

## Development Control Committee

Meeting to be held on 25<sup>th</sup> November 2015

Electoral Division affected: Chorley North
-----------------------------------------------

### **Chorley Borough: application number. LCC/2015/0063**

**Single storey extension to provide 8 new classrooms, new hall, storage and toilet/cloakroom areas, infill to existing building to provide extended teaching area and office, new playground, multi use play area including 2m high fence, extension to car park and formation of new playing field area with 2m high fencing. Primrose Hill Primary School, Primrose Hill Road, Euxton.**

Contact for further information:

Jonathan Haine, 01772 534130

[DevCon@lancashire.gov.uk](mailto:DevCon@lancashire.gov.uk)

#### **Executive Summary**

Application - Single storey extension to provide 8 new classrooms, new hall, storage and toilet/cloakroom areas, infill to existing building to provide extended teaching area and office, new playground, multi-use play area including 2m high fence, extension to car park and formation of new playing field area with 2m high fencing. Primrose Hill Primary School, Primrose Hill Road, Euxton.

#### **Recommendation – Summary**

That planning permission be **granted** subject to conditions controlling time limits, working programme, building materials, highways issues, landscaping, creation of replacement sports pitches and drainage.

### **Applicant's Proposals**

The application is for an extension to Primrose Hill Primary School in Euxton to provide a further eight classrooms and associated school accommodation including a new school hall, new toilets and store rooms. The proposed extension would allow the school to expand from a single form entry school to a two form entry school, an increase from the existing intake of 210 pupils to a maximum of 420 pupils.

The proposed extension would be single storey and would be sited to the west of the existing school building on an area of playing fields. The new extension would measure 50 metres by 23 metres with a pitched roof to a maximum height of 8 metres to the school hall and 5 metres to the classroom areas. The new building would be joined to the existing school via a link corridor.

The external elevations to the new building would be predominantly in facing brick to match the existing school building with plastic coated metal profiled panels for the roof. The windows would be Upvc with coloured aluminium doors.

The new classroom block would be constructed on the existing playing field area. To replace the playing field provision, two new pitches would be developed immediately to the north of the existing school building. Each pitch would measure 50 metres by 25 metres.

The existing staff car park at the front of the school adjacent to Primrose Hill Road would be redeveloped and expanded to provide a total of 34 parking spaces.

An existing mobile classroom unit located to the rear of the school would be removed upon the new classroom block being brought into use.

Members visited the site and surrounding area on 23<sup>rd</sup> November 2015.

### **Description and Location of Site**

The proposed extension is located at Primrose Hill Primary School which is located off Primrose Hill Road in Euxton, 4 km west of Chorley. The existing school is of single storey construction and occupies land between Primrose Hill Road and the M6 which runs in a cutting at this point.

The proposed extension would be located immediately to the west of the existing school building. This land is at a lower level than the existing school building and is currently used as playing field. The pitches would be relocated to a site immediately north of the school building which is within the Green Belt.

Properties on Laurel Avenue back onto the site of the proposed extension but a belt of mature trees screens the application site from these houses. Several properties on Primrose Hill Road face the school site but views of the extension location from these houses are restricted by the existing school building and existing landscaping.

Primrose Hill Road is a residential street with properties on both sides of the road which links with Runshaw Lane and serves a large residential area.

Between the existing school and Primrose Hill Road is the school access road, car park and landscaping area. This area would be redeveloped to provide a new extended car park area.

### **Background**

History; The proposal is at an existing primary school where a number of planning permissions have been granted for education development:-

Planning permission was granted in April 2010 for the installation of a weather shelter and outdoor classroom (ref 9/10/0189)

Planning permission was granted in April 2009 for the retention of a single storey demountable classroom unit (planning permission 9/9/0170)

## **Planning Policy**

National Planning Policy Framework : Paragraphs 7 – 14, 17, 56 – 65, 72 – 74, and 88 - 90 are relevant with regards to the definition of sustainable development, core planning principles, requiring good design, the need for new school places, protection of playing fields and green belts.

### Central Lancashire Core Strategy

Policy 1	Locating Growth
Policy 3	Travel
Policy 14	Education
Policy 17	Design of New Buildings
Policy 24	Sport and Recreation
Policy 29	Water Management

### Chorley Borough Local Plan

Policy V1	Model Policy
Policy ST4	Parking Standards
Policy BNE1	Design Criteria for new development
Policy HW2	Protection of existing open space, sport and recreation facilities.

## **Consultations**

Chorley Borough Council: No objection subject to the County Council carrying out a full assessment of the application in relation to impact on the character of the area, neighbour amenity, impact on openness of Green Belt, parking provision and impact on highway safety.

Euxton Parish Council: No observations received.

LCC Developer Support (Highways): No objection. The development would add to traffic levels in the area and would impact upon existing congestion problems at the A49 / Runshaw Lane / Euxton Lane junction. Observation has also been undertaken of the impact of parents at drop off and pick times on the residential streets around the school. The parking behaviour did not appear to result in major negative impacts but as pupil numbers increase there will be greater adverse impacts on residential amenity including on Laurel Avenue and Beech Avenue. In order to address these impacts it is considered that various highway improvements should be undertaken including upgrade of the traffic lights at the junction of the A49, Runshaw Lane and Euxton Lane to improve junction capacity, implementation of waiting restrictions at the junctions of Primrose Hill Road and Beech Avenue and Laurel Avenue, installation of dropped kerbs on junctions close to the school, upgrading of the existing school crossing patrol on Runshaw Lane to a zebra crossing and review of the school travel plan.

Sport England: No objection subject to a condition being imposed relating to the construction of the replacement playing fields.

LCC Specialist Advisor (Ecology): The proposed development would not lead to the loss of trees or bat roosting opportunities within the main school building but comment is made about the possibility of bat habitat within the mobile classroom at the rear of the school. The pond within the site appears to have limited value for amphibians. Ecological enhancement should be achieved through the new landscaping that is proposed.

LCC Flood Risk Team: No objection. The Flood Risk Assessment does not identify a finalised surface water drainage strategy. The possibility of surface run off being disposed through infiltration should be fully investigated before other methods of dealing with surface water are proposed. Conditions are requested to require the submission of a surface water management and maintenance plan.

Representations – The application has been advertised by press and site notice, and neighbouring residents informed by individual letter. Three representations have been received objecting to the application which can be summarised as follows:-

- The existing parking situation is bad and the additional pupils will make the problems worse.
- The parking of the pavements leaves no room for push chairs or wheelchairs to pass which results in pedestrians having to use the road resulting in highway safety issues.
- The junction with Cedar Avenue has cars parked on the corner which restricts visibility when turning into Primrose Hill Road and can result in dangerous reversing manoeuvres.
- Most of the new housing development in the area will be on Buckshaw Village and therefore the additional school places at Primrose Hill Primary are in the wrong location – greater provision should be made on Buckshaw village.
- The existing parking restrictions on Primrose Hill Road are ignored.
- The traffic impact assessment is inadequate and many of the junctions in the area do not operate satisfactorily contrary to the findings of the TIA.
- There are no bus services from Buckshaw Village and therefore buses will be of limited use to the additional pupils.
- Using the existing travel to school patterns is unsuitable as a way to predict future traffic levels as the additional pupils will live further from the school and travel by car.
- There should be sufficient on site parking for staff to avoid them having to park on surrounding streets.
- Cycling to school is not an option as it requires pupils to cross the A49 or use Runshaw Lane, neither of which would be safe for primary age children.
- The use of the play area to the rear of Laurel Avenue creates problems for residents
- The trees to the south of the proposed extension should be reduced in height.

## **Advice**

This application is for the construction of a new classroom block at Primrose Hill Primary School, Euxton to allow the school to expand from a single form entry school with 210 pupils to a 2 form entry school with a maximum of 420 pupils.

The need for the additional school places

The need for the new primary school places arises as a result of a basic needs assessment which has been undertaken to establish the future demand for primary school places in this area. On birth rate data alone, it has been established that there will be a requirement for 267 reception places for the Euxton area in 2015 and 2016 reducing to 254 in 2017 compared to the current reception year capacity of 220. However, planned housing growth in this area has the potential to add around six pupils per year group to the requirement figure over the next five years.

On the 4<sup>th</sup> December 2014, the County Council's Cabinet Member for Children, Young People and Schools approved a temporary increase in the admission number to Primrose Hill to 60 (two form intake) for the academic year commencing September 2015 only. The additional 30 children have been accommodated in a temporary mobile classroom unit located at the rear of the school.

In terms of providing permanent school accommodation to meet the requirement, all schools in the Euxton area were invited to consider whether they would be interested in expanding their schools. Expressions of interest were considered against a number of criteria including pupil attainment levels, parental choice, current size of the school, location relative to population, practicalities and costs of expansion and the governing bodies wishes. At this stage, two schools expressed an interest in expansion; Primrose Hill and Trinity CE / Methodist Primary School on Buckshaw Village. Both schools have high levels of parental preference and Primrose Hill has an 'outstanding' OFSTED rating.

Of the six primary schools which serve the Euxton area, all are currently over subscribed and therefore there is no school in this area that could accommodate the additional demand without constructing further school buildings. Based on these criteria and assessments, it has been determined that Primrose Hill and Trinity CE / Methodist Primary School should be selected for expansion. Cabinet Member approval has therefore been given to expand Primrose Hill to a 2 form entry school (420 pupils) and for Trinity CE / Methodist Primary to extend to a three form entry school with 630 places.

Paragraph 72 of the National Planning Policy Framework 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 new communities. It requires that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. The NPPF states that great weight should be given to the need to create, expand or alter schools.

The County Council has a statutory duty to ensure that sufficient supply of school places. It aims to provide additional places at existing schools rather than commission new provision in order that new places can be delivered more quickly and to achieve best value for money by reducing infrastructure and land acquisition costs.

In conclusion, a long term need has been demonstrated for new primary school places in the Euxton area and that this need can be addressed by expanding the existing primary schools at Primrose Hill and Buckshaw Village. The proposed expansion of Primrose Hill Primary School to help accommodate the need for additional school places in this area would be supported by the policy in the NPPF to

which great weight should be attached. However, it is also important to balance the need for the accommodation against the likely environmental impacts of the proposed development.

#### Location and design of building

The proposed extension would be located immediately to the west of the existing school and joined by a short link corridor. The land that would be occupied by the new extension is currently used as playing fields and is approximately 2.5 metres lower than the existing school. The nearest properties to the proposed extension are located on Laurel Avenue, the rear elevations of which would be approximately 60 metres from the extension. However, there is a row of substantial trees between the proposed site and the properties such that the new extension would be very well screened from these houses. The only other properties that are located relatively close to the application site are located on Primrose Hill Road opposite the school entrance. However, from these locations much of the new extension would be hidden behind the existing school building. The location and scale of the new extension is therefore considered acceptable in terms of its visual impact on the nearest properties.

The existing primary school is of relatively modern design with shallow pitched roofs and external elevations in brick and glazing. The new extension would use similar materials for the walls but with the use of a metal sheeting system for the roof. The heights of the new accommodation would be similar to that of the existing school with the exception of the new roof over the new hall which would be substantially larger at 8 metres to the high point. However, the visual impact of the hall would be mitigated by the lower floor level of the extension area and the screening afforded by the existing trees to the south. The scale and design of the new extension is therefore considered acceptable and subject to a condition on building materials and retention of the existing tree screening, complies with policy 17 of the Central Lancashire Core Strategy and policy BNE1 of the Chorley Borough Local Plan.

#### Playing field / recreation provision

The new extension would be located on the existing school playing fields. Paragraph 74 of the NPPF states that existing playing fields should not be built upon unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. The applicant proposes to replace the provision by constructing two replacement pitches on land to the north of the school. At present, it is proposed to commence constructing the new pitches in Spring 2016 which may result in a temporary loss of provision until such time as the new pitches are ready for use in September 2016. The applicant states that other local facilities are available to use in the interim period including those at Buckshaw Trinity School. Sport England are satisfied with this approach provided that a condition is imposed regarding the specification of the new pitches including a timetable for their construction.

The new pitches would be located within the Green Belt. However, this use would not be inappropriate development within the Green Belt and is therefore acceptable in terms of paragraph 89 of the NPPF.

The proposal also provides for the construction of a multi - use games area to the north west of the proposed extension which would provide an enhancement to the existing sports and recreation provision at this school. The games area would be well removed from the nearest houses and screened by the row of trees described above and therefore its use would not be expected to raise any amenity impacts for local residents.

### Traffic Issues

The main issue raised by this proposal relates to traffic and associated impacts on highway safety and residential amenity. The school is accessed from Primrose Hill Road which has a junction with Runshaw Lane, 120 metres south of the school entrance. Primrose Hill Road is a residential street approximately 5.5 metres wide with pavements on both sides of the road and which serves the wider residential area located north of Runshaw Lane and west of the A49. Primrose Hill Road is subject to a 20 mph speed limit.

The impacts of the additional traffic arising from the expansion of the school on highway safety and residential amenity are the matters of most concern to the residents who live near to the school. The issues raised by the representations include that the additional pupils will worsen an already unacceptable traffic problem on Primrose Hill Road and that parked cars result in obstruction to driveways and to the passage of pedestrians on the pavements. There is also concern that the traffic impacts arising from the proposed increase in the size of the school have been understated.

In order to assess the traffic impacts of the proposed extension, the applicant has commissioned a transport assessment. A survey of the existing school children was undertaken on 5<sup>th</sup> March 2015 to assess travel to school patterns. This showed the following modal splits – 58% car, 38% walking, 3% walking bus and 0% taxi/ bus. These modal splits were used to predict the traffic volumes that would result from the school expansion. The initial Traffic Assessment calculated that the development would give rise to 79 additional car trips in the morning peak and 53 additional car trips in the afternoon peak assuming that the existing ratio of siblings / car sharing and use of out of school clubs continues at existing levels.

However, representations to the application have criticised the basis of the TA. It is maintained that the bulk of the additional pupils will be derived from households on Buckshaw Village and therefore due to distance and lack of cycling and public transport opportunities, most of these additional pupils will be brought to school by car. Therefore, use of the existing travel to school patterns will underestimate the volumes of traffic that will arise from the proposed development.

The applicant has therefore revised the TA based upon a further survey of pupils undertaken in October 2015. This includes the additional 30 reception year pupils that are currently accommodated in the temporary classroom to the rear of the school. 20 of these additional pupils reside in Buckshaw Village and it has been assumed that all of these pupils will travel to school by car. This data has been used to recalculate the assessment of likely traffic movements in the TA. It is now calculated that there will be 118 additional car trips to school in the morning peak (8.15 – 9.00) and 80 additional car trips in the afternoon peak (2.45 – 3.15). These figures are considerably higher than those contained in the original TA. However, it

should be acknowledged that these figures are likely to be 'worst case' as they are based upon modal splits in the reception class and that older pupils are more likely to come to school other than by car. Some of these additional vehicle movements are already occurring as they are associated with the additional reception class currently housed in the demountable building.

In terms of traffic impact, LCC Developer Support (Highways) does not raise any objection to the application. However, it is noted that the AM school drop off coincides with the general morning peak traffic and that school traffic contributes to delays for traffic waiting to turn onto Runshaw Lane and to existing congestion at the junction of Runshaw Lane / A49 / Euxton Lane. LCC Developer Support (Highways) therefore request that the existing traffic lights at this junction be upgraded to a MOVA system which monitors queue lengths and optimises signal timings to reduce delays and queuing. It is considered that a condition should be attached to any permission requiring the signals to be upgraded in accordance with a scheme to be first approved and for the improvements to be implemented within six months of the new extension being brought into use.

The main highway issues relate to the impacts of school traffic on Primrose Hill Road and the surrounding residential streets including Laurel Avenue, Beech Avenue and Cedar Avenue. In assessing the application, the highways officer has visited the site to observe driver behaviour on these roads during drop off and pick up times. During the AM peak, the pattern of parking appeared typical with parents dropping of children over staggered time periods and parents generally not obstructing resident's driveways. The PM peak is different in nature with parents arriving up to 30 minutes before school closing time which therefore resulted in a more prolonged period of on - street parking. However, it was noted that the parking did not appear to result in conflicts or undue obstruction of driveways. However, with the increase in the size of the school, the adverse impacts of parking on residential amenity and highway safety will increase.

Primrose Hill Road is a relatively narrow residential road. At present parking at school times occurs on both sides of the road and due to the restricted width of the road, it is common for parents to park partly on the pavement. This leaves room for traffic to continue along the highway but can cause issues for two way movements due to the restricted passing opportunities. The school therefore operate an informal one way system to manage the traffic impacts on this road during drop off and pick up times. At present the one way system operates on an anti clockwise system so that traffic coming to the school turns off Runshaw Lane into Cedar Avenue before turning left into Primrose Hill Road. As part of this application, the applicant has revisited these measures and now proposes to reverse the one way system so that cars would turn off Runshaw Lane into Primrose Hill Road. Such a system should improve highway safety as it would make it easier for children to be dropped off / picked up on the same side of the road as the school therefore reducing the need for children to cross the road. The applicant is also proposing waiting restrictions at the junction of Primrose Hill Road with Laurel Avenue and Beech Avenue where such parking results in visibility issues at these junctions. Consideration has been given as to whether parking restrictions should be implemented more widely along Primrose Hill Road but it is considered that such restrictions would simply displace the parking onto other roads and would therefore not be desirable.



The expansion of the school would result in additional traffic and parking on Primrose Hill Road and other adjacent roads. It is considered that there are sufficient on- street parking opportunities in the local area to be able to safely accommodate the addition demand that would arise from the proposed development. Any parking issues that are currently experienced by residents close to the school would not be made materially worse by the development and the increase in pupils would just extend such impacts over a wider area. It should also be recognised that these impacts occur for a comparatively small part of the day and that it would take a number of years for the full traffic impacts of the development to materialize as the additional classroom accommodation is utilised.

Whilst these traffic management measures would help to address the traffic impact issues resulting from the development, they are not considered essential to allow the development to proceed. It is therefore concluded that the one way system and other parking restrictions do not need to be the subject of planning conditions. The County Council has the ability to make a Traffic Regulation Order to implement such measures if they are required. A TRO requiring a one way system or parking restrictions along Primrose Hill Road would have to apply at all times which would be excessive and which would have adverse impacts on the residents who live along the road. A TRO requiring such would therefore be likely to attract objections and the proposed informal arrangement promoted by the school is considered to be best way to manage the traffic impacts.

LCC Developer Support has also requested a range of other highway improvement to improve highways safety and to encourage walking to school. These measures including upgrading the existing school crossing on Runshaw Lane to a zebra crossing, installation of dropped kerbs on the junctions along Primrose Hill Road, requiring a review of the school travel plan and management of construction traffic.

The applicant has also proposed to expand the existing staff car park to provide 12 additional spaces. The total number of spaces would then be 34. The level of parking provision would comply with policy of the Chorley Borough Local Plan. It should be noted that staff parking on the surrounding residential roads occurs over a much longer period than that associated with parent's cars and therefore providing the additional parking spaces should assist in mitigating any the impacts of any additional staff parking that will occur.

### Flooding issues

The application is accompanied by a Flood Risk Assessment which identifies that the site lies with Flood Risk Zone 1 (low probability of flooding). However, the proposed development would involve a significant increase in hard surfaced areas and therefore the potential impacts of increased run off need to be considered.

The Flood Risk Assessment does not confirm the measures that will be used for surface water management. The applicant considers that it will be possible to drain surface water into an existing culvert via an underground tank / hydrobrake in order to attenuate storm flows and that other more preferable methods such as disposal by infiltration are not possible due to the ground conditions. It is therefore considered that a condition should be imposed requiring the submitted drainage plan to be implemented to incorporate measures to limit rates of discharge. With such a

condition, the development is considered acceptable in terms of policy 29 of the Central Lancashire Core Strategy.

### Ecology

The new school accommodation would result in the loss of an area of playing field space. The playing field is an area of improved grassland and does not include any trees or ponds that would have any ecological interest. Similarly, the area for the proposed replacement playing fields is an area of improved agricultural grassland which has limited ecological value. The proposed development is therefore not expected to have any impacts on wildlife. An ecological survey accompanying the application has not included a survey of the mobile classroom that is proposed to be removed. The County Council's Ecologist has commented that this building may be used by bats and therefore its removal may result in a loss of habitat. However, it is a modern building which offers limited potential for bats. It is also subject to a temporary planning permission which requires its removal and therefore it is not considered that there are any protected species issues that arise from this aspect of the development.

### Conclusions

The County Council has a statutory duty to provide sufficient school places. The basic needs assessment has identified that there will be a demand for additional school places in this area of Chorley. All schools in this area are currently over subscribed and the additional places can only be supplied by providing new accommodation. Only two sites have been identified for expansion, one of which is Primrose Hill. The NPPF states that great weight should be given to the need to expand schools to ensure sufficient choice of school places to meet the needs of existing and new communities.

The main impacts would be in terms of highways and the amenity of local residents through increased on street parking. However, those impacts have a comparatively short duration and are not considered to be of such severity that the development is unacceptable. Whilst these impacts cannot be fully mitigated, it is considered that the need for the additional school places carries substantial weight which is sufficient to outweigh any highway impacts of the development. It is therefore considered that the proposal is acceptable in terms of the policies of the Development Plan.

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

### **Recommendation**

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

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.*

### **Working Programme**

2. 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 and supporting statement received by the County Planning Authority on 10th July 2015 as amended by the email from Lancashire County Council Building Design and Construction Group dated 4th November 2015.
  - b) Submitted Plans and documents:
    - Drawing AO1 Rev P2 - Location Plan
    - Drawing AO4 Rev P4 - Proposed Site Plan
    - Drawing AO5 Rev P1 - Floor plan as proposed
    - Drawing AO6 Rev P1 - Proposed Elevations
    - Drawing AO8 Rev P1 - Vertical Section AA
    - Drawing AO3 Rev P1 - School Plan as existing
    - Drawing AO9 - Traffic Management Plan
    - Drawing LO1 Rev A - External Works and Landscaping to new building extension
    - Drawing LO2 Rev A - New pitch Area Drainage and Levels Extension to Junior Play Area.
    - Drawing LO3 Rev B - Modifications to Existing External Areas
    - Drawing 8825-001 Rev B - Proposed Drainage Layout.
  - c) All schemes and programmes approved in accordance with this permission.

*Reason : To minimise the impact of the development on the amenities of the area and to conform with Policies 3, 14, 17, 24 and 29 of the Central Lancashire Core Strategy and Policies V1, ST4, BNE1 and HW2 of the Chorley Borough Local Plan.*

3. No construction development, delivery or removal of materials shall take place outside the hours of:

08.00 to 18.00 hours Monday to Friday (except Public Holidays),  
08.00 to 14.00 hours on Saturday.

No construction development, 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 BNE1 of the Chorley Borough Local Plan.*

4. Within three months of the date of this permission, a scheme and programme for the construction of the replacement playing pitches in the positions shown

on drawing LO2 Rev A shall be submitted to the County Planning Authority for approval in writing. The scheme and programme shall contain details of the following:

- a) Details of the grading works to be undertaken to provide gradients suitable for a playing surface across the pitch areas.
- b) Details of the soil materials to be used as a surface treatment to any regraded areas including details of their cultivation and seeding.
- c) Details of any works required to promote free drainage across the pitch areas.
- d) A timescale for the completion of the replacement pitch areas.

Thereafter, the new pitches shall be constructed in accordance with the approved scheme and made available for use within the timescale approved under d) above.

*Reason : To ensure that the new playing pitches are constructed to an acceptable standard and to conform with policy 24 of the Central Lancashire Core Strategy and policy HW2 of the Chorley Borough Local Plan.*

5. No development shall commence until details of the building materials to be used for the external elevations and roof of the proposed extension have been submitted to and approved in writing by the County Planning Authority.

Thereafter, only those materials contained in the approved details shall be used in the construction of the external elevations and roof of the building.

*Reason: In the interests of the visual amenities of the area and to conform with policy 17 of the Central Lancashire Core Strategy and policy BNE1 of the Chorley Borough Local Plan.*

6. All new fencing erected on the perimeter of the school site as shown on drawing LO2 Rev A and LO3 Rev B shall be 2 metre high weld mesh fencing coloured dark green (RAL colour code 6005).

*Reason: In the interests of the visual amenities of the area and to conform with policy 17 of the Central Lancashire Core Strategy and policy BNE1 of the Chorley Borough Local Plan.*

7. All hedges and trees forming part of the site boundaries or to be retained within the site as shown on Drawings LO1 Rev A, LO2 Rev A and LO3 Rev B shall be protected from any damage and maintained throughout the development.

*Reason: In the interests of visual and local amenity and the local environment and to conform with Policy 17 of the Central Lancashire Core Strategy and Policy BNE1 of the Chorley Borough Local Plan.*

8. The car parking spaces including disabled car parking provision shall be hard surfaced and marked out in the positions shown on drawing LO3 Rev B prior to the completion of construction works associated with the new extension and remodelling of the existing school.

*Reason: In the interests of highway safety and to conform with Policy 17 of the Central Lancashire Core Strategy and policy ST4 of the Chorley Borough Local Plan.*

9. Within one year of the new extension being brought into use, a School Travel Plan, as defined by this permission, shall be submitted to the County Planning Authority for approval in writing

The School Travel Plan shall include details of the measures to be implemented to reduce the highway impacts of the school and to encourage sustainable modes of travel and shall include:

- a) A brief description of the school, its location and a summary of the particular transport and road safety issues at the site;
- b) Evidence and results of consultation with staff, parents 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, parents and other visitors including expanding the existing pre-school and after school provision to align with the increase in the size of the school.
- d) Installation of covered cycle parking facilities.
- e) A summary of the school's current road safety policies and practices, details of any new or proposed initiatives including a planned timetable of introduction; and,
- f) Proposals for monitoring progress of the School Travel Plan including a timetable for its implementation and review.

*Reason: In the interests of highway safety and to conform with Policy 3 of the Central Lancashire Core Strategy.*

10. Measures shall be taken at all times during construction works to ensure that no mud, dust or other deleterious materials are tracked out onto Primrose Hill Road by vehicles leaving the site.

*Reason: In the interests of highway safety and local amenity and to conform with Policy BNE1 of the Chorley Borough Local Plan.*

11. No development shall commence until a construction management plan has been submitted to and approved in writing by the County Planning Authority. The construction management plan shall contain details of the following:-

- a) Details for the routing of construction vehicles to the site
- b) Measures to be taken to control the timing of HGV movements to avoid school opening and closing times
- c) Details for the parking of construction traffic to avoid the need for such vehicles to park on Primrose Hill Road.

The measures contained in the approved scheme shall be implemented at all times during the duration of construction works.

*Reason: In the interests of highway safety and local amenity and to conform with Policy BNE1 of the Chorley Borough Local Plan.*

12. Within six months of the date of this permission, a scheme and programme of traffic management measures shall be submitted to the County Planning Authority for approval in writing. The scheme and programme shall include details of the following:-
- a) Installation of school warning signs at either end of Primrose Hill Road.
  - b) Installation of dropped kerbs at the junctions of Primrose Hill Road with Runshaw Lane, Cedar Avenue and Beech Avenue.
  - c) Installation of a zebra crossing on Runshaw Lane to supplement the existing school crossing.
  - d) Upgrading of the existing traffic lights at the junction of Runshaw Lane/ A49 / Euxton Lane to improve traffic flows through the junction.

The traffic management measures contained in the approved scheme shall be implemented within one year of the new extension being brought into use.

*Reason: In the interests of highway safety and to conform with Policy 17 of the Central Lancashire Core Strategy.*

13. Surface water drainage measures for the site shall be implemented prior to the building being brought into use in accordance with the proposals shown on drawing 8825-001 Rev B Surface Water Drainage Strategy. The measures shall include provision to limit the rate of surface water discharged from the site to not more than 5l / second.

*Reason: In the interests of the prevention of flooding and to conform to Policy 29 of the Central Lancashire Core Strategy and Policy BNE1 of the Chorley Borough Local Plan.*

14. Within three months of the date of this permission, a scheme and programme of landscaping shall be submitted to the County Planning Authority for approval in writing. The scheme and programme shall contain details of the following:-
- a) details of the trees and shrubs to be planted at the positions shown on drawings LO1 Rev A, LO2 Rev A and LO3 Rev B including details of sizes, numbers and types of species to be planted, planting methods and protection measures.
  - b) details of the location, dimensions and landscaping of any mounding created using materials excavated as part of construction works.

The landscaping works including tree and shrub planting shall be implemented in accordance with the approved scheme in the first planting season following the completion of the development and shall thereafter be maintained for a period of five years including replacement of failed planting, weed control and maintenance of protection measures.

*Reason: In the interests of the visual amenities of the area and to conform with policy 17 of the Central Lancashire Core Strategy and Policy BNE1 of the Chorley Borough Local Plan.*

## **Definitions**

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

## **Notes**

This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980, the County Council, as Highway Authority, must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Before any works to the access commence you should contact the Area Manager (Public Realm) South [address and telephone number see below] quoting the planning permission reference.

Area Surveyor (Public Realm) South: Cuerden Way, Bamber Bridge, Preston PR5 6BS Tel: 01772 658560

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).

The applicant's attention is drawn to the Department of Education and Employment publication "A Safer Journey to School," specifically the preparation of School Travel Plans.

## **Local Government (Access to Information) Act 1985**

### **List of Background Papers**

<b>Paper</b>	<b>Date</b>	<b>Contact/Ext</b>
--------------	-------------	--------------------

LCC/2015/0063		
---------------	--	--

10th July 2015		
----------------	--	--

Jonathan Haine Planning and Environment 534130		
------------------------------------------------------	--	--