

Development Control Committee
Meeting to be held on 13th July 2016

Electoral Division affected:
Chorley South

Chorley Borough: Application Number LCC/2016/0039

Single storey extension to provide 3 additional classrooms, a studio, a staff room, a new visitor reception and lobby area, storage space, two cloakroom/ toilet areas for the teaching areas and circulation corridors, a relocated and smaller 17 space car park with associated lighting columns, conversion of the existing grassed playing field into an all-weather pitch with 3.6m high weld mesh fencing, and revised junior playground area and extended infant playground area. St. Georges Primary School, Carr Lane, Chorley.

Contact for further information:
Rob Jones, 01772 534128
DevCon@lancashire.gov.uk

Executive Summary

Application - Single storey extension to provide 3 additional classrooms, a studio, a staff room, a new visitor reception and lobby area, storage space, two cloakroom/ toilet areas for the teaching areas and circulation corridors, a relocated and smaller 17 space car park with associated lighting columns, conversion of the existing grassed playing field into an all-weather pitch with 3.6m high weld mesh fencing, and revised junior playground area and extended infant playground area. St. Georges Primary School, Carr Lane, Chorley.

Recommendation – Summary

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

Applicant's Proposal

Planning permission is sought for an extension to an existing primary school comprising the following elements:

- A single storey extension to the front of St. Georges Primary School to provide three classrooms, a studio, a staff room, a new visitor reception and lobby area, storage space, two cloakroom/ toilet areas for the teaching areas and circulation corridors.
- New 17 space car park (including 2 disabled spaces) with lighting.
- Conversion of part of a grassed playing field into an all-weather pitch surrounded by 3.6m high weld mesh fencing but with no lighting.
- Revised junior playground area and extended infant playground area.

The extension would measure 44.5m by 11m. It would consist of two elements: the main bulk of the extension with a mono-pitch roof that would house the class rooms and be located near to Carr Lane, and a flat roofed corridor with domed roof lights that would act as the link between the existing school building and the extension. The former would be 8.8m wide with a 17.5 degree mono-pitch roof clad in Hardrow 'Harmonies' slate to have a height of 2.9m at the eaves at the front (south side) and rising to 6m high, where it steps down to the 2.2m wide by 3m high corridor. The extension would be constructed from Telford Dark Textured bricks interspersed with plastic framed widows and aluminium doors. A steel framed flat roofed canopy to measure 2.4m wide by 2.9m high would extend 1.1m out from over the entrance door to the visitor reception area.

The new 17 space car park would measure 26m by 18m with 4 by 4m high lighting columns.

The all-weather pitch would measure 48m by 30.5m within 3.6m high weld mesh fencing.

The revised junior playground area, following some loss to the car park, would be extended by approximately 90 sq.m, while the infant playground area would be extended by 173 sq.m.

A total of 6 trees would be removed to accommodate the development; 5 for the extension and 1 for the extended infant playground area. 18 trees would be planted in new locations as mitigation.

Description and Location of Site

St. Georges Primary School is a single storey school fronting the north side of Carr Lane and to the east of the A6 Bolton Road in a mainly residential area approximately 1km south of Chorley. Separate vehicular and pedestrian access is from Carr Lane. The school buildings are on the north side of the site and separated from Carr Lane by an 18 space car park and some trees. Soft landscaping is on the west side of the site consisting of low mounds and some trees inside the junction of Carr Lane and the A6 Bolton Road. The infant and junior hard play areas are located on the respective east and west sides of the school buildings. The school playing fields are on the south side of the site. The school site is surrounded on all boundaries by a mixture of 1.2m high metal railings and hedgerows. All boundaries, except for the frontages to Carr Lane and the A6, are screened by a thick belt of trees with residential properties beyond except for the southern boundary beyond which is the Hop Pocket Public House. Houses are also located on the south side of Carr Lane opposite the school which are approximately 25 metres from the existing school boundary.

The extension would be located on part of the current school car park, which in turn would be relocated to the southern half of the junior hard play area on the west side of the school buildings. The junior playground would be revised by an extension on its north side. The infant playground area would be extended by converting some of the soft landscaping on the west side of the site just inside the junction of Carr Lane

and the A6 Bolton Road. The whole of the grassed playing field would be converted into an all-weather pitch surrounded by 3.6m high weld mesh fencing.

Background

The site is an existing primary school. There is no relevant planning history.

Planning Policy

National Planning Policy Framework (NPPF)

Paragraphs 11 – 14, 17, 32, 34, 36, 38, 56 – 66, 72, 74, 109, 123 and 125 are relevant with regard to the requirement for sustainable development, core planning principles, promoting sustainable transport, the requirement for good design, the need for sufficient school places, existing open space, conserving and enhancing the natural environment, noise and light pollution.

Central Lancashire Core Strategy

Policy 14 Education
Policy 17 Design of New Buildings
Policy 22 Biodiversity and Geodiversity
Policy 24 Sport and Recreation

Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document

Policy V2 Settlement Areas
Policy ST4 Parking Standards
Policy BNE1 Design Criteria for New Development
Policy BNE6 Light Pollution
Policy BNE7 Unstable Land
Policy BNE9 Biodiversity and Nature Conservation
Policy BNE10 Trees
Policy HW2 Protection of Existing Open Space, Sport and Recreational Facilities

Consultations

Chorley Borough Council – No observations received.

LCC Highways Development Control – No objection. The existing infrastructure for walking, cycling and public transport use is considered adequate to sustain any impacts due to the proposed development. It is suggested, however, that the current practices of parent parking on pavements in the immediate vicinity of the school could be curtailed by replacing the existing single yellow line (related to waiting/loading restrictions) on the south west side of Carr Lane with double yellow lines (no waiting at any time restrictions), plus introducing double yellow lines on both sides of the end of Carr Lane up to and around the junction with the A6 Bolton Road for a distance of three car lengths. The cost of introducing the waiting restrictions should be borne by the applicant.

Coal Authority – No objection but comment that any planning permission should contain an advisory note that the proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity, and that any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit.

Sport England – Holding objection until the following further information is submitted in relation to the proposed All-Weather sports pitch:

- Run off areas, and any recess for goals.
- Cross sections and materials of the sub layers including type of shockpad.
- Type of 3G Artificial Grass Pitch i.e. football and/or rugby compliant.
- The refurbishment and resurfacing of the footpath leading to the synthetic pitch.
- A comprehensive explanation of the sporting benefits and what sports the pitch is intended to be used for.

LCC Specialist Advisor (Lighting) – No objection. There are no highway implications as the light spill appears to be well controlled and confined within the school boundary.

LCC Specialist Advisor (Landscape) - No objection subject to the imposition of a condition to require details to be submitted for approval of replanting proposals and of the 'no dig' footpath underneath the canopy of the retained Norway Maple, so as to ensure the tree is not damaged in any way.

LCC Specialist Advisor (Ecology) - No objection subject to the imposition of the following conditions:

- The use of any flood lighting shall be restricted to the duration of the construction operations including those associated with permitted development works. Any floodlighting utilised on the site shall be angled downwards into the site and shaded to minimise light spill.
- No lighting shall be used for the all-weather pitch unless details of the type of lighting, the intensity and spread of light, and times to be used, have first been submitted to and approved in writing by the Local Planning Authority.
- No trees other than those identified for removal on shall be removed as part of the development including those works undertaken with the benefit of permitted development rights. All other trees on the site shall be retained and protected from damage throughout the duration of construction works.
- 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.

Representations – The application has been advertised by site notice and local residents informed by individual letter. Two objections have been received

concerned that the increased numbers of pupils at the school will exacerbate the already dangerous practice of parents parking along the roads surrounding the school during school drop off and pick up times to the detriment of road and pedestrian safety, and particularly school children who may run out between parked cars. The illegal parking on kerbs, yellow lines, zig zags and the corner of junctions must be resolved before this planning application is approved.

Advice

Planning permission is sought to erect a single storey extension to provide 3 additional classrooms, a studio, a staff room, a new visitor reception and lobby area, storage space, two cloakroom/ toilet areas for the teaching areas and circulation corridors, a relocated and smaller 17 space car park with associated lighting columns, the conversion of the existing grassed playing field into an all-weather pitch with 3.6m high weld mesh fencing, and revised junior playground area and extended infant playground area to St. Georges Primary School.

The school currently has a planned admission number of 35 pupils per year and a high demand for school places, with other schools in the locality also expanding to meet the basic need for places. To make the school compatible with requirements for class sizes of 30 pupils, the extension is required to enable the school to expand from a 1-form to a 1.5-form entry school to allow pupil numbers to increase from the current capacity of 210 to around 315 by September 2022 when the entire school would be 1.5-form entry. The capacity of the school is currently being exceeded as 251 children attend.

The existing 18 space car park has to be relocated to the southern half of the junior hard play area so as to accommodate the extension but the car park will be reduced to 17 spaces due to a lack of room at the school. The lost area of junior playground would be replaced in part by extending the remaining area. The infant playground area would be extended by converting some of the soft landscaping inside the junction of Carr Lane and the A6 Bolton Road. The whole of the grassed playing field would be converted into an all-weather pitch as it is unusable during substantial parts of the year.

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 Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document, and the Central Lancashire Adopted Core Strategy Local Development Framework.

The main issues relate to the need for the development, the design of the built form, traffic and safety, the impact on residential amenity, landscape and the conversion of the existing grassed playing field to an artificial pitch.

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 new communities. The policy states that Local Planning Authorities should give great weight to the need to expand schools. Policy 14 of the Central Lancashire Core Strategy seeks to provide for education requirements by requiring schools to be modernised and improved by new construction. The proposal therefore would meet the need for new school places as identified by national planning policy and would comply with Policy 14 of the Central Lancashire Core Strategy.

The site is an existing primary school within the urban area of Chorley. Policy V2 of the Chorley Local Plan has a presumption in favour of appropriate sustainable development relating to their location, design, compatibility with existing surrounding development and use. Policy BNE1 of the Chorley Local Plan relates to design criteria for new development and seeks to achieve quality in design. Policy 17 of the Central Lancashire Core Strategy relates to the design of new buildings and has similar criteria.

The extension would be single storey and would be to the front of the school facing Carr Lane. While the extension would not match the appearance of the existing school buildings, the size, design and materials would not be overly dominant and be visually acceptable. The space between the front of the extension and the boundary of the school would be utilised as an outdoor teaching and play area.

The change from a 1-form to a 1.5-form entry school would increase the number of pupils at the school from the current 251 to around 315. This is an increase of 25% and would result in some increase in traffic to the school. The Transport Statement (TS) submitted with the application states that the school currently generates approximately 248 vehicle movements during the day; 128 vehicle movements in the morning (93 associated with pupils and 35 associated with staff) and slightly fewer in the afternoon with 120 vehicle movements (85 associated with pupils and 35 associated with staff). It is estimated that the proposed development would increase vehicle movements in the morning by 27 (24 associated with pupils and 3 associated with staff) and by 25 in the afternoon (22 associated with pupils and 3 associated with staff) 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 300 by September 2022 (224 associated with pupils and 76 associated with staff). The TS concludes that it has been demonstrated that the traffic volumes likely to be generated by the proposed development will not be significant and the resulting impact on the operational capability of the local highway network and associated junctions should be minimal.

Two representations have been received concerned that increased pupil numbers will increase traffic levels and problems of parent parking on Carr Lane and the surrounding highway network to the detriment of road and pedestrian safety. It is suggested that illegal parking on kerbs, yellow lines, zig zags and the corner of junctions must be resolved before this planning application is approved.

In response, the TS considers that, whilst the development would clearly involve some increase in traffic, there should be more than sufficient road space to

accommodate the forecast additional parent parking without detriment to highway safety/operation.

The school is located within the main urban area of Chorley and is therefore proximate to the locations where children attending the school will reside and therefore there is potential to encourage children to travel to school by means other than private car. The TS advises that the school has a School Travel Plan, but there is no date as to when this was produced. It is considered that a condition should be imposed requiring an 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.

LCC Highways Development Control have not objected. However, it is commented that it is likely that the combination of the reduction in staff car parking provision from 18 to 17 spaces and the increase in staff numbers at the school due to the proposed expansion will increase on-street parking in the surrounding area. At school drop off and pick times, parents' vehicles do park on the waiting restrictions, and partially on the footway and the carriageway. While these impacts are only for short periods, they do create pedestrian safety issues, particularly for children when trying to cross the road, and they also create highway safety implications for cars and especially buses travelling down Carr Lane, as the road is narrowed. There is a formal agreement between the school and the neighbouring Hop Pocket public house for use of the off-street car park. However, most parents clearly do not make use of this arrangement.

The TS suggests two potential mitigation measures; the installation of bollards around the junction of Bolton Road/Carr Lane so as to prevent the parking of vehicles on the pavement at that point, and the extension of the existing single yellow line (related to waiting/loading restrictions) from the south west side of Carr Lane opposite the school to the junction of the Carr Lane residential cul-de-sac.

In response, LCC Highways Development Control have suggested that bollards would not stop parking on the footway as motorists determined to park on the footway can still drive from one end of the footway behind the bollards and exit from the other. The existing single yellow line does not appear to deter parking on the south side of Carr Lane, so it is unlikely that extending it further would be an adequate solution to the current parking problems.

A suggested solution to the current practices of parent parking on pavements in the immediate vicinity of the school could be to replace the existing single yellow line (related to waiting/loading restrictions) on the south west side of Carr Lane with double yellow lines (no waiting at any time restrictions), plus introducing double yellow lines on both sides of the end of Carr Lane up to and around the junction with the A6 Bolton Road for a distance of three car lengths.

It is considered that the suggested solution would mitigate some of the impacts during school drop-off and pick-up periods. The imposition of parking restrictions on the surrounding highways would require a Traffic Regulation Order which the County

Council as highway authority can promote. However, the TRO needs to follow a separate legal process and for this reason a planning condition cannot stipulate the exact traffic management measures that will be required since these may not be able to be delivered through the TRO process. It is considered that the condition relating to the school travel plan should include a general requirement relating to parking management at the school which would trigger a need to seek a TRO if it was considered appropriate.

As part of the proposal, the car park would be relocated and the number of car parking spaces would decrease from 18 to 17. The car park would be separated from the adjacent areas by 1.5m railings. Policy ST4 of the Chorley Local Plan refers to parking standards and allows two parking spaces per classroom. The number of classrooms in the whole school site with the new development would be 11. The maximum number of allowable car parking spaces should therefore be 22. The level of proposed parking provision is therefore considered acceptable and would accord with Policy ST4 of the Chorley Local Plan. A condition should require that the car parking spaces are marked out before the car park is brought into use. The main impact from the relocated car park would be from the provision of 4 x 4m high lighting columns to illuminate the 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. It is considered that the proposed extended car park lighting is acceptable and would not adversely impact on the amenities of local residents and would comply with Policy BNE6 of the Chorley Local Plan.

Six trees would be removed to accommodate the development; 5 for the extension and 1 for the extended infant playground area. 18 trees would be planted in new locations as mitigation. Conditions are proposed to protect the trees to be retained and to ensure that only those trees identified for removal are removed and to require a landscaping scheme be submitted for the planting of replacement trees. With respect to ecological matters, a condition should require that 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. An advisory note should also be included to draw to the attention to the applicant and developer/s their legal duty to avoid the spread of non-native invasive plant species. Subject to these, the development would accord with Policies BNE9 and BNE10 of the Chorley Local Plan and Policy 17 of the Central Lancashire Core Strategy.

The applicant has stated that the whole of the grassed playing field is unusable during substantial parts of the year. They therefore wish to convert it into an all-weather pitch to overcome these problems. The grassed playing field is the subject of Policy HW2 of the Chorley Local Plan that seeks to protect existing open space, and sport and recreational facilities. It has a number of criteria including one that the loss would be acceptable where alternative facilities of an equivalent or enhanced standard are provided nearby before the existing facilities cease to be available. Policy 24 of the Central Lancashire Core Strategy has similar requirements.

Sport England have registered a holding objection, until further information as stated in their consultation response above, is submitted in relation to the proposed all-

weather sports pitch. Given that the new classroom development would not have any impact on the existing playing field, it is considered acceptable to include a condition to require that the development of the all-weather pitch shall not commence until the required details have been submitted for approval. The finished colour of the ball stop fencing has not been provided and hence a condition should require details of the colour to be submitted for approval. Subject to the imposition of these conditions, the replacement of the grassed school playing field with an all-weather sports pitch accords with Policy HW2 of the Chorley Local Plan and Policy 24 of the Central Lancashire Core Strategy.

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, to require that noise and dust suppression methods be employed and to control any floodlighting. 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 BNE1 of the Chorley Local Plan. In line with the request of the Coal Authority, an advisory note should be included on any planning permission that the proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity.

In conclusion, the proposed development would provide additional teaching areas and facilities to enable St. Georges Primary School to increase from a 1-form to a 1.5-form entry school. The layout, scale and design of the development would ensure a high quality educational setting. The traffic associated with the development would increase when compared with existing levels but the long term highway impacts of the development would be acceptable. The all-weather pitch would provide for all year round outdoor sports provision and facilities at the school.

In view of the scale, location and nature of the proposed development it is considered that no Convention Rights as set out in the Human Rights Act 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.

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 received by the County Planning Authority on 17 May 2016, as amended by the email from Mark Tudor on 01 June 2016 relating to Additional Submitted Information, the email from Jeff Culshaw on 01 June 2016 relating to External Works and Landscaping Information, and the email from Mark Tudor on 16 June 2016 relating to Transport Statement.

b) Submitted Plans and documents received by the County Planning Authority on 17 May 2016:

Drawing No. A01 - Location Plan
Drawing No. A03 - Development Site Plan
Drawing No. A04 - Building Floor Plan
Drawing No. A05 - Proposed Elevations
Drawing No. A06 - Vertical Sections A-A
Drawing No. A07 - Proposed Site Plan
Drawing No. L.01 - Tree Survey on Topographical Survey
WasteWater Location Plan

Submitted Plans and documents received by the County Planning Authority on 01 June 2016:

Basic Need Expansion information sheet
Drawing No. A02 Rev. A - Existing Site Plan
Drawing No. 016.035.EX1 Rev. P1 - Proposed Electrical Services
Photo of roof slates
Photo of bricks
Drawing No. L.101 - General External Works Proposals. Building Frontage and Playgrounds
Drawing No. L.102 - General External Works Proposals. Synthetic Grass Pitch and Car Parking
Drawing No. L.103 - Detailed External Works Proposals. New Foundation Years Play Area and Main Entrance Access
Drawing No. L.104 - Detailed External Works Proposals. Extended Infant/ Key Stage 1 Play Area
Drawing No. L.105 - Detailed External Works Proposals. Synthetic Grass Pitch
Drawing No. L.106 - Detailed External Works Proposals. Main Entrance and Car Parking Access

Submitted Plans and documents received by the County Planning Authority on 16 June 2016:

St. George's Primary School Extension, Carr Lane, Chorley - Transport Statement

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

Reason: To enable the County Planning Authority 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 V2, ST4, BNE1, BNE6, BNE7, BNE9, BNE10 and HW2 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document, and Policies 14, 17, 22 and 24 of the Central Lancashire Adopted Core Strategy Local Development Framework.

Building Materials

3. No development of the all-weather pitch shall commence until a scheme and programme for the design and construction of the pitch has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall contain details of the following:-
 - a) Run off areas, and any recess for goals.
 - b) Cross sections and materials of the sub layers including type of shockpad.
 - c) Type of 3G Artificial Grass Pitch including suitability for football and/or rugby
 - d) The refurbishment and resurfacing of the footpath leading to the synthetic pitch.
 - e) A comprehensive explanation of the sporting benefits and what sports the pitch is intended to be used for.
 - f) The height, type and finished colour of the ball stop fencing

Thereafter, the all-weather pitch, footpath and ball stop fencing shall be constructed in accordance with the approved details.

Reason: To provide good quality school outdoor open space and sport and recreational facilities, and to protect the visual amenities of the area, and to conform with Policies BNE1 and HW2 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document, and Policies 14 and 24 of the Central Lancashire Adopted Core Strategy Local Development Framework.

Control of Noise

4. All plant, equipment and machinery used in connection with the construction of the development 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 to Policy BNE1 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

Dust

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

Reason: To safeguard local amenity and health of the pupils, staff and visitors to the school and to conform with Policy BNE1 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

Hours of Working

6. 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 BNE1 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

Highway Matters

7. 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 Policy BNE1 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

8. All vehicles associated with the construction phase of the development shall enter and leave the school site in a forward gear.

Reason: In the interests of highway safety and local amenity and to conform with Policy BNE1 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

9. Prior to the car park being brought into use, the car park shall be hard surfaced and marked out as shown on Drawing No. A03 - Development Site Plan.

Reason: In the interests of highway safety and to conform with Policies ST4 and BNE1 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

10. Within six months of the date of this planning permission, a revised School Travel Plan, as defined by this permission shall be submitted to the County Planning Authority for approval in writing.

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; and,
- e) Details for management of parent parking to improve highway safety on Carr Lane and the A6
- 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 and pedestrian safety and to conform with Policy BNE1 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

Landscaping

11. Within one month of the date of this planning permission, a scheme and programme of landscaping shall be submitted to the County Planning Authority for approval in writing. The scheme and programme shall provide for the following:

- a) Details of the replacement planting including location, number, and sizes of species, planting techniques and protection measures and an associated maintenance scheme so as to compensate for the trees removed as a part of the development,
- b) The design of the 'no dig' footpath underneath the canopy of the retained Norway Maple as shown on approved Drawing No. L.102 - General External Works Proposals. Synthetic Grass Pitch and Car Parking so as to ensure the tree is not damaged in any way.

The approved landscaping scheme shall be implemented within the first planting season, as defined in this permission, following the completion of the development and shall thereafter be maintained for a period of five years including replacement of dead and dying species, weed control and maintenance of protection measures.

Reason: In the interests of visual and local amenity and the local environment and to conform with Policies BNE1 and BNE10 of the Chorley Local Plan

*2012-2026 Site Allocations and Development Management Policies
Development Plan Document.*

12. No trees other than those identified for removal on Drawing No. L.01 - Tree Survey on Topographical Survey shall be removed as part of the development. All other trees on the site shall be retained and protected from damage throughout the duration of construction works.

Reason: In the interests of visual and local amenity and the local environment and to conform with Policies BNE1 and BNE10 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

13. 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 Policies BNE1 and BNE9 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document, and Policy 22 of the Central Lancashire Adopted Core Strategy Local Development Framework.

Floodlighting

14. The use of any flood lighting during the construction operations shall only be illuminated during the hours of operation specified in Condition 6 of this permission. Any floodlighting utilised on the site shall be angled downwards into the site and shaded to minimise light spill.

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 Policies BNE1 and BNE6 of the Chorley Local Plan 2012-2026 Site Allocations and Development Management Policies Development Plan Document.

Definitions

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).

Attention is drawn to the requirement of the applicant and developer/s to be aware of their legal duty to avoid the spread of non-native invasive plant species, and of the appropriate course of action, should the presence of any such species be suspected at any time during works.

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place. Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining feature is unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/coalauthority

The required double yellow lines on Carr Lane and the A6 Bolton Road 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 quoting the planning permission reference.

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

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

Paper	Date	Contact/Directorate/Ext
LCC/2016/0039	17 May 2016	Rob Jones/Environment/ 534128

Reason for Inclusion in Part II, if appropriate

N/A