

Development Control Committee

Meeting to be held on 3rd September 2014

Electoral Division affected: Lancaster South East
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Lancaster City: Application number. LCC/2014/0085

Four single storey extensions to provide 6 additional classrooms and extra resource areas, extension to the existing secondary car park to provide an additional 16 spaces and associated lighting columns, alteration of two windows to fire exits, re-alignment of 2.4 metre high rear boundary fencing and external works consisting of landscaping and disabled access paths, steps and ramps and temporary fenced contractor's compound and associated access. Moorside County Primary School, Bowerham Road, Lancaster.

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Executive Summary

Application - Four single storey extensions to provide 6 additional classrooms and extra resource areas, extension to the existing secondary car park to provide an additional 16 spaces and associated lighting columns, alteration of two windows to fire exits, re-alignment of 2.4 metre high rear boundary fencing and external works consisting of landscaping and disabled access paths, steps and ramps and, temporary fenced contractor's compound and associated access. Moorside County Primary School, Bowerham Road, Lancaster.

Recommendation – Summary

That planning permission be **granted** subject to conditions controlling time limits, working programme, building materials, control of noise, dust, hours of operation, drainage, highway matters, landscaping, protection of nesting birds and floodlighting.

Background

This application was presented on the agenda to the last Committee meeting on the 9th July 2014. The comments of LCC Developer Support (Highways) were reported and the requirement to undertake improvements to alleviate the highway impacts was noted. To allow time to investigate such improvements, it was resolved that the application be deferred and that the Committee visit the site in advance of the application being reported back to the September 3rd meeting.

The report has been updated to include a summary of the views of LCC Developer Support (Highways) and the advice section updated to address the highway issues.

Applicant's Proposal

Planning permission is sought for the erection of four single storey extensions to the school to provide new classrooms/ teaching areas to enable Moorside County Primary School to increase from a 2-form to a 3-form entry school.

The development would comprise the following key elements:

- Three single storey extensions to the rear of the existing school each containing two classrooms, a resource area and a disabled toilet for pupils in Years 1-6.
- A single storey extension to the northern side of the school containing a resource area, disabled toilet and storage for reception pupils. The roof over this block would be extended to form a canopy to shelter parents waiting to collect their children.
- Removal of two windows and alteration to a fire exit door.
- New landscape area to the north and front sides of the school.
- Remodelling of grass bank to rear of site incorporating spoil arising from construction of new classrooms.
- Re-alignment of existing line of 2.4 metre high weld mesh fence on rear boundary and installation of new gates.
- Connecting paths, steps and ramps for disabled access around extensions.
- An extension to the school's secondary car park to measure 34m x 17m to provide an additional 16 car parking spaces, with 3 x 6m high lighting columns and associated landscaping.
- Temporary closure of a combined cycle path and footpath to allow its use by contractor's vehicles to access a temporary fenced compound at the rear of the school.

The three single storey extensions would each measure 23m x 9.5m x 4m high. The extensions would be glazed on the west elevation and finished in Trespa wall panels (colour to be provided) and dark concrete blocks with dark mortar on the other elevations with a low pitched zinc roof. The extensions would link to the existing school building via a corridor measuring 3.5m x 3m x 3m high and would be glazed. The doors and windows would be powder coated anthracite grey (RAL 7016).

The single storey extension for reception pupils would measure 15m x 5m with a height of 2m where it adjoins the existing school and rising to 3m. The store room would be finished in Siberian Larch timber boarded panels and the resource/group area would be glazed with aluminium door and curtain walling to be powder coated anthracite grey (RAL 7016). The roof would be zinc and would extend beyond the edge of the extension by another 6 metres to form a 3.7m high canopy supported by stained timber posts.

A number of trees would be removed around the proposed building footprints and the car park extension.

The construction works for the project as a whole would take approximately 13 months. The hours of working would be between 0800 to 1800, Monday to Friday (except Public Holidays), and 0800 to 1400 hours on Saturdays. The contractor's

compound would consist of temporary office and welfare facilities, parking, delivery and equipment storage areas. Lighting would be used during reduced daylight hours.

Following completion of construction works, the compound would be restored and the temporary access would be reinstated to combined cycleway and footpath.

Description and Location of Site

Moorside County Primary School fronts the west side of Bowerham Road in a residential area approximately 2 km to the south of the centre of Lancaster. The school is bordered to the north by St. Bernadette's Primary School, to the south by houses on Ascot Close and to the west by public open space with the school playing fields beyond. The east side of Bowerham Road is fronted by houses and a small row of shops. A combined cycleway and public footpath forms the southern boundary of the school and runs through a woodland area, an area of open space and a 15 space car park associated with the school.

The school site is surrounded on all boundaries by a mixture of low stone walls and 1.5m high metal railings, except for the western boundary, where there is a 2.4 metre high weld mesh fence. Separate and combined vehicular and pedestrian accesses to the school are from Bowerham Road. The existing school building is separated from Bowerham Road by hard play areas and the main 28 space car park.

The existing school building consists of a long single storey building running parallel with Bowerham Road and with two wings to the front and four wings to the rear with open grassed areas between. The northern rear wing houses nursery and reception pupils, the remaining three wings each house four classrooms (a wing for the infants and two wings for the juniors). An independently run Stepping Stones School for pupils that have been excluded or are at risk of exclusion is located in the wing at the southern side of the school.

The reception extension and canopy would be located on part of the hard play area to the north side of the reception wing. A classroom extension would be located on the end of each of the three wings to the rear of the school. The existing line of 2.4 metre high weld mesh fence would be moved and have gates installed, the adjacent grass bank remodelled and trees removed to accommodate the classroom extensions. The connecting paths, steps and ramps for disabled access would be around the extensions. The two windows to be altered to a door would each be located on the side of one of the wings to the rear of the building. The additional 16 car parking spaces and associated lighting would be located on the area of open space on the west side of the existing 15 space car park on the south side of the school. The new landscape areas would be to the front and north sides of the school. The public cycle and footpath to the south of the school would be temporarily closed to allow its use by construction traffic between Bowerham Road and the construction compound to be located on the area of public open space between the west boundary of the school and the school playing fields.

The extended car park is the part of the development nearest to residential properties, being 30 metres to the north of no. 234 Bowerham Road and 40 metres from Ascot Close.

Members visited the site on 21st July 2014.

Background

The proposal is at an existing primary school.

A number of permissions have been granted at the school, the most recent being the following:

Planning permission for the installation of a canopy and alteration of a window to a door and the creation of two access ramps with railings was granted on 19 May 2014 (ref. LCC/2014/0052).

Planning permission for the erection of a canopy over an existing outdoor play area for nursery provision was granted on 07 February 2012 (ref. 01/12/0009).

Planning permission for the erection of a canopy and access slope to the entrance of the pre-school unit and the creation of a new pedestrian entrance in the school boundary fence was granted on 23 July 2010 (ref. 01/10/0577).

Planning permission for the creation of a hard surface play area with low level fencing was granted on 21 June 2010 (ref. 01/10/0442).

Planning Policy

National Planning Policy Framework (NPPF)

Paragraphs 11 – 14, 17, 32, 34, 36, 38, 56- 66, 69-70, 72, 74, 77, 94, 99, 103 and 125 of the NPPF are relevant with regard to the requirement for sustainable development, core planning principles, promoting sustainable transport, requiring good design, promoting healthy communities, flood risk and conserving and enhancing the natural environment.

Lancaster District Core Strategy (LDCS)

Policy SC1 Sustainable Development
Policy SC5 Achieving Quality in Design
Policy E1 Environmental Capital
Policy E2 Transportation Measures

Lancaster District Local Plan (LDLP)

Policy T17 Green Travel Plans
Policy E12 Nature Conservation in the Wider Environment
Policy E29 Urban Greenspace

Consultations

Lancaster City Council – The City Council supports the principle of the development subject to issues relation to ground contamination and impacts on trees being adequately addressed. A condition should be imposed restricting hours of construction.

LCC Developer Support (Highways) – Objects to the proposal. The development will mean a considerable increase in the number of classrooms and children at the school and the increase in school capacity may mean that the catchment area is wider and the proportion of pupils brought to school by car will increase. The number of staff will also increase which could lead to an increase in on street parking on surrounding streets. There have been no reportable pedestrian accidents on Bowerham Road in the vicinity of the site. However, Bowerham Road is narrow at some points to the front of the school which is exacerbated by parking and creates some congestion which is a hazard for pedestrians wishing to cross the road. There is an existing manned school crossing at this point but there is no associated dropped kerb on the western edge of the road. It is recognised that the proposed increase in the size of the school is necessary. However, it is considered that the proposed mitigation measures to alleviate additional traffic impacts will not be sufficient. The additional traffic and parking demands will lead to increased congestion and highway safety risks.

Environment Agency (EA) – No objection subject to a condition requiring that the development shall be undertaken in accordance with the submitted Flood Risk Assessment) and the Drainage Plan .

LCC Specialist Advisor (Ecology) - No objection subject to conditions to protect nesting birds, that any landscaping scheme should include replacement planting of native species to deliver compensatory replacement bat foraging and commuting habitat and to require details to be submitted for the provision of bird and bat nesting/roosting bricks or boxes. A note should also be included that, if bats are found during the construction period, then provision would have to be made for their protection.

LCC Specialist Advisor (Lighting) - No objection. There are no glare issues to residents or road users associated with the proposed car park lighting.

LCC Specialist Advisor (Landscape) - No observations received.

Public Rights of Way - No observations received.

Representations – The application has been advertised by site notice, press notice and neighbouring residents have been notified by letter.

Three representations have been received concerned as to the traffic levels and problems of parent parking that will increase on Bowerham Road and the surrounding highway network as a consequence of more pupils attending the school. Without additional thought, planning and design in relation to these issues then the situation will continue to get worse to the detriment of road and pedestrian safety. Consideration should therefore be given to how the additional traffic generated in the morning drop off and afternoon pick up periods could be better controlled or managed and to reduce car use. It is suggested that an additional crossing (lights or crossing guards) be provided on Bowerham Road between the school and the outgoing bus stop or near the Stepping Stones School and one on Barton Road near the junction with Bowerham Road and that Newlands Avenue should be made one way.

Advice

The proposal is to erect four single storey extensions to provide new classrooms/teaching areas plus resource areas, disabled toilets and a storage area to Moorside County Primary School to enable the school to expand from a 2-form to a 3-form entry school with pupil numbers increasing from the existing roll of 414 to around 630 by September 2021 when the entire school will be 3-form entry. An additional 16 parking spaces are also proposed to provide parking facilities for the extra staff that a 3-form school would require.

The main issues relate to the need for the extensions, traffic and safety, the impact on residential amenity, built form and landscape and the protection of public open space.

The need to expand this school arises from analysis of future populations in the area of Lancaster south of the River Lune. This analysis has identified a future increase in school age children in this area due to an increase in birth rates and proposed new development which may mean that there may not be sufficient places in this area to meet demand from September 2014 and beyond. The forecasts indicate that there are sufficient births in the area to justify additional places in this area of Lancaster on a permanent basis. Following this basic needs assessment, schools within the area of growth were contacted in order to seek expressions of interest for potential expansion. The sites identified as part of this process were assessed on the basis of a number of factors including the current strength of the school in terms of pupil attainment and leadership, parental preference, existing school size, availability of land for school expansion, access to the site and proximity to growth areas and likelihood of joint investment benefits. As a result of this assessment, Moorside Primary was identified as a location to meet the predicted shortfall in school places and the County Council therefore consulted on a proposal to permanently expand Moorside. The proposal was agreed by the Cabinet Member for Children, Young People and Schools in May 2014 subject to the granting of planning permission for the required expanded accommodation. Bowerham Primary School, located 1km north of Moorside has similarly been selected for expansion as part of this process and additional accommodation at this site has now been constructed.

Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and proposed communities. The policy states that Local Planning Authorities should give great weight to the need to expand schools. The above analysis demonstrates that there is a need for additional school places in this area of Lancaster and the development is therefore supported by the policy in the NPPF regarding the need for new school accommodation.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. In considering the issues that arise from the proposed development, it is necessary to take into consideration the relevant policies of the Development Plan and the planning history of the site and all other material planning considerations. Government policy is a material consideration that should be given appropriate weight in the decision making process. The Development Plan for the site is made up of the Lancaster District Local Plan (LDLP) and the Lancaster District Core Strategy (LDCS).

The site is an existing primary school within the urban area of Lancaster that is not the subject of a site specific policy. However, Policy SC1 of the LDCS seeks to ensure that new development proposals are as sustainable as possible as a consequence of their location and design, construction and use. Policy SC5 of the LDCS is also relevant and seeks to achieve quality in design.

The proposed extensions would provide a total of 6 classrooms, one for each of Years 1-6 together with a resource area for reception pupils so as to provide the additional teaching space required to enable the school to increase from a 2-form to a 3-form entry school due to a forecast increase in pupil numbers. The extensions would be single storey with contemporary designs and materials that, while not matching the design of the existing school buildings, would be visually acceptable as they would be located on the rear and north sides of the school that are not visually prominent. The two windows to be altered to a door would have no visual impact. The development is therefore considered acceptable in terms of visual amenity. The finished colour of the Trespa wall panels to the elevations of the three classroom extensions has not been provided and hence a condition should require details of the colour to be submitted and approved. The extensions would require the existing fencing on the western boundary to be moved and detail is required for the re-alignment of the fencing. The three classroom extensions would necessitate the remodelling of the grass bank to the rear of the site using the spoil arising from the construction of new classrooms. A tree survey has been submitted that shows that a number of young and semi-mature trees and shrubs would also be removed. A condition should provide for details of the replanting of trees and shrubs and of the new landscape area to the north and front sides of the school.

The area of public open space between the western boundary of the school and the school playing fields on which the construction compound would be located is designated as a Green Space and hence is subject to Policy E29 of the Lancaster District Local Plan which seeks to protect urban spaces from development and, where appropriate, enhance them. However, the compound would only be a temporary facility and provided that a condition is imposed relating to the restoration of that area, there would be no permanent loss of Green Space. The development is therefore acceptable in terms of Policy E29.

The main issue relates to traffic impacts. The change from a 2-form to a 3-form entry school would increase the number of pupils at the school from 414 to around 630 by September 2021. The Transport Statement (TS) submitted with the application states that the school currently generates approximately 200 vehicle movements (148 associated with pupils and 54 associated with staff) in the morning and the same number in the afternoon. It is estimated that the proposed development would increase morning and afternoon movements by 91 if the current travel patterns continue although this increase would take place progressively over a number of years as the additional classroom space is utilised. The number of vehicle numbers during each opening and closing time would therefore be around 293 by September 2021 (225 associated with pupils and 68 associated with staff). The TS concludes that the development would not adversely affect the safe and efficient operation of the local highway network.

LCC Developer Support (Highways) are concerned that the additional traffic impacts of the development will give rise to additional parking and congestion on Bowerham Road leading to highway safety impacts which cannot be adequately mitigated. Three representations have also been received concerned that increased pupil numbers will increase traffic levels and problems of parent parking on Bowerham Road and the surrounding highway network to the detriment of road and pedestrian safety. It is suggested that an additional crossing (lights or crossing guards) be provided.

The school is located within the main urban area of Lancaster and is therefore proximate to the locations, including future growth areas, where children attending the school will reside. On Bowerham Road there are already areas of parking restriction to prevent unsafe parking practices and the highway is subject to a 20 mph limit in line with the County Council's policy for all roads outside of school sites. There is also a manned crossing point during school times across Bowerham Road directly opposite the school with a further crossing across Barton Road to the north of the school. Provision therefore already exists to ensure the safety of children wishing to access the school on foot.

The TS accepts that the proposed development would lead to an increase in traffic to the school and therefore increases in on - street parking particularly during school pick up and drop off times. There are stretches of Bowerham Road further from the school that can be used for parking for limited periods and there are also a number of residential streets to the east of Bowerham Road that can be used for a similar purpose for short periods during drop off and pick up times. Although the issue of on street parking is raised in the three representations that have been received, the generally low level of objection may indicate that on street parking by parents is not currently perceived as a particular concern in the local area.

LCC Developer Support (Highways) are concerned that the traffic impacts of the development would not be able to be mitigated. Whilst there would undoubtedly be an increase in traffic, it is necessary to consider whether the capacity of the local highway network could absorb these generally short - duration traffic and parking impacts and the likely effectiveness of any mitigation measures that might be possible.

As part of the proposal the number of car parking spaces at the school would increase from 43 to 59. Lancaster City Council's car parking standards allow two parking spaces per classroom. The number of classrooms in the whole school site with the new development would be 27 consisting of 24 for Moorside CPS (21 classrooms plus the main school hall and an ICT and a SEN teaching room) and 3 for Stepping Stones School. The number of car parking spaces should therefore be 54 and the total proposed provision at the school site would therefore exceed the parking standards by 5 spaces. However, providing fewer spaces than proposed could lead to an increase in on-street parking on the neighbouring roads and therefore providing more spaces than allowed for by the standards is considered acceptable in this instance.

The additional 16 car parking spaces and associated lighting would be located on the area of open space directly to the west of the existing car park on the south side

of the school adjacent to the Stepping Stones unit. The open space is not the subject of any specific policy protection and could not reasonably be used as an outdoor play area or part of the school playing field. A number of young trees would be removed to accommodate the car park extension. Conditions are proposed to protect the existing trees in proximity to the proposed car park, to require a landscaping scheme and that the car parking spaces are marked out before the new class rooms are brought into use. Highways have noted that some of the existing parking spaces appear to be occupied temporarily by taxis associated with the transport of special needs pupils to the Stepping Stones unit. It is therefore considered that the additional parking area should be signed to discourage taxis from these practices so the spaces are available for school staff. This can be the subject of a planning condition.

The application is supported by a School Travel Plan. However, this was produced in 2006 and therefore it is considered that should planning permission be granted a condition should be imposed requiring a further updated travel plan to be submitted which should include a timetable of measures to be implemented to increase the proportion of pupils and staff travelling to the school by means other than private car and provision for regular reviews as the size of the school increases. The school has confirmed that it may be possible to stagger school start / finish times. Such a proposal would not reduce the total amount of traffic but would mean that the impacts would be spread over a longer period and would therefore perhaps be less severe. Such a proposal could also reduce cumulative impacts with the adjacent St Bernadette's Primary School. Further investigation of this issue can be included within the condition relating to a revised school travel plan.

There are separate and combined vehicular and pedestrian accesses to the school from Bowerham Road. No alterations are proposed to these accesses. The existing cycleway and public footpath to the south of the school would be temporarily closed to be used as the means of access for construction traffic between Bowerham Road and the construction compound to be located on the area of public open space between the west boundary of the school and the school playing fields. However, on completion of the development, the cycleway would be reopened thereby enabling continued use of a traffic free link to where many of the pupils attending the school reside.

The applicant would not widen or amend the access but the trees that line the route may require some works to ensure that vehicles can safely use the access. A condition is therefore proposed requiring details of any proposed works to the protected trees and to require any damage to the cycleway as a result of the construction traffic to be repaired.

The construction of the development would increase vehicle numbers on the local highway network particularly on Bowerham Road. The compound would be large enough to accommodate vehicles associated with construction activities and ensure that vehicles do not need to park on the surrounding streets. A Traffic Management Plan (TMP) has also been submitted to address the safety concerns relating to the potential conflicts of construction traffic and school traffic during the construction works. The TMP prevents deliveries to the compound between 8:15-9:15 and 3-4pm Monday to Friday and requires that no delivery vehicles are to block any access

roads or adjacent driveways. Subject to the acceptability of the submitted details by the LCC Developer Support (Highways), then a condition should be imposed to require the TMP to be implemented and the restoration of the compound to open space following completion of the development. The development would therefore accord with Policy E29 of the Lancaster District Local Plan as there would be no long term loss of open space.

To protect the amenities of the nearest properties and the surrounding area during the construction phase of the development, a condition is proposed restricting the hours within which construction work may be carried out and to require that noise and dust suppression methods be employed throughout the duration of the construction activities. To minimise light spill and intrusive glare beyond the boundaries of the compound, a condition is proposed to require that no lighting is installed until the details of such have been approved. Subject to the imposition of such conditions the development is considered to be acceptable in terms of the impact on the amenities of nearby residential properties and complies with Policy SC5 of the Lancaster District Core Strategy.

The extended car park is the part of the development that would be nearest to residential properties. The main impact would be from the provision of 3 x 6m high lighting columns to illuminate the extended car park. A plan has been submitted to show the proposed illumination (lux) levels and which shows the light produced would be contained within the boundaries of the school. There would be no glare issues to residents or road users associated with the proposed car park lighting. It is therefore considered that the proposed extended car park lighting is acceptable and would not adversely impact on the amenities of local residents.

The site is not located within a Flood Risk Zone but, in line with the recommendation of the Environment Agency, a condition should be imposed requiring that the development shall be undertaken in accordance with the submitted Flood Risk Assessment and the Drainage Plan. This should ensure that the surface water run-off from the site will not exceed existing levels.

With respect to ecological matters, the applicant's bat survey undertaken in June 2014 advised that the school does have potential roosting areas but that no bats were identified to be using the existing building during surveys. However, bats use the existing vegetation along the fence line at the rear of the school as part of the route of their flight lines/ feeding circuits. The vegetation would be removed as a part of the development works. In line with the comments of the LCC Specialist Advisor for Ecology, any landscaping scheme should include replacement planting so as to deliver compensatory bat foraging and commuting habitat. A condition is also proposed to protect nesting birds and to require details to be submitted for the provision of bird and bat nesting/ roosting bricks or boxes. In the event that bats are found during the construction period, provision would have to be made for their protection. A note is proposed to address this. Subject to such conditions and note, the development accords with Policy E12 of the Lancaster District Local Plan and Policy E1 of the Lancaster District Core Strategy.

In conclusion, the proposed development would provide 6 new classrooms and extra resource areas to enable Moorside County Primary School to increase from a 2-form

to a 3-form entry school. The increase in the size of the school is required to provide education facilities for local children which is a statutory duty of the County Council and a priority for Government as expressed in the NPPF. The development would result in an increase in traffic and on street parking. However, those impacts would be of relatively short duration and it is necessary to balance such impacts against the need to provide extended school accommodation. It would be possible to address some of the traffic impacts by providing further parking, undertaking improvements to pedestrian facilities and undertaking a review of the school travel plan and which can be provided for by condition. The scale and design of the extensions are considered acceptable and the benefits of the scheme to provide extended educational facilities to meet an increase in demand outweigh the potential impacts on the highway associated with such and therefore, on balance, the proposed development could be found acceptable.

In view of the nature, location and purpose of the proposal it is considered that no Convention Rights as set out in the Human Rights Act 1998 would be affected.

Recommendation

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

Time Limits

1. The development shall commence not later than 3 years from the date of this permission.

Reason: Imposed pursuant to Section 91 (1) (a) of the Town and Country Planning Act 1990.

2. The use of the temporary construction compound and associated access route shall cease within one month of the completion of the development. The land disturbed by the temporary construction compound and associated access route as far as its junction with the existing cycleway shall thereafter be restored within a further period of 3 months in accordance with the scheme and programme approved under the requirements of condition 17 below.

Reason: To ensure the satisfactory restoration of the site and to conform with Policy SC5 of the Lancaster District Core Strategy.

Working Programme

3. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:
 - a) The Planning Application received by the Director of Transport and Environment on 4th June 2014 and emails received by the Director of Transport and Environment from Martin Howden on 16th and 23rd June 2014.

- b) Submitted Plans and documents received by the Director of Transport and Environment on 04th June 2013:

Drawing No. A200 Rev. A - Proposed Site Plan
Drawing No. A201 Rev. A - Proposed Temporary Cycle Path Closure
Drawing No. A202 Rev. A - Proposed Roof Plan
Drawing No. A210 Rev. A - Proposed Ground Floor Plan - Sheet 1
Drawing No. A220 Rev. A - Proposed Ground Floor Plan - Sheet 2
Drawing No. A230 Rev. A - Proposed Ground Floor Plan - Sheet 3
Drawing No. A235 Rev. A - Proposed Ground Floor Plan - Sheet 4
Drawing No. A250 Rev. A - Proposed Site Sections
Drawing No. A260 Rev. A - Proposed Elevations - Sheet 1
Drawing No. A280 Rev. A - Proposed Site Elevations
Drawing No. A290 Rev. A - Proposed Car Park
Drawing No. A291 Rev. A - Proposed Lighting Plan
Drawing No. A320 Rev. A - Proposed Landscaping Plan
Drawing No. A820 Rev. A - Proposed Drainage Plan
Drawing No. A980 Rev. A - Proposed Class Base Doors
Drawing No. TS.1 - Tree Survey on Topographical Survey

Submitted Plans and documents received by the Director of Transport and Environment on 16th June 2013:

Construction Programme
Classroom Numbers
Drawing No. A390 Rev. B - Proposed Site Establishment

- c) All schemes and programmes approved in accordance with this permission.

Reason: For the avoidance of doubt, to enable the Director of Transport and Environment to adequately control the development and to minimise the impact of the development on the amenities of the local area, and to conform with Policies SC1, SC5, E1 and E2 of the Lancaster District Core Strategy and Policies T17, E12 and E29 of the Lancaster District Local Plan .

Building Materials

4. Within two months of the date of this planning permission, details of the finished colour of the Trespa wall panels to be used on the elevations of the three two-classroom extensions shall be submitted to the Director of Transport and Environment for approval in writing. Thereafter the approved colour shall be used for the Trespa wall panels.

Reason: To protect the visual amenities of the area and to conform with Policy SC5 of the Lancaster District Core Strategy.

5. Within two months of the date of this planning permission, details of the location of any re-aligned section of boundary fencing and of the height, colour, design and location of any new or relocated boundary fencing shall be submitted to the Director of Transport and Environment for approval in writing. Thereafter, the new or realigned fencing shall be erected in accordance with the approved details.

Reason: To provide adequate security for the school and to protect the visual amenities of the area and to conform with Policy SC5 of the Lancaster District Core Strategy.

6. Prior to the commencement of development details of bird and bat nesting / roosting bricks or boxes to be incorporated into the external elevations of the approved buildings or existing landscaping shall be submitted to the Director of Transport and Environment for approval in writing. The details shall contain information on the number, design and location of bird and bat nesting / roosting bricks or boxes to be installed. Thereafter the approved measures shall be incorporated into the construction of the building/s or existing landscaping.

Reason: To provide opportunities for nesting birds and bats and to conform with Policy E1 of the Lancaster District Core Strategy and Policy E12 of the Lancaster District Local Plan.

Control of Noise

7. All plant, equipment and machinery used in connection with the construction of the site shall be equipped with effective silencing equipment or sound proofing equipment to the standard of design set out in the manufacturer's specification and shall be maintained in accordance with that specification at all times throughout the development.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy SC5 of the Lancaster District Core Strategy.

Dust

8. Measures shall be taken at all times during the construction phase of the development to minimise the generation of dust and prevent its migration outside of the site.

Reason: To safeguard local amenity and health of the pupils, staff and visitors to the school and to conform with Policy SC5 of the Lancaster District Core Strategy.

Hours of Working

9. No construction operations or delivery or removal of materials shall take place outside the hours of:

0800 to 1800 hours, Mondays to Friday (except Public Holidays)
0800 to 1700 hours, Saturdays

No construction operations or delivery or removal of materials shall take place at any time on Sundays or Public Holidays.

This condition shall not however operate so as to prevent the carrying out, outside of these hours, of essential repairs to plant and machinery used on the site.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy SC5 of the Lancaster District Core Strategy.

Safeguarding of Watercourses and Drainage

10. The development shall be undertaken in accordance with the submitted Flood Risk Assessment (Sanderson Associates, April 2014) and the Drainage Plan (Lancashire County Council, Drawing A820, May 2014) and submitted with the planning application on 4th June 2014.

Reason: To reduce the risk of surface run-off from the site and flooding to the surrounding areas and to conform with Policy SC1 of the Lancaster District Core Strategy.

Highway Matters

11. Measures shall be taken at all times during the construction phase of the development to ensure that no mud, dust or other deleterious materials are tracked onto the public highway by vehicles leaving the site.

Reason: In the interests of highway safety and to conform with Policies E1 and E2 of the Lancaster District Core Strategy.

12. All vehicles associated with the construction phase of the development shall enter and leave the temporary site compound in a forward direction.

Reason: In the interests of highway safety and local amenity and to conform with Policies E1 and E2 of the Lancaster District Core Strategy.

13. Prior to the extended car park being brought into use, the car park shall be hard surfaced and marked out as shown on Drawing No. A290 Rev. A - Proposed Car Park.

Reason: In the interests of highway safety and to conform with Policies E1 and E2 of the Lancaster District Core Strategy.

14. The development shall not be brought into use until the existing pedestrian crossing on Bowerham Road has been improved in accordance with a scheme and programme to be first submitted to and approved in writing by the Director of Transport and Environment. The scheme and programme shall provide for the installation of the dropped kerb on the western side of Bowerham Road in the location of the existing crossing.

Reason: In the interests of highway safety and to conform with policy SC1 of the Lancaster District Core Strategy.

15. The construction traffic shall be managed at all times during the construction phase of the development in accordance with the Traffic Management Plan submitted with the application on 23rd June 2014.

Reason: In the interests of highway safety and to conform with Policies E1 and E2 of the Lancaster District Core Strategy.

16. Within six months of the date of this planning permission, a revised Travel Plan, as defined by this permission shall be submitted to and approved in writing by the Director of Transport and Environment.

The Travel Plan shall include:

- a) A brief description of the development, its location and a summary of the particular transport and road safety issues at the site.
- b) Evidence and results of consultation with staff and other interested parties.
- c) Targets and measures to minimise the impact of/reduce private car use for the journey to and from the site by staff and other visitors.
- d) A summary of the site's current road safety policies and practices, details of any new or proposed initiatives including a planned timetable of introduction.
- e) Details of any proposals to modify school start and finish times to mitigate the traffic impacts of the development.
- f) Proposals for monitoring progress of the Travel Plan including a timetable for its implementation and review at five yearly intervals

Reason: In the interests of highway safety and to conform with Policy SC1 of the Lancaster City Core Strategy.

17. Prior to the commencement of development, a survey of the condition of the shared pedestrian/ cycle path used to access the construction compound shall be submitted to the Director of Transport and Environment for approval in

writing. The survey shall contain details of any existing defects in the surface of the footway/ cycleway.

A further post development survey shall then be undertaken within one month of the completion of the development to identify any damage that has been caused to the surface of the footway / cycle way. The survey shall thereafter be submitted for the approval in writing of the Director of Transport and Environment and shall contain proposals for the repair of any highway defects should they be identified.

Any repairs contained in the approved post development survey shall be undertaken within two months of the approval of the survey by the Director of Transport and Environment.

Reason: In the interests of highway safety and to conform with Policies E1 and E2 of the Lancaster District Core Strategy.

Landscaping

18. No development shall commence until details of any proposed works to the trees affected by the temporary access and details for the protection of the trees have been submitted to the Director of Transport and Environment for approval in writing. The approved details shall be implemented in full prior to the temporary access being brought into use.

Reason: In the interests of visual and local amenity and to conform with Policies SC5 and E1 of the Lancaster District Core Strategy and Policy E29 of the Lancaster District Local Plan.

19. No development shall commence until a scheme and programme for the landscaping of the school site and of tree protection and replacement measures has been submitted to and approved in writing by the Director of Transport and Environment. The scheme and programme shall include details of:-
- a) Tree protection measures for those trees and vegetation that are to be retained to include root protection measures for such vegetation.
 - b) New tree and shrub planting to include replacement trees for those lost during the development including details of species, numbers, locations to be planted, planting methods and protection measures. The planting should use locally appropriate native species and should deliver compensatory replacement bat foraging and commuting habitat along the fence line to the rear of the site that are used by bats as a part of the route of their flight lines/ feeding circuits.
 - c) Removal of and restoration of the temporary construction access and compound within three months of the cessation of use of the temporary construction compound and associated access route.

- d) Reprofiting of any land to include locations, heights, gradients and landscaping works.

The approved protection measures required by a) shall be employed throughout the construction phase of the development. The planting works required by b) above shall be implemented in the first available planting season following the completion of the construction phase of the development and shall thereafter be maintained for a period of five years including weed control, replacement of failures and maintenance of protection measures.

Reason: In the interests of visual and local amenity and to conform with Policies SC5 and E1 of the Lancaster District Core Strategy and Policy E29 of the Lancaster District Local Plan.

- 20. No trees or hedgerows shall be removed during the bird-breeding season between 1 March and 31 July inclusive unless they have been previously checked and found clear of nesting birds in accordance with Natural England's guidance and if appropriate, an exclusion zone set up around any vegetation to be protected. No work shall be undertaken within the exclusion zone until birds and any dependant young have vacated the area.

Reason: To protect nesting birds and to conform with Policy E1 of the Lancaster District Core Strategy and Policy E12 of the Lancaster District Local Plan.

Floodlighting

- 21. No lighting shall be erected within the site compound unless the details of such lighting including the position, direction and design of such lighting has first been submitted to and approved in writing by the Director of Transport and Environment.

Reason: To minimise light spill beyond the site boundary to the surrounding houses and to safeguard the amenity of the area and to conform with Policy SC5 of the Lancaster District Core Strategy.

Definitions

Director of Transport and Environment: means the Director of Transport and Environment of the County Planning Authority or any successor position to that post.

Planting Season: The period between 1 October in any one year and 31 March in the following year.

Notes

The applicant's attention is drawn to the requirements of the Equality Act 2010 and the British Standards Institution Code of Practice for Design of Buildings and their approaches to meet the needs of Disabled People (BS8300:2009). The design of the building will also need to comply with Part M of the Building Regulations 2010. In the

case of educational buildings, the applicant's attention is drawn to the Special Educational Needs and Disability Act 2001 and the guidance prepared by the Department of Education and Skills Building Bulletin 91 (Access for the Disabled to School Buildings) and Building Bulletin 94 (Inclusive School Design).

If bats are found or suspected at anytime during demolition or construction activities, work in that area should cease immediately until further advice has been sought from Natural England and/or the scheme ecologist. The scheme ecologist, Natural England or their agents in the Lancashire area will be able to locate a licensed bat worker to remove any bats present which might be harmed during the works. If bats are exposed during the works and are vulnerable to harm, gloves or a container should be used to move them to a dark and quiet area, until a bat worker has been contacted.

The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping - up or diversion of a right of way should be the subject of an Order under the appropriate Act. Access to the temporary construction compound would be taken via the existing public cycle and footpath to the south of the school. The applicant will have to apply for a temporary closure of the footpath for the duration of the works.

Local Government (Access to Information) Act 1985
List of Background Papers

Paper	Date	Contact/Directorate/Ext
LCC/2014/0085	04 June 2013	Rob Jones/Environment/ 534128

Reason for Inclusion in Part II, if appropriate

N/A