.41 Further conditions are necessary to ensure that noise and odour from the kitchen do not cause an issue.
- 8.42 A bin store for refuse and recycling is proposed at the south of the site and will be accessible to a bin lorry. The site will be accessible to emergency vehicles.
- 8.43 A detailed construction management plan has been submitted which identifies how the works can be carried out while minimising harm to the surrounding area. A condition is proposed to ensure that the works are carried out in accordance with that plan.

9.0 Planning Balance and Conclusion

- 9.1 The proposals amount to inappropriate development in the Green Belt and policy GBR1 and the NPPF provide that planning permission should only be granted if very special circumstances exist that clearly outweigh the harm from inappropriateness and any other harm.
- 9.2 Although the building is materially larger, there is no further intrusion into the currently undeveloped playing field area to the west and the car parking is kept between the existing pre-school building and the new school building. The physical harm to openness is therefore very limited.
- 9.3 Whilst it is accepted that there will be an increase in traffic in an area that already suffers from congestion and parking issues at peak times, the proposed on-site parking, and drop of point will help mitigate the harm from the proposal and the residual harm will be minor.

- 9.4 No other harm from the development has been identified. The location is considered to be sustainable and the development is appropriate to the character and visual amenity of the area.
- 9.5 Overall, it is considered that the specific need for the additional school spaces, and the lack of suitable alternative non Green Belt sites in the locality, together with the clear benefit of providing a school which will meet modern educational requirements, amount to very special circumstances that are sufficient to clearly outweigh the harm to the Green Belt from inappropriateness and any other harm.
- 9.6 Accordingly, on the balance of considerations the proposal is considered to be acceptable.

RECOMMENDATION

That planning permission be **GRANTED** subject to the following conditions:

Conditions

1. 3 year time limit
2. Approved Plans
3. 2E11 Materials of Construction
4. 2E27 Lighting Details
5. 2E33 Contaminated Land Survey and Remediation
6. 6N01 Noise Attenuation
7. 4P05 Tree/hedge retention and protection
8. 4P12 Landscape design proposals

9. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by BCAL Consulting, reference 6045R001CFRA, revision C, dated March 2019 and the following mitigation measures detailed within the FRA:
 1. Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 3.5 l/s during the 1 in 100 year event plus 40% of climate change event.
 2. Providing storage 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 providing a minimum of 372 m³ (or such storage volume agreed with the LLFA) of total storage volume in permeable paving with sub-base feature.
 3. Discharge of surface water from the private drainage network into the Thames Water surface water sewer network.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site, and to reduce the risk of flooding to the proposed development and future occupants.

10. No development shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

1. Final detailed surface water drainage layout to include all proposed SuDS features.
2. Final phasing arrangements with included timing for implementation of each phase.
3. Third party landowner agreement for the surface water run-off discharge from the site during the construction works.
4. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
5. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To prevent the increased risk of flooding, both on and off site.

11. Prior to the commencement of the use of the new school hereby permitted the vehicular access(es) (indicated for improvement on drawings shall be provided and also incorporate a minimum kerb radii of 6 metres. Prior to use, arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: In the interest of highway safety and traffic movement.

12. Prior to the commencement of the use of the new school hereby permitted, a visibility splay shall be provided in full accordance with the details indicated on the approved plans. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

13. Before the new school hereby approved is first occupied, all on site vehicular areas shall be accessible, surfaced, marked out and fully completed in accordance with the approved drawings and carried

out in a manner to the Local Planning Authority's approval. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: So as to ensure satisfactory parking of vehicles outside highway limits and to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

14. The redeveloped school shall not be brought into use until an updated School Travel Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The School Travel Plan shall accord with Hertfordshire's County Council School Travel Plan requirements and in addition address the issue of parking on the access road to the Bishops Stortford College.

Reason: To ensure that the development is as sustainable as possible.

15. The development hereby approved shall be carried out in strict accordance with the Construction Method Statement/management Plan, Rev.3 dated 01.07.19

Reason: To minimise impact on the surrounding roads and on neighbouring amenity during the construction period.

16. No occupation of the school building hereby permitted shall commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the assembly hall, studio, hard play area, playing field and supporting ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in

order 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 Development Plan Policy.

17. The proposed works shall be carried out in accordance with the recommendations regarding timings and precautions set out in the submitted Preliminary Roost Assessment (Graves 2018) and Bat Activity Survey (Graves, August 2018) and the enhancements and mitigation, including the provision of bat boxes as specified in the report shall be completed prior to the first occupation of the new school hereby approved.

Reason: To ensure that the works do not cause harm to bats and their habitat and provides suitable mitigation and enhancement in accordance with policy NE3 of the District Plan 2018.

18. Prior to first occupation of the new school hereby approved a scheme for the enhancement of biodiversity within the site and a timetable for its implementation and ongoing maintenance shall be submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented in full compliance with the agreed timescale and thereafter maintained.

Reason: To ensure that the development results in a net enhancement of biodiversity within the site in accordance with policy NE3 of the District Plan 2018.

19. Prior to the first occupation of the new school hereby approved a minimum of 5 electric vehicle charging points shall be installed in accordance with details which have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To encourage low carbon transport options in accordance with policy TRA3 of the District Plan 2018.

20. Prior to any above ground works details of methods to be incorporated in the development to minimise the use of mains water shall be submitted to and agreed in writing by the Local Planning Authority. The works shall then be carried out in accordance with the approved details

Reason: The Environment Agency has identified this area to be particularly water stressed and a reduction in water usage and increased water efficiency are necessary in accordance with Policy WAT4 of the District Plan 2018.

21. The existing school shown to be demolished on the approved plans shall be demolished and all resulting materials removed from the site within 28 days of the first occupation of the new school hereby approved.

Reason: In order to preserve the openness of the Green Belt and the setting of the new school in accordance with policies GBR1 and DES4 of the District Plan 2018.

Informatives

1. 01OL – Other legislation
2. 06FC2 Highway Works
3. 32BA- Bats
4. 33UC- Unsuspected Contamination
5. 35CV – Clearance of vegetation

Summary of Reasons for Decision

East Herts Council has considered the applicant's proposal in a positive and proactive manner with regard to the policies of the Development Plan the National Planning Policy Framework and in accordance with the Town

and Country Planning (Development Management Procedure) (England)
The balance of the considerations having regard to those policies is that
permission should be granted.

KEY DATA**Non-residential Vehicle Parking Provision**

Use type	Standard	Spaces required
School	1 space per full time equivalent staff plus 1 space per 100 pupils plus 1 space per 20 students under 17	63
Total required		63
Accessibility reduction	25%	48
Resulting requirement		48
Proposed provision		48